

# MAXX Formula 2020

## Sporting & Technical Regulations 2020

Name of the Series:

**MAXX Formula**

KNAF Permit Number:

**0322.20.061**

### Status of the Events

International (registered in the FIA-Calendar)  National A (Plus NSAFP)  National A

The status of the event will be specified in the corresponding Supplementary Regulations for the event.

Preface:

**- MAXX Formula -**

The FIA International Series (Closed Club Races) for high-performance Single Seater cars.

Promoter:

MAXX Formula Association  
Schulhausstrasse 17  
CH - 8834 Schindellegi

Race Coordinator:

MAXX Formula Race Office  
c/o Christian Gaense  
Goeritz 13  
DE - 07927 Hirschberg

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# MAXX Formula 2020

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**The present regulations consist of 29 pages.**

## **Part 1 - Sporting Regulations**

### **1. Introduction**

MAXX Formula is an FIA International Series (Closed to Club Race) for passionate drivers of high-performance Single Seater cars who want to race on the most exciting European circuits and events under safe, respectful and friendly circumstances.

The MAXX Formula series is organised and administered by the MAXX Formula Association as an FIA International Series (Closed to Club race) in accordance with the National Sporting Regulations of the relevant ASN incorporating the provisions of the International Sporting Code and its appendices (the Code) and the FIA General prescriptions on circuits. It will be run in conformity with the series sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J Article 277 - (Group E) Category II-SS

The events will be organised in compliance with the KNAF regulations unless stated otherwise in the following or in the Supplementary Regulations for the event.

### **2. Organisation**

#### **2.1 Details on titles and awards of the Series**

The MAXX Formula Association, hereinafter referred to as series promoter, organises the MAXX Formula series for the year 2020. A FIA International series (Closed to Club race) for high-performance single seater race cars approved by the FIA and KNAF.

#### **2.2 Name of the parent ASN**

KNAF - Knac Nationale Autosport Federatie / Netherlands

#### **2.3 ASN Visa/Registration Number**

The series based on these Sporting and Technical Regulations has been approved by the Knac Nationale Autosport Federatie (KNAF) with permit number ...???? and FIA

#### **2.4 Name of the Series organiser, address and contacts (permanent office)**

MAXX Formula Race Office  
c/o Christian Gaense  
Goeritz 13  
DE - 07927 Hirschberg

E-mail: maxxformula@aol.com

#### **2.5 Composition of the organising committee**

Mr. Wolfgang Jaksch (MAXX Formula Association)  
Mr. Christian Gaense (MAXX Formula Association)

## 2.6 Names of the Permanent Officials

Permanent Technical Scrutineer:

*tba*

Permanent Race Director:

*tba*

In case of an unplanned situation where a deputy technical scrutineer and/or Race Director is needed they will be proposed by the MAXX Formula organisation and/or the parent ASN where the series is registered.

## 2.7 List of Officials

As mentioned in the event Supplementary Regulations.

## 3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- KNAF Reglementen Boek 2020
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the KNAF approved modifications and supplements (Series and Event Bulletins)
- Supplementary Regulations for the event.

### 3.1 Official language

English; Only the English text approved by the KNAF (FIA ASN) is binding and will be considered authentic.

### 3.2 Responsibility, modification of the regulations, cancellation of the event

- (1) The participants (entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risk. They carry the exclusive responsibility under (local country) civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) By accepting the present regulations participants completely release MAXX Formula Association, its organisation and the KNAF from any liability arising from and concerning the performance of these sporting events.
- (3) The series organiser reserves the right to modify these Regulations (with the approval of the Parent ASN) before the start of the event if necessary for reasons of force majeure or for safety reasons or if requested by the administrative authorities and/or to cancel the event or single competitions if this is a consequence of extraordinary circumstances, without assuming any liability for damages, with the exception of purpose or gross negligence. The organiser is furthermore only liable as far as no liability renunciation is agreed in the Regulations and on the entry form. All changes will be published in form of bulletins after approval of the parent ASN of the series.

(4) During the event changes of these regulations are only possible by an Event or Series bulletin from the Stewards of the Meeting.

### 3.3 General Definitions

N/A

## 4. Entries

### 4.1 Registrations/entries, entry closing date and obligation to participate

The entrant and/or driver must submit his application to be admitted to the MAXX Formula Association until the 15<sup>th</sup> of March 2020 by using the provided form "MAXX Formula Association - Membership 2020" on the official series website and must be paid the annual MAXX Formula Association membership fee to the specified MAXX Formula Association bank account. The application form is also available on request and will be approved by the MAXX Formula organisation committee.

***The annual MAXX Formula Association membership fee: 950,00 Euro incl. VAT.***

The series organiser reserves the right to accept late application.

The series organiser can refuse any application stating the grounds for such a refusal (CSI Art 3.14)

With the registration, entrant and/or driver undertake to participate in all the qualifying events.

### 4.2 Entry fees for the season and per event

The entry fees as well as a possible deposit are payable as specified in the "MAXX Formula Association - Membership 2020". The following entry fees are payable by the participants.

