

# GT SPORTS CLUB SPORTING REGULATIONS 2015

## FOREWORD

The GT Sports Club series is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), Appendix J, the Circuit General Prescriptions, the International Series General prescription and the present Sporting Regulations specific to the Series, as well as clarifications and bulletins issued by the SRO Sporting Board during the season in accordance with art 3.

SRO Motorsports Group, the Promoter, will organise the GT Sports Club series (hereinafter "the Series") reserved for FIA-homologated Grand Touring cars (hereinafter "GT3") and RACB G3 cars.

The Series comprises one title of GT Sports Club Winner for Drivers and one title for the GT Sports Club Iron Cup for Drivers.

Certain aspects relating to the application of the Series regulations have been entrusted to the SRO Sporting Board and SRO Technical Board, as defined in Appendix 5.

## REGULATIONS

1. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
2. These Sporting Regulations come into force on 1 January 2015 and replace all previous Sporting Regulations regarding this Series.

## GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Circuit General Prescriptions, the Technical Regulations (Article 257A of Appendix J), Bulletins and Clarifications from the SRO Sporting Board issued during the season, and the present Sporting Regulations. Bulletins will be approved by the parent ASN, which is the RACB.

## GENERAL CONDITIONS

4. It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the Technical Regulations and the Sporting Regulations as well as Bulletins and Clarifications from the SRO Sporting Board issued during the season. If a competitor is unable to be present in person at the Event, he must nominate his representative in writing to the Stewards of the Meeting. A person having charge of an entered car during any part of an Event is

responsible jointly and severally with the competitor for ensuring that the requirements are observed.

5. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
6. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear an appropriate pass and clothing at all times as stated in Article 32. Any infractions will result in penalties according to Appendix 2 section 1.
8. All drivers, competitors and officials participating in the Series must hold current and valid licenses (minimum requirement a Grade C FIA international Driver's license, or equivalent license for drivers with a handicap such as the International Special Abilities License) and, where applicable, valid licenses and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in an international event.

#### **ELIGIBLE CARS**

9. Events are first and foremost reserved for the following categories of cars :
  - 1) GT3 cars with an FIA homologation as defined by the applicable technical regulations (Article 257A of Appendix J)
  - 2) GT3 cars homologated from previous years
  - 3) G3 cars in RACB homologation subject to the approval of the SRO Technical Board

The noise levels as defined in Article 257A of Appendix J must be respected.

All cars must be in conformity with the list of safety features according to Article 257A of Appendix J. This list of safety elements includes the Fuel Tank, Safety structures, seat and mountings, safety belts, fire extinguisher, master switch, rain light, windscreen, towing eyes, rear-view mirrors, cockpit firewalls, and complete refuelling equipment.

#### **SERIES EVENTS**

10. Each Event will have the status of a restricted international Event.
11. The Series is made up of Events consisting of one Qualifying race of 25 minutes and one Main race of 40 minutes duration. Unless otherwise notified by SRO Motorsports Group, all events, from the start of free practice until the podium after the race, will take place during a 24-hour period, plus or minus 4 hours, except in cases of force majeure.

In all cases, the leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.

The Line is a single line which crosses both the track and the pit lane

12. The maximum number of Events in the Series is set at 5.
13. The definitive list of Events is published by SRO Motorsports Group before March 30th 2015. However, in case of force majeure, SRO Motorsports Group reserves the right to modify this date as well as the format of the Event.
14. An Event may be cancelled in case of force majeure, or with the agreement of the ASN of the organiser, the RACB and SRO Motorsports Group.

#### **THE SERIES**

15. The GT Sports Club Drivers' title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have taken place.
16. The GT Sports Club Iron Cup will be awarded to the driver aged over 60 at the start of the season who has scored the highest number of points, taking into account all the results obtained by the best-placed car of each team in the relevant Cup in all the Events which have taken place.

For each title, there will be a separate classification.

17. Points for all titles are awarded at each Event according to the following scale:

##### **a. Qualifying Race:**

1 <sup>st</sup> :	8 points
2 <sup>nd</sup> :	6 points
3 <sup>rd</sup> :	4 points
4 <sup>th</sup> :	3 points
5 <sup>th</sup> :	2 points
6 <sup>th</sup> :	1 point

##### **b. Main Race:**

1 <sup>st</sup> :	25 points
2 <sup>nd</sup> :	18 points
3 <sup>rd</sup> :	15 points
4 <sup>th</sup> :	12 points
5 <sup>th</sup> :	10 points
6 <sup>th</sup> :	8 points
7 <sup>th</sup> :	6 points
8 <sup>th</sup> :	4 points
9 <sup>th</sup> :	2 points
10 <sup>th</sup> :	1 point

One single official classification of the Event will be drawn up. The Event classification will be based on the results of the Main Race.