***The entry fee for the season is 12.000 Euro incl. VAT (4 race weekends)***

The season entry includes the entry fees for all four (4) scheduled race weekends.

Payable in two parts; 50% latest by the 15<sup>th</sup> of March 2020 and 50% latest by the 1<sup>st</sup> of August 2020.

***The entry fee for a single 'one off' event will be specified in the relevant entry-form and can be different from event to event.***

Rental costs for the boxes (if available) are under normal circumstances already INCLUDED in the entry fee (season & single).

The series organiser reserves the right to refuse the "MAXX Formula Association - Membership 2020" and/or the event "Entry Form" stating the grounds for such a refusal (CSI Art 3.14).

Application will only be processed after receipt of the entry fee and the documents listed above.

No refunds of the entry fee will be made in the case of non-participation in an event without prior and timely cancellation at least 7 days before the events starts. One time within the same season it is allowed to take over an entry fee to another MAXX Formula event but it cannot be switched to the following year.

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The membership and the entry fee for a single 'one off' event has to be transferred latest 7 days prior each event to the MAXX Formula Association bank account as specified in the event entry form.

**Account Holder:** Maxx Formula Association  
**IBAN:** CH29 0024 8248 1594 0060 C  
**BIC:** UBSWCHZH80A

The MAXX Formula organisation committee can refuse any driver the access to the MAXX Formula boxes and to take part in any session until membership- and entry fee is completely paid.

## 4.3 Competition-numbers

Each entered participant can choose a permanent competition-number for the whole season (after availability, first come-first served). If a participant wants to enter in different classes he has to choose a number for each class.

All classes numbers 2 to 999

The number #1 is specifically reserved for the use of the series coordinator and may not be assigned without prior permission.

## 5. Licences

### 5.1 Required grade of licence

#### a) Drivers

Drivers MUST be holding an International driver's and entrant's (if applicable) licence issued by the KNAF or by another ASN affiliated to the FIA Grade:

A,  B,  C,

and must be valid for the year where he registered for the MAXX Formula Association and have paid the annual MAXX Formula Association membership fee.

For Grade requirement, see Appendix L, Chapter I, art. 2:

- Grade A: required for all cars with a Weight/Power ratio less than or equal to 1 kg/hp.
- Grade B: required for all cars with a Weight/Power ratio of between 1 and 2 kg/hp.
- Grade C: required for all cars with a Weight/Power ratio of between 2 and 3 kg/hp (except those mentioned above) and required for FIA Autocross, Rallycross and Truck Championships. Required also for Historic Formula One cars (Period G onwards), Formula Two cars (Period H onwards), Indy Cars (Period G onwards), Formula 5000 and Formula A cars (all), Group C cars (all), CanAm cars (all), Hill Climb cars in Groups CN, D and E2 of Category II defined in Article 251.1.1 of Appendix J, and Sports Prototypes over 2 litres (Period G onwards) regardless of weight/power ratio.

and must be valid for the year where he registered for the MAXX Formula Association and have paid the annual MAXX Formula Association membership fee.

#### b) Entrants

Competitors wishing to register with the driver must be in possession of an international competitors licence issued by the KNAF or by another ASN affiliated to the FIA and valid for the year 2020 and have paid the annual MAXX Formula Association membership fee.



## c) Guest drivers

The MAXX Formula Association may admit guest drivers with a valid

-> International entrant's and driver's licence according to Art. 5.1 (a)

for its qualifying events.

Priority in the acceptance of entries will be first given to the registered participants.

## d) Age regulations

The age of a driver must be minimum 16 years.

Drivers under age 18 can only participate if they are in possession of minimum International 'C' licence AND with the written confirmation of their legal guardian(s).

## 5.2 Conditions for entrants outside their national territory

Competitors and Drivers who wish to take part in a Competition organised abroad can only do so with the prior approval of their own ASN. This authorisation shall be given by the ASN concerned in such form as they might deem convenient (CSI Art 2.3.7).

## 5.3 Acknowledgement of the Regulations

Every competitor and MAXX Formula participant confirms with his registration/application form the acknowledgement of the existing regulations, the provisions of the FIA International Sporting Code and those of the KNAF.

## 6. Insurance; Liability exclusion and disclaimer

### 6.1 Organiser's/promoter's insurance

Organiser's insurance according to the KNAF Reglementen Boek 2020.

### 6.2 Declaration by the entrant, driver and passenger on the exclusion of liability. Disclaimer of the vehicle owner

Participants take part in the event at their own risk. They bear the sole responsibility under (local country) civil and criminal law for any damage caused by them or the vehicle used, if no exclusion of liability is agreed. The participants understand and know all risks and dangers of motorsport and accept them completely. If a participant is injured during an event, he/she expressly declares that he/she endorses any medical treatment, salvage, transportation to the hospital or other emergency services by giving his entry to the event. All these measures are taken by the staff appointed by the organizer in the best of knowledge and in their estimation of the condition of the participant. Participants undertake to assume all associated costs, unless covered by the license accident insurance or other insurance contracts.

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By submitting their entries, entrants, drivers and passengers waive any claims or rights to pursue action for damages in connection with the event against:

- the FIA, the KNAF, KNAF affiliated and member organisations, their presidents, executive bodies, managing directors, secretaries general;
- the series promoter, MAXX Formula Association and MAXX Formula race coordinator;
- the organiser, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved with the organisation of the event;
- the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event;
- any agents or other persons employed to perform an obligation on behalf of the above persons and entities (e.g. scrutineer);

except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

Against

- the other participants (entrants, drivers, passenger), their assistants, the owners or registered keepers of other vehicles;
- their own entrant, the own driver/s, the own passenger/s (barring any other special agreements between competitors and driver/s and/or passenger/s!) and their own assistants they waive claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), for slalom competitions in connection with practice and heat/s, for rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

This disclaimer shall become effective for all parties concerned upon submission of the entry form.

The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortuous acts. Implied exclusions from liability shall remain unaffected by the above non-liability clause.

With the submission of the entry form, the entrant/driver/passengers note that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during the event.

He/she undertakes to also inform the car owner hereof.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the undersigned - under consideration of the possible safety risk which might result not only for him/her but also for third parties - releases all treating doctors from their duty to treat medical record confidentially amongst each other and with regard to the Clerk of the Course, the Stewards, the chief medical officer, the KNAF doctors and co-ordination automobile sport.

Herewith I confirm that I fully accept to the KNAF licence prescriptions.

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I agree to the storage, transmission and administration of my personal data in accordance with the KNAF Data Protection Provisions, under consideration of the Netherlands Data Protection Act. I have at all times the possibility to request information from the Netherlands Data Protection Officer on these data and/or to make use of my right of objection.

## 6.3 Disclaimer of the vehicle owner

*(Only required, if entrant, driver or passenger is not the owner of the entered car, see specifications above)*

The car owner agrees with the participation of the vehicle specified on the entry form in the event and confirms to waive any claims or rights to pursue action for damages in connection with the event against

- the FIA, the KNAF, the KNAF affiliated and member organisations, their presidents, executive bodies, managing directors, secretaries general;
- the series promoter, MAXX Formula Association and MAXX Formula race coordinator;
- the organiser, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved with the organisation of the event;
- the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event;
- any agents or other persons employed to perform an obligation on behalf of the above persons and entities (e.g. scrutineer), except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

Against

- the entrants, drivers, passengers, owners, registered keepers of the other entered cars, the assistant/s of the participant/s specified on the entry form and the other participants as well as against the entrant, driver, passenger of the car provided by me (barring any other special agreements between owners, entrants, driver/s, passenger/s!), the car owner waives claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), for slalom competitions in connection with practice and heat/s, for rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability. The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortuous acts. Implied exclusions from liability shall remain unaffected by the above non-liability clause.

## 7. Events

### 7.1 Calendar of events (subject to change)

- |                  |                          |                           |
|------------------|--------------------------|---------------------------|
| 1) 15-17 May     | - Rundstreckentrophy     | - Red Bull Ring (AUT)     |
| 2) 26-28 June    | - International GT Open  | - Hockenheimring BW (GER) |
| 3) 28-30 August  | - TOTAL Czech Truck Prix | - Autodrom Most (CZE)     |
| 4) 10-11 October | - Spa Hat-Trick          | - Spa-Francorchamps (BEL) |

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## 7.2 Eligible cars and maximum number of cars authorised

Permitted in the MAXX Formula races are high-performance Single Seater race cars of the below mentioned types which comply with the technical and safety prescriptions of these regulations.

The races comprise the following types of Single Seater cars:  
FIA Appendix J Article 277 - (Group E) Category II-SS and;

- Type Formula 1
- Type Champ Car
- Type IndyCar
- Type Indy Racing League (IRL)
- Type Indy Lights
- Type GP2 Series
- Type Formula 2 Series
- Type GP3 Series (Model 13/16)
- Type A1GP Series
- Type Auto GP Series
- Type FA1 Series
- Type Formula 3000
- Type Formula Nippon
- Type Super Formula
- Type Superleague Formula
- Type Formula 2 (2010-2012)
- Type World Series by Nissan 3.0 V6
- Type World Series by Renault 3.5 V6 & V8

The cars will be divided in the following classes:

### **MAXX Formula 'PRESTIGE' (OVERALL)**

Type Formula 1 from 1997

### **MAXX Formula 'ADVANCE'**

Type Formula 1 from 1992-1996, Champ Car, IndyCar & IRL from 1992, GP2/F2, GP3 (13/16), Auto GP, A1 GP, FA1, Superleague Formula, World Series by Renault 3.5 V8,

### **MAXX Formula 'MASTERS'**

Type Formula 1 & IndyCar till 1991, World Series by Renault 3.5 V6, World Series by Nissan 3.0 V6, FIA Formula 2 (2010-2012), Super Formula, Indy Lights, Formula Nippon, F3000

Any other types of high-performance Single Seater race cars who comply with this regulations and with FIA Appendix J Article 277 - (Group E) Category II-SS can participate in the MAXX Formula series with the permission of the MAXX Formula organisation committee and with the conformation of the Stewards of the meeting. Also eligible to participate are cars with different combination of chassis and engines or other modifications. The final classification of the car will be determined by the MAXX Formula organisation committee according to the performance data of the car.