18. If a race is suspended under Article 152 and cannot be resumed, no points will be awarded to the crews if the leader has completed less than two laps, half points will be awarded to the crews if the leader has completed more than two laps but less than 75% of the original race time, and full points will be awarded if the leader has completed more than 75% of the original race time. This will also apply to drivers who did not comply with the minimum driving time.
19. The drivers classified first, second and third in the GT Sports Club Drivers classification as well as the drivers classified first second and third in the Iron Cup must be present at the SRO Motorsports Group prize-giving ceremony. All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.

#### **DEAD HEAT**

20. Prizes and points awarded to competitors who tie will be added together and shared equally.
21. If two or more drivers or teams finish the season with the same number of points, the higher place in the Series shall be awarded to:
  - a. The holder of the greatest number of first places,
  - b. If the number of first places is the same, the holder of the greatest number of second places,
  - c. If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.

#### **ORGANISER**

22. An application to organise an Event must be made to the ASN of the country in which the Event is to take place, which will apply to the parent ASN together with SRO Motorsports Group.

#### **ORGANISATION OF EVENTS**

23. Each organiser, via its ASN, shall supply the information set out in Appendix 1 to SRO Motorsports Group at least 30 days before the event.

For each of the Events, a Visa is issued by the parent ASN of the country in which the Event is organised, provided that all documents required by the present regulations have been duly sent to the ASN and that they are in conformity with the regulations applicable.

#### **INSURANCE**

24. The organiser of an Event must ensure that all competitors, their personnel and their drivers are covered by third party insurance.
25. Thirty days before the Event, the organiser must send SRO Motorsports Group details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors. The sum insured must be a minimum of 6.000.000 euros (six million euros)

26. Third party insurance arranged by the organiser of an Event shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.
27. Drivers taking part in the Event are not third parties with respect to one another.

#### **OFFICIALS**

28. The following officials will be designated for the GT Sports Club:

- A Race Director
- A Technical Director
- A Chairman of the Stewards
- A chief timekeeper

#### **COMPETITORS' APPLICATIONS AND CONDITIONS FOR ENTRY**

29. The GT Sports Club is intended for FIA GT3 cars according to the FIA Homologation form as well as for G3 cars under RACB homologation.

Driver categorisations will be applied. Only drivers categorized as Bronze are eligible for the GT Sports Club. No derogations will be given concerning categorization

Drivers aged 60 or over at the closing date for entries for the season will also be eligible to score points towards the GT Sports Club Iron Cup.

The SRO Sporting Board reserves the right to decide if a driver is eligible for the GT Sports Club.

#### **DRIVER CATEGORISATIONS**

30. Drivers wishing to compete in the Blancpain GT Series must send in a record of achievements to the FIA at the latest eight days prior to the beginning of the first Event in which he or she wishes to take part, using the on the FIA website under <http://www.fia.com/sport/competitors-area/forms>

It is the duty of a driver to submit a new request for categorisation before the start of the season if he or she is aware of a career event that would indicate a change of category.

The Panel of Stewards of the Event will provisionally categorise drivers who announce themselves with their record of achievements after the Event has already begun. A fee of 200 euros will be payable to the SRO Motorsports Fund for any such requests for late categorisation.

#### **ENTRY CONDITIONS**

31. Full-season and race-by-race entrants are accepted.
  - a) Full season entrants: applications to compete in the GT Sports Club must be submitted to SRO Motorsports Group, on an entry form that can be obtained from SRO

Motorsports Group as from 15th December 2014. The forms must be submitted by February 28<sup>th</sup> 2015. The entry fee is set at (tba) euros (tba thousand euros) per car. This season entry fee includes mandatory entry in all the Events in the Series.

b) Race-by-Race entries are set as follows, per car per event: tba euros (tba euros) per car. The deadline for entries is fourteen days before the start of the event in question.