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Regulations.

## 7.3 Running of the events

### a) Practice

For each event two official 'Free Practice' sessions of 30 min. and one official 'Qualifying' session of 30 min. are scheduled. Both 'Free Practice' sessions of the event can be divided in two groups of 10 min. for the 1<sup>st</sup> group (fast drivers) and 20 min. for the 2<sup>nd</sup> group (all others).

The maximum number of cars per group will be decided at the circuit, which is mainly up to the general number of starters and will be announced during the official drivers briefing taking place before the first 'Free Practice'.

### b) Qualification

Each driver must complete at least one timed lap in the official 'Qualifying' session.

Any driver failing to comply with these criteria may result in the non-admission to start.

The final decision on a start request shall be taken by the Stewards of the Meeting on proposal by the Clerk of the Course.

Starting positions on the grid for race 1 & 2 are based on the recorded overall qualifying times.

The qualifying procedure can be divided in two separate qualifier groups using the following procedure:

- *1<sup>st</sup> Run: 8 min. - "Top 5" - The 5 fastest drivers from Free Practice (overall)*
- *Break 2 min.*
- *2<sup>nd</sup> Run: 20 min. - All other drivers (except "Top 5" from the 1<sup>st</sup> qualifying run),*

A "Top 5" driver have always the possibility to decide in which Run (1<sup>st</sup> or 2<sup>nd</sup>) he wants to do the qualifying.

A participant without a "qualifying lap time" will be ranked in last position on the grid. With several drivers without "qualifying lap time", the better achieved free practice time for the position on the starting grid will be counted.

For safety reasons, the Clerk of the Course can change the grid position for "Prestige" class cars.

Any "Prestige" class car can be placed further front on the grid as long as it doesn't affect the order of the "Prestige" class starting grid. If any participator cannot take part in any of the races, he must inform the race organisation latest 90 minutes before the race starts. The starting grid will be changed to avoid empty starting positions on the grid.

The race organisation will inform participator and public the final starting grid 1 hour before start of the race.

In case a driver shows a very unsteady/slow performance during the practice sessions (free practice & qualifying), which could effect in a safety risk for the whole field, the race series coordinator and/or the relevant Race Director has the rights to give him a verbal warning or even to preclude him taking part in the upcoming races of the relevant weekend.

### c) Starting modes and starting procedure

The races will be started as follows:

- **'Rolling Start' (Indianapolis start)**

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In exceptional circumstances, a race may be started behind a safety car.  
The grid will be a 2-by-2 formation (rolling start).

An incorrect start by a competitor may be penalized with a drive-through penalty.

All race start countdowns have a minimum elapsed period of 10 minutes from the time that all cars are released to form up on the grid to the start of the green flag lap.

The approach of the start will be announced by signals and/or boards shown:  
'10 minutes', '5 minutes', '3 minutes', '1 minute', '30 seconds' before the start of the formation lap.

Countdown procedures/audible warnings sequence shall be:

- ***10 minutes to start of Green Flag Lap --> Pitlane Exit Opens ('Green')***

10 minutes before the start of the formation lap, cars will leave the pit lane and they will stop on the grid in starting order with their engines off. From this moment to the showing of the 3' panel, it will be possible to work on the car. Before taking position on the grid it will be allowed to do one lap through the pit lane within the 5 minutes in which it will be opened,

- ***5 minutes to start of Green Flag Lap --> Pitlane Exit Closes ('Red')***

5 minutes before the start of the formation lap, the end of the pit lane will be closed.  
Any car which is still in the pit lane may start from the end of the pit lane, provided that it can reach it with its own means. If this happens to two or more cars, they will line up in the order they reached the pit lane exit.

- ***3 minutes to start of Green Flag Lap --> Grid Closed / Clear Grid***

3 minutes before the start of the formation lap, the access to the grid will be closed and any car not on his appointed place on the grid must start the race from the back of the grid. Everybody, except drivers, officials and team staff in charge of the tyre warmers and the external starting device must leave the grid.

When the 3 minutes signal is shown all cars must have their wheels fitted and working on the car isn't longer allowed. Any car which does not have all its wheels fully fitted at the three minute signal or the work wasn't finished in time shall be penalized by the Race Direction with a drive-through penalty during the race or a time penalty afterwards.

- ***1 minute to start of Green Flag Lap --> Ready to start***

1 minute before the start of the formation lap, tyre warmers have to be uncovered and cars must be on the ground and ready to start. Team staff in charge of the external starting device must be in their position.

- ***30 seconds to start of Green Flag Lap --> Start engines***

30 seconds before the start of the formation lap, engines should be started and all team personnel must leave the grid immediately staying on the left- or right side of the track.

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If any driver needs assistance after the 30 seconds signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

If the driver is able to restart the car whilst it is being pushed by the marshals he may rejoin the formation lap. Should he be able to catch the remainder of the cars, he will stay in the back without overtaking any car.

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 start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap.

When the green lights are illuminated or a green flag will be waved before the grid, cars will begin the formation lap with the pole position driver leading and setting the pace.

When leaving the grid all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track. During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

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.

The rolling start will take place as follows:

(a) The cars, with the car in pole position leading and the remainder of the cars following in order of their 2 x 2 formation, shall be led by the leading car during the formation lap. The leading car will pull off the track into the pit lane at the end of the formation lap. The red light being shown at the start line will then be extinguished to indicate the start of the race (or the red light will turn to green, which will be announced by the Race Director during the Drivers Briefing).

All cars must keep in formation at around 100km/h and no overtaking or breaking of the 2 x 2 formation shall be permitted until the red light is extinguished.

Failure to comply with such requirement may result in a drive-through penalty.

(b) If the start signal is not shown, the leading car shall remain on the track and complete another formation lap followed by the cars which shall maintain their grid position order.

The leading car will pull off the track at the end of the second formation lap. The red light being shown at the start line will then be extinguished to indicate the start of the race.

(c) If the start signal is not shown when the leading car crosses the line after the second formation lap, a further formation lap shall take place and the above provisions shall be repeated until the race is considered to have started, unless otherwise directed by the Clerk of the Course and the Race Director.

(d) The race will be deemed to have commenced at the time of the first aborted start.

Only in the following cases will any variation in the start procedure be allowed:

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1) If it starts to rain after the '5 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, the 'Start Delayed' panel will be shown on the Line and the starting procedure will begin again at the "10 minute" point.

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 will have the possibility to delay the start of the race showing the "Start Delayed" panel. Once the time for the new start is known, it will be communicated with at least a 10 minute notice.

## **Wet Practice and Wet Race**

In mixed weather conditions or rain, participants are informed via a scoreboard about a wet practice (training or qualifying) and wet race (race). From then on, participants are free to use rain tyres.

## **Full Course Yellow**

a) The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.

Once under FCY, cars will slow down to a speed average of 100 kph, in single file, and maintain their distance to the car in front and the car behind. Overtaking is strictly prohibited under the FCY.

All marshal posts will display a waved yellow flag and a board with the indication FCY.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit road.

b) The pit lane entry and exit remain open and cars are free to pit.

c) Once the problem(s) is/are solved, the Race Director of the event will return the track to green; At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the line.

d) A FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.

e) Unless the driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty after the FCY procedure has been deployed.

## **SAFETY CAR**

The safety car may be brought into operation to neutralize a race upon the decision of the Clerk of the Course or Race Director. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race:



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a) When the order is given to deploy the safety car during the race, all observer's posts will display fixed yellow flags and a board "SC" which shall be maintained until the intervention of the safety car on the track is over.

b) During the race, the safety car with its revolving lights on, will start from the pit lane and will join the track regardless of where the race leader is.

c) All the competing cars will form up in line behind the safety car no more than 5 car lengths apart.

All overtaking on the track is strictly forbidden, unless signaling to do so from the safety car.

d) When ordered to do so by the Clerk of the Course or Race Director, the observer on the safety car will use a green light to signal to any car between the safety car and the race leader that it should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

e) The safety car shall usually be used at least until the leader is behind it and all remaining cars are lined up behind the leader. Once behind the safety car, the leader must keep within 5 car lengths of the safety car and all remaining cars must keep the formation as tight as possible.

f) While the safety car is in operation, competing cars may stop at their pit, but may only rejoin 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 lane exit. A car rejoining the track must proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

g) When the Clerk of the Course or Race Director calls the safety car in, it will extinguish the revolving lights to inform the drivers that it will enter 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 waved green flags will be displayed for one lap.

h) Green flags and lights will be shown when the safety car has pulled off the circuit and the cars will be approaching the starting line. Overtaking remains strictly forbidden until the cars cross the green light at the starting line or the finish line (when it's different). However, any car which slows with an obvious problem may be overtaken.

i) Each lap completed while the safety car is deployed will be counted as a race lap.

In exceptional circumstances the race may be started behind the safety car (in compliance with Art. 2.10.18 Appendix H-FIA). In this case, at any time before the "one minute" signal its revolving yellow 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 5 car lengths apart.

There will be no formation lap and race will start when the leader crosses the starting line for the first time. Overtaking during the first lap is permitted if a car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to reestablish the original order.

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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 starting 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. A time penalty will be imposed on any driver who, in the opinion of the Stewards of the meeting, unnecessarily overtook a car in the first lap.

## INTERRUPTION OF A RACE

Should it become necessary to suspend the race because of an accident or weather conditions, the Race Director will order to deploy the red flags and the abort lights to be shown at the line. When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation. Should the leading car not be the frontrunner at the moment of stopping in front of the line, the cars between it and the red flag line will be asked to complete another lap before the race is resumed.

If any cars are unable to return to the grid as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taken.

The safety car will then be driven ahead of the cars behind the red flag line. Whilst the race is suspended: neither the race nor the timekeeping system will stop; Working on the cars will be allowed once they have stopped behind the red flag line or entered the pits, but any such work must not impede the resumption of the race;

Refueling and/or removing of fuel is forbidden. Cars may enter the pit lane when the race is suspended, but a drive-through penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur in any penalty.