Race by Race entry forms must be sent to SRO Motorsports Group with the entry fee in full.

c) Entries are not transferable and entry fees are not refundable

d) The application shall include:

1. confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Series, to observe them,
2. the name of the competitor (as it appears on the licence),
3. a copy of the competitor's licence issued by the ASN,
4. the make and model of the competing car(s),
5. the category in which the car will compete,
6. the names of the driver,
7. the commercial name the team wishes to use
8. for full-season entrants only, an undertaking by the applicant to participate in every Event with the number of cars entered,

g) All competitors must abide by the guidelines set down in terms of sponsorship from series partners as regards garage decoration, car livery, team and driver overalls. SRO Motorsports Group reserves space on the cars and overalls of all competitors (see Appendix 3). In particular, no sponsorship from watch manufacturers or associated companies is authorised. No sponsorship from companies associated with the manufacture, retreading, sale or distribution of tyres is authorised.

h) Each team must sign the Team Commercial Agreement in two copies, and return them to SRO Motorsports Group before the start of the first race they attend at the latest. Failure to sign the Agreement may be reported to the Stewards of the Meeting and the team in question may be refused permission to take part in the event.

#### **PASSES AND ACCESS TO THE SITE**

32. No pass may be issued except as agreed with the SRO Motorsports Group. A pass may be used only by the person and for the purpose for which it was issued.

The following passes will be issued:

**Organisation** Passes: access to the whole site, including garages, with no restrictions.

**Pit Lane** Passes: general entrance, access to the paddock and pit lane, as well as to the pit wall signalling area for the team to which it has been issued and to the starting grid. During sessions, access to the working lane is restricted to persons wearing helmets. Team members crossing from the pit wall to the garage do not need a helmet, but they must not

cross where a pit stop is in progress. Incorrect dress will result in a penalty according to Appendix 2 section 1.

**Driver Passes:** general entrance, access to paddock, pit lane, starting grid and pit wall signalling area as for Pit Lane passes above, as well as to the Media Centre.

**Paddock Passes:** general entrance and access to the paddock.

**Media Passes:** general entrance, access to the paddock and media centre. Access to track roads and pit lane is only authorised with appropriate sticker and tabard as stated in media briefing documents. Media must wear helmets in the pit lane.

### **PIT AND PIT LANE ALLOCATION**

33. Pit garages will not be allocated at all events. Should pit garages be available, priority will be given to the driver leading the GT Sports Club title, followed by the winner of the previous race. All other drivers will be allocated space by SRO
34. The installation of teams and their equipment in the pit lane and working lane will take place subject to the approval of the Race Director and/or the Pit Lane Supervisor, whose decision is final.

The working area for each team will be allocated before the event and will be the only working area for all of its cars.

### **DRIVER DESIGNATIONS AND CHANGES OF DRIVER**

35. Throughout the Event, no fewer and no more than one driver may drive one and the same car. Any changes concerning the driver taking part in the Event must be requested to the Stewards before the start of Free Practice. During the Event, a driver may not change from one car to another. One driver may only be nominated to drive one car.

36. void

### **DRIVING**

37. The driver must drive his car alone and unaided.

### **INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

38. The SRO Sporting Board, Stewards or Race Director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all the competitors, who must acknowledge receipt.
39. All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the officials, are posted on the official notice board.

40. Any decision or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision, and receipt must be acknowledged.
41. All teams must have a radio tuned into the Race Control frequency, which will be used for communication from the Race Director to the teams. Teams may not use this frequency for any other information. Information given on the Race Director's radio frequency is in addition to messages given on the screen. All such messages, whether written or oral, must be adhered to.

## INCIDENTS

42. "Incident" means any occurrence or series of occurrences involving one or more drivers and/or team members, or any action by any driver and/or team member, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) and which:
  - necessitated the stopping of a practice (free or qualifying) session or the suspension of a race under Article 154;
  - constituted a breach of these Sporting Regulations or the Code;
  - caused a false start by one or more cars;
  - caused a collision;
  - forced a driver off the track;
  - illegitimately prevented a legitimate overtaking manoeuvre by a driver;
  - illegitimately impeded another driver during overtaking;
  - caused a pit lane infringement.
43. Unless in the opinion of the Race Director or Stewards it was completely clear that a driver and/or team member was in breach of any of the above, any incidents involving more than one car will normally be investigated after the relevant session or race.
44. a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if drivers and/or team members involved in an Incident shall be penalised.  
b) If an Incident is under investigation by the Stewards, a message informing all teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).  
c) If a driver is involved in a collision or Incident (see Article 42), and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.
45. The Stewards may impose one or more of the following four penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident:
  - a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
  - b) A 10-second Stop & Go time penalty. The driver must enter the pit lane, stop in the penalty zone for at least 10 seconds and then re-join the race.
  - c) A drop of grid positions at the driver's next race.
  - d) Exclusion of the driver from the next Event of the Series.However, should either of the penalties under a) and b) above be imposed and notified during the last five laps, or after the end of the race, or, for duration races, during the last 10 minutes, Article 46 b) below shall not apply and an additional time penalty of 30 seconds