All cars in the pit lane will be allowed to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others.

### **d) Races**

The races will be run over a maximum duration of 1x 20 minutes and 1x 25 minutes. The finish line applies both to the track and to the pit lane.

### **e) Race Stops**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the start line and RED FLAGS will be displayed at the start line and at all marshal signaling points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the starting grid area. Cars may not enter the pits unless directed to do so.

### **Case A - Less than 2 laps completed by race leader**

The race will be null and void. The race will restart from the original grid positions.

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Competitors unable to take the restart will be replaced by reserves which will start from the back in reserve order. Gaps on the grid should not be closed up.

The length of the restarted race shall be determined by the Race Director but under normal circumstances the race duration will be reduced by at least two laps.

## **Case B - More than 2 laps completed by the race leader but less than 75% of the total duration**

The race will/can restart from a grid set out by the finishing order of part 1.

The result of the race will be the finishing order of part 2. The final result will not be aggregated.

The duration of the restarted race will be determined by the Race Director but under normal circumstances the remaining race duration will be the original duration, less the first part, less at least two laps. If the race cannot be restarted half points will be awarded in each class.

If the race leader has completed more than 75% of the race duration at the time of the stoppage, the race shall not be restarted and the results will be declared as if the race had run its complete distance, full points will be awarded in each class.

## **RESTART OF A RACE**

As soon as a resumption time is known, teams will be informed via the timing monitors; 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. When the three-minute signal is shown, all cars must have their wheels fitted; after this signal, wheels may only be removed in the pit lane.

At some point after the three-minute signal, which will be dependent upon the expected lap time, any cars between the red flag 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. The race will be resumed behind the safety car. The safety car will enter the pits after one lap. If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

## **8. Classification**

### **8.1 Scale of points**

The car placed first will be the one having covered the driven distance when finished with his car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed at least 75% of the winner's race distance (= winner's race time).

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

At least 75% of the scheduled distance	=	Full points
At least 50% of the scheduled distance	=	Half points

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ALL drivers will be receiving points according to their class result.

The following points will be awarded for the races:

Position	Points	Position	Points	Position	Points
P1	25	P7	12	P13	5
P2	22	P8	10	P14	4
P3	20	P9	9	P15	3
P4	18	P10	8	P16	2
P5	16	P11	7	P17	1
P6	14	P12	6		

After each race there will be a separate podium ceremony for the 'PRESTIGE' (OVERALL Podium) - 'ADVANCE' and 'MASTERS' class. A trophy will be given to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> position in PRESTIGE' (OVERALL Podium) - 'ADVANCE' and 'MASTERS' class.

If a driver will change the class during the season, the points will only count for the respective class and cannot be transferred.

## 8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1<sup>st</sup>, then 2<sup>nd</sup> and further results is crucial.

In the situation of a tie at the end of the year, the position 2 places etc. will be added.

## 9. Private practice and testing

### 9.1 General conditions

Private practice and testing sessions are allowed without any restrictions.

## 10. Administrative checks

The following documents must be presented by the driver/entrant:

- > Driver's licence
- > ASN authorization (if applicable)
- > Entrant's licence (if applicable)

### 10.1 Timetable administrative checks

See relevant Supplementary Regulations for the Event or official notice board.

The timetable will be also announced together with the driver information for each event.

An established late-participation without an apparent impediment can attract a fine of 200 Euro (without any particular penalty-procedure). An established absence can result in a non-acceptance of the race entry. The final decision in such a case will be made by the stewards of the meeting.

## 10.2 Drivers meeting/briefing

The location of the Drivers Briefing and the time will be published in the Supplementary Regulations for the Event.

It is highly recommended that every participating team also sends their team manager or crew chief to attend the drivers briefing.

An established non-participation or incomplete participation, according to the list of signatures, can attract a fine of 250 Euro (without any particular penalty-procedure).

## 11. Scrutineering/Technical checks

The drivers or their authorized representatives must present their race car and the compulsory driver's safety equipment at scrutineering.

An established late-participation without an apparent impediment can attract a fine of 250 Euro (without any particular penalty-procedure).

An established absence can result in a non-acceptance of the car for the relevant event. The final decision in such a case will be made by the Stewards of the Meeting.

The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be submitted:

- > Technical passport or FIA HTP (if available/applicable)

### 11.1 Scrutineering before the start and final scrutineering: Place and timetable

The time for the scrutineering will be announced at the circuit or as published in the Supplementary Regulations or the official time table .

The official series scrutineering will take place in the assigned MAXX Formula boxes or the awnings of the teams. Unless stated otherwise there will be no final scrutineering after the races.

### 11.2 Parc Fermé

There will be parc fermé rules applied after any of the scheduled sessions.

## 12. Fuel

### 12.1 Type of fuel and single fuel

*See Technical Regulations Art. 14*

### 12.2 Fuel controls

Fuel samples may be taken by the scrutineers at any time during an event. The relevant FIA guidelines are applicable for taking fuel samples .

## 13. Refuelling

### 13.1 Refuelling installations and control

May not be carried out during the race. At other times drivers and associated personnel must observe any circuit management regulations and the Supplementary Regulations for the Event or final instructions issued for each circuit/meeting.

Generally refueling may only be carried out in a pit garage or in the paddock, with the car engine stopped and the driver out of the cockpit.

Each team must have at least one serviceable fire extinguisher available whilst any refueling operation takes place.

## 14. Use of wet-weather tyres

The use of wet-weather tyres is allowed.

The quantity of wet-weather tyres is unlimited.

## 15. Title, prize money and trophies

### 15.1 Title overall winner

The title *"MAXX Formula 'PRESTIGE' Champion"* will be awarded to the driver who has scored the highest number of points in the 'PRESTIGE' classification after all the qualifying events of the MAXX Formula series.

The title *"MAXX Formula 'ADVANCE' Champion"* will be awarded to the driver who has scored the highest number of points in the 'ADVANCE' class after all the qualifying events of the MAXX Formula series.

The title *"MAXX Formula 'MASTERS' Champion"* will be awarded to driver who has scored the highest number of points in the 'MASTERS' class after all the qualifying events of the MAXX Formula series.

### 15.2 Prize money and trophies

Currently there is no claim of prize money provided.

The drivers and team managers finishing first, second and third of all the MAXX Formula classes must be present at the annual MAXX Formula Prize Giving ceremony (if takes place).

## 16. Advertising

### 16.1 Advertising on the driver's equipment

A MAXX Formula logo badge shall be wearing on the driver race suit.

### 16.2 Advertising and start number on the race car

*see Technical Regulations Art. 15*

## 17. Protests and appeals

Protests: The protest fee follows the regulations of the Parent ASN of the series.

Appeals: Appeals must be brought before the National Court for Appeal of the Parent ASN of the international series, the KNAF. The fee for an appeal before this court is € 1.750. The relevant procedures are laid down in the KNAF Reglementen Boek 2020.

An appeal against a decision of this court must follow the rules of the ICA of the FIA.

The fee for an international appeal before this court is € 6.000.

The relevant procedures are laid down in the International Sporting Code of the FIA and its appendices.

## 18. Exclusion of jurisdiction of a court and limitation of liability

(1) The jurisdiction of a court is excluded for decisions of the FIA, the KNAF, their jurisdictions, the Stewards, the series promoter/organiser or the organiser as judge in terms of the Netherlands Civil Code.

(2) No claim for compensation of whatever kind may be derived from actions and decisions of the KNAF or its jurisdiction as well as of KNAF representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

## 19. Acceptance of the regulations

With the mandatory personal signature on the provided "MAXX Formula Association - Membership 2020" form, each member of the MAXX Formula Association (entrants, drivers etc.) confirms the acceptance of these regulations as a whole, including the KNAF provisions and the FIA International Sporting Code and its appendices.

All drivers, entrants, teams and officials participating in this series, undertake on behalf of themselves, their employees, their representatives and their agents to observe all the provisions of the sporting and technical regulations and to promote the highest ideals of motorsport in general.

It is the specific responsibility of the competitor/driver to ensure that all persons concerned by his entry observe these requirements.

Any person connected with a team or entry in 'MAXX Formula' who is deemed to have brought the series or its partners into disrepute because of their behavior, may cause the competitor/driver/team member concerned to be liable to disciplinary action as appropriate.

The basic idea in this series is to keep the costs at a reasonable and always transparent level.

That's all on a fair and friendly basis between all persons who are connected with this series in any way.

Therefore, the series organisers reserves the rights, in this sense, to have the possibility for short-term changes on the regulations and adapt on the current conditions, if participants departing from the spirit of the series regulations. Any change to the Sporting & Technical regulations is only applicable after KNAF approval and publication on the KNAF website or during an Event by decision of the Stewards of the Meeting.

## 20. Place of jurisdiction

Under exclusion of all sports law provisions relating to the protest and appeal rights against the MAXX Formula Association, the commercial register kept by the regional court in Schwyz, Switzerland, is herewith agreed as place of jurisdiction.

## 21. TV rights/ Advertising and television rights

All copyright and picture rights lie by the respective authors including the pictures which are adopted by television broadcasts ,unless otherwise agreed by contract, Supplementary Regulation and event contracts.

## 22. Specific regulations

There are no additional Specific Series Regulations.





## Part 2 - Technical Regulations

### 1. INTRODUCTION

It should be clearly understood by all concerned that if the following texts do not clearly specify that you are allowed then you should work on the principle that you are not allowed.

#### 1.1 Principles of the Technical Regulations in conformity with:

- Art. 277 Category II-SS (Group E) of the FIA Appendix J
- These Technical Regulations

#### 1.2 General/Preamble

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable. Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of these regulations.

### 2. GENERAL DESCRIPTION

#### 2.1 VEHICLES

Permitted in the MAXX Formula races are high-performance Single Seater race cars of the below mentioned types which comply with the technical and safety prescriptions of these regulations.