in case a) and 40 seconds in case b) shall be added to the elapsed time of the car concerned.

Fines will be imposed for items relating solely to the conduct of a driver or a team member having no direct sporting application. These include missing a drivers' briefing or press conference without force majeure or prior notification, speeding in the pit lane, or other items considered by the Stewards to fall under this category. Any sums paid as fines will be placed in an SRO Motorsports Group fund.

46. Should the Stewards decide to impose one of the penalties provided for in Article 45 a or b, the following procedure shall be applied:
- a. The Stewards shall give written notification of the penalty that has been imposed to an official of the team concerned and shall make sure that this information is countersigned, with a note of the time, and that it is also displayed on the timing monitors.  
From the time the Stewards' decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 45 b), proceeding to the penalty zone where it shall remain for the period of the time penalty.
  - b. However, unless the car was already in the pit entry for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car has been deployed. The number of times the driver crosses the Line behind the Safety Car will be added to the maximum number of times he may cross the Line on the track.  
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 penalty period has elapsed, respecting Article 82 c). If the driver is unable to start his car by himself, it may be evacuated to its pit by its mechanics.
  - c. When the time penalty period has elapsed, the driver may re-join the track.

#### **PROTESTS AND APPEALS**

47. Protests shall be made in accordance with the Code and accompanied by a fee of 1.000 euros. Appeals will be national appeals; the appeal fee is given in the Appendix 1 document for each Event.
48. For Events run according to article 11 case D, possible appeals after the Qualifying Race do not affect the starting grid for the Main Race. Protests after the Qualifying Race may be heard after the Main Race.

#### **SANCTIONS**

49. The Stewards may impose the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

#### **TRANSPONDERS AND POSITION PANELS**

50. Each driver must use the driver timing transponder specified by the promoter throughout the Event. It is the responsibility of each competitor to obtain this transponder at their own expense, to install it, to make it work correctly, and to ensure it is showing the correct

information at all times. This transponder must be installed in strict compliance with the relevant instructions. Any problems with the transponder must be notified to the Race Director immediately. Failure to use the transponder correctly may result in a penalty according to Appendix 2 section1.

51. void

52.

void

#### **NUMBER OF CARS ALLOWED TO PARTICIPATE**

53. The maximum number of cars allowed to take part in practice and to start the race is calculated according to Supplement n°2 of Appendix O to the Code.

If the number of applications to enter any round exceeds the maximum number as calculated above, the entrants will be selected according to the following criteria:

- 1) full season entrants
- 2) additional entries from full-season entrants
- 3) race-by-race entrants who have already taken part in a previous round of the GT Sports Club
- 4) any other criteria decided by the SRO Sporting Board.

#### **RACE NUMBERS**

54. Each car will carry the race number allocated by SRO Motorsports Group. Race numbers and advertising on the cars must be in conformity with the SRO Motorsports Group Graphical Charter for the Event and must be clearly visible from the front and from each side of the car. See Appendix 3. Numbers must be integers between 1 and 999.

55. Each car and driver must adhere to the SRO Motorsports Group Graphical Charter for each Event in terms of the decoration of the car, driver overalls, garage and team clothing, as well as the restrictions noted in article 31 g). Any infractions will be reported to the Stewards of the Meeting. Please see Appendix 3.

#### **ADMINISTRATIVE CHECKS**

56. Each competitor must have all documents required by Article 8, and the various documents relating to his car, available for inspection at any time during the Event. Each car must bear identification stickers clearly visible from the rear and from each side of the car.

At each Event, the ASN will check the licenses of all teams and drivers. All drivers must have authorisation to compete abroad and certificate of medical aptitude from their ASN. The organiser will ensure that he has a copy of the licences of all the drivers and competitors taking part in the Event. The list of competitors and drivers and cars allowed to take part in the Event will be published before the start of the Free Practice Session. Teams and Drivers who are not in compliance with article 55 will not be listed.