#### 2.2 The races comprises the following types of Single Seater cars: FIA Appendix J Article 277 - (Group E) Category II-SS and;

- Type Formula 1
- Type Champ Car
- Type IndyCar
- Type Indy Racing League (IRL)
- Type Indy Lights
- Type GP2 Series
- Type Formula 2 Series
- Type GP3 Series (Model 13/16)
- Type A1GP Series
- Type Auto GP Series
- Type FA1 Series
- Type Formula 3000
- Type Formula Nippon
- Type Super Formula
- Type Superleague Formula
- Type Formula 2 (2010-2012)
- Type World Series by Nissan 3.0 V6
- Type World Series by Renault 3.5 V6 & V8

Any other types of high-performance Single Seater race cars who comply with this regulations and with FIA Appendix J Article 277 - (Group E) Category II-SS can participate in the MAXX Formula series with the permission of the MAXX Formula organisation committee.

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Also eligible to participate are cars with different combination of chassis and engines or other modifications. The final classification of the car will be determined by the MAXX Formula organisation committee according to the performance data of the car.

2.3 The cars will be divided in the following classes:

## **'PRESTIGE' (OVERALL) Class**

Type Formula 1 from 1997

## **'ADVANCE' Class**

Type Formula 1 from 1992-1996, Champ Car, IndyCar & IRL from 1992, GP2/F2, GP3 (13/16), Auto GP, A1 GP, FA1, Superleague Formula, World Series by Renault 3.5 V8,

## **'MASTERS' Class**

Type Formula 1 & IndyCar till 1991, World Series by Renault 3.5 V6, World Series by Nissan 3.0 V6, FIA Formula 2 (2010-2012), Super Formula, Indy Lights, Formula Nippon, F3000.

## **2.4 Driver's equipment**

The wearing of overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, wearing a helmet in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

Furthermore, the use of the head restraint (e.g. HANS) is mandatory for all drivers.

## **2.5 General, Permitted modifications and installations**

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn, through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn, through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

## **2.6 Minimum weights and ballast**

Free

## **2.7 Equivalence formula for supercharged engines**

Free

## 2.8 Exhaust prescriptions

The use of a catalytic converter is not mandatory.

## 2.9 Noise regulations

The maximum permitted noise limits as announced in the event Supplementary Regulations must be respected at all time.

## 3. SAFETY REQUIREMENTS

3.1 All cars must comply with the safety requirements of the relevant sections of FIA Appendix J (Article 277 - Category SS-II cars, Group E).

3.2 Drivers personal equipment (helmet, overall, shoes, underwear, gloves) must be to complete valid FIA specification.

## 4. CHASSIS

4.1 BODYWORK: Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

4.2 ENGINE (*incl. fuel*): Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

4.3 Aerodynamic devices Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

4.4 Oil/Water Cooling: Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

4.5 Induction Systems: Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

4.6 Exhaust Systems: Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

4.7 Ignition Systems: Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

4.8 Lubrication system Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

5. SUSPENSIONS Free, but must respect at all time the safety rules for (Group E) Category II-SS cars

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6. **TRANSMISSIONS** Free, all cars must have an operational reverse gear and must respect at all time the safety rules for (Group E) Category II-SS cars
7. **ELECTRICS** Free, but must respect at all time the safety rules for (Group E) Category II-SS cars
8. **BRAKES** Free, but must respect at all time the safety rules for (Group E) Category II-SS cars
9. **SILENCING** Free, but must respect at all time the safety rules for (Group E) Category II-SS cars
10. **DATA LOGGING** All data logging systems are allowed
11. **STEERING** Free, but must respect at all time the safety rules for (Group E) Category II-SS cars
12. **Wheels (Flange + rim) and TYRES:** 'PRESTIGE' - 'ADVANCE' - 'MASTERS' Class:  
--> For ALL classes only Pirelli and Avon racing tyres are permitted

**Official Avon tyre supplier:**

Vereeken Motorsport BVA (Belgium)

**KNAP**  
Mr. Stefan Calbrecht  
Mobile: +32 (0) 475 39 27 72  
E-mail: [info@vereeken-motorsport.com](mailto:info@vereeken-motorsport.com)

**Tyre supplier & On-track service:**

Musko Racing B.V. (Netherlands)

**Knac Nationale Autocross**  
Mr. Kees Konings  
Mobile: +32 (0) 620 130 90 69  
E-mail: [kees@muskoracing.nl](mailto:kees@muskoracing.nl)

In case the official tyre supplier cannot provide a specific tyre (size) for an eligible car by any reason, the used tyre make will be free until their availability.

13. **Use of wet-weather tyres**  
The use of wet-weather tyres is allowed.  
The quantity of wet-weather tyres is unlimited.
14. **FUEL TANK/FUEL**
  - 14.1 Fuel tank type and location - as original - capacity free  
Fuel tank type in conformity with Appendix J Article 277 (Group E) Category II-SS of (FIA ISC).
  - 14.2 Fuel: Conform Appendix J Article 252-9.

## 15. Advertising prescriptions and start numbers on the vehicles

The current FIA/KNAF prescriptions for start numbers on the vehicles must be respected.

Under consideration of the FIA/KNAF prescriptions for start numbers and advertising on the vehicles, the following advertisement is compulsory for the race car:

> One “MAXX Formula” series logo stickers on each side of the car (left & right)

The logo stickers will be provided by MAXX Formula.