57. No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.

## SCRUTINEERING

58. Competitors must present a technical passport and homologation form for each of their cars entered in the Event. The technical passport will be established the first time a car is presented for scrutineering.
59. Cars must be presented to scrutineering ready for engine seals to be placed. Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers. Twisted wire must be installed on each side of the engine, coming from the sump, joining each group of screws, holes or ribs so that these parts cannot be separated. Wire ends must be long enough to allow the plaques and seals to be affixed. Cars equipped with turbo chargers must prepare the turbo for sealing as well. Any breaking of a seal during the event must be requested in writing to the technical delegate.
60. All drivers competing in the Blancpain GT Series must use a helmet which meets the FIA Standard 8860-2004 or 8860-2010 – Advanced Helmet Test Specification (International Sporting Code Appendix L Chapter III Article 1). Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes which meets the FIA Standard FIA 8856-2000. Helmets and clothing must pass scrutineering before the first time any driver takes part in a round of the Blancpain GT Series, as well as whenever there is a change of any of the items which have already been checked. The ASN may undertake equipment checks at any point of the event. Equipment checks from the ASN may take place at any time during the event. Driver overalls must be checked before each event for conformity to article 55 and article 31 g).
61. Initial scrutineering of the car and of the drivers' equipment and sporting checks for the competitors will take place in accordance with the official timetable for the Event. Any competitor unable to attend at the given time must present a written request for a waiver before the end of scrutineering. Competitors who do not keep to these time limits and fail to request a waiver may be given a penalty according to Appendix 2 section 2.
62. No car and no driver may take part in the Event until they have been passed by the Scrutineers.
63. The Scrutineers may:
  - a) check the eligibility of a car or of a competitor at any time during an Event,
  - b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
  - c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
  - d) require a competitor to supply them with such parts or samples as they may deem necessary. At the end of qualifying, and of the races, the car must contain at least 2 kg of fuel. The 2 kg of fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.
  - e) checking of the air restrictor diameters:

1. Competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J and in the decisions of the FIA GT Committee and modifications throughout made by the SRO Technical Board
  2. The dimensions of the restrictors must comply with the Regulations and/or any decision of the FIA GT Committee and modifications throughout made by SRO Technical Board, at all times and in all temperatures.
  3. The restrictors to be checked and marked must be accessible during the scrutineering of the cars.
  4. The information entered on the technical passport for each Event is the responsibility of the competitor, who will sign it, once he has filled in all requested information.
  5. Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number will also appear in the technical passport. The diameter must be engraved on the restrictor. It will be up to the competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.
- f) A data-logger, approved by SRO Motorsports Group, must be installed in all cars at all Events. It will be the responsibility of each team to obtain this data-logger, to install it and to ensure that it is working correctly. This data will be available for any scrutineering purposes.
- g) All manufacturers or tuners must provide the SRO Technical Board with a reference ECU unit, which can be placed in any of their cars competing in the Events in the Series. Each manufacturer will also supply any technical means needed to swap the ECU belonging to a competitor with the reference ECU as supplied. The SRO Technical Board or the scrutineers will not be held responsible for any consequences linked to a change of ECU and any subsequent failure.

Before the end of the initial scrutineering, the cars will be presented in race condition but without fuel for weighing in the Scrutineering garage. At this moment, the restrictor plates will be identified.

At the end of the qualifying practice session and after the finish of the races, all classified cars must make their way to the Parc Fermé for checking. The presence of an official representative of the competitor is required.

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

With the exception of the races, the scrutineers may request a car to stop in the Technical Garage at any point during a session for checks to take place. Any infractions will be reported to the Stewards of the Meeting.

64. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.
65. The Stewards will publish the scrutineers' findings each time cars are checked during the Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.
66. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

## SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

### 67. a) Tyre Supply

Only tyres from Pirelli, approved and registered by SRO Motorsports Group and sold at the Event, will be accepted. Tyres must be ordered by the deadlines set by Pirelli, and paid for in advance, failing which tyres will not be supplied.

Only one type (specification and dimensions) of dry-weather tyre and one type of wet-weather tyre will be registered per car.

The list of the approved tyre specifications will be published at the latest two weeks prior to the first Event in the Series.

All tyres must be used as supplied by the tyre manufacturer specified by SRO Motorsports Group. They must comply with the specifications determined by Article 67. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. Modification to marking, reference, information written on tyre or any traceability means is forbidden. This includes the barcode, manufacturer serial number, type of tyre, dimensions and any other relevant items.

Teams are required to follow the recommended limits detailed in the technical booklet issued by Pirelli and received from the Promoter before the first official Event.

Teams and drivers are required to sign the acknowledgement of risks form issued by Pirelli before the first time they compete in the Series. A new form must be signed should a driver change teams. On entering the Series, teams are required to sign and return the 'supply agreement with Teams' issued by Pirelli.

A new tyre is a tyre that has not been previously registered and/or allocated to a car. A set of tyres must comprise two front tyres and two rear tyres.

### b) Dry and Wet weather tyres

Dry-weather tyres: only tyres with no tread pattern are accepted as dry-weather tyres.

Wet-weather tyres: a wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 30% symmetrically around the tyre centre-line and covering a square:

Tyre width:

- 9 inches            180 x 180 mm
- 10 inches          200 x 200 mm
- 11 inches          230 x 230 mm
- 12 inches          250 x 250 mm
- 13 inches          280 x 280 mm
- 14 inches          300 x 300 mm
- 15 inches          320 x 320 mm
- 16 inches          345 x 345 mm

The tyre manufacturer must provide SRO Motorsports Group with a 1:1 scale legality drawing of the profile he wishes to use. This profile must be registered with SRO Motorsports Group and will be the only one authorised throughout the season.

**c) Control of tyres:**

- a. The control of the tyres will be carried out according to a process defined by SRO Motorsports Group.
- b. The outer sidewall of all tyres which are to be used at an Event must be marked with a unique identification.
- c. Other than in cases of force majeure (accepted as such by the stewards of the meeting), all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate for allocation prior to the end of initial scrutineering.
- d. A used tyre is one that has been registered for a previous event with the same car number. For race-by-race entrants, the previous event is considered to be the previous event of the same kind in which the car was entered. Used tyres must be presented to the tyre manufacturer for checking and re-registration following the process defined by SRO and the Tyre Manufacturer.

**d) Tyre-heating devices**

The use of a heating cupboard for pre-heating the tyres is authorised on the following conditions:

- a. It must fit into a parallelepiped of 4 m x 2m x 1.5 m.
- b. No part of the cupboard can be situated inside the pit, on the pit lane or on the grid.
- c. There must only be one system for heating the interior of the cupboard. It must be a forced air system and must run on fuel oil, electricity or gas. The cupboard must be made from non-flammable materials.
- d. The transportation of tyres must be carried out without thermal protection. Other tyre heating devices remain forbidden.

Should the teams not be located in the garages, then suitable locations, power sources and access routes must be provided, in order to allow all teams to reach their tyre cupboards during the entire duration of the event.

**e) Joker Tyres**

Each car entered in the Series on a full-season basis has an allocation of four joker tyres, which can be used to replace any tyres which have been damaged or are otherwise unusable. The use of a joker tyre will be authorised after consultation with the Technical Delegate. A formal request must be made in writing, and must include the reference of the damaged tyre and the reference of the tyre replacing it.

Race-by-race entrants will be allocated one joker tyre per Event entered, up to a maximum of four joker tyres per season for the same car for season.

**LIMITATIONS ON THE NUMBER OF TYRES**

68. For any car's first event of the season, three sets of tyres may be marked at the time specified in the official timetable and may be used during the event. For subsequent events, two new sets of tyres may be marked as well as one set of tyres which have been marked at a previous round which may be marked and used only in free practice.

Wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for the session (free practice and qualifying) and the race.

Wet-weather tyres will not be marked and there is no limit on how many of them may be used.

**In all cases, any infractions will be penalised by the Stewards.**

## **WEIGHING**

69. At any time during the Event, the Technical Delegate or Scrutineers may select cars to be weighed.
- To identify which driver is on board the car, each driver will bear on both sides of his helmet a numbered sticker plus any other identification mark required by the organisers of the Event in agreement with the Panel of Stewards and the Technical Delegate.
- a) Should the weight of a car be less than that specified on the Balance of Performance table for that event, the competitor concerned may be given one of the penalties set out in Article 69 f), save where the deficiency in weight results from the accidental loss of a component of the car.
  - b) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his official capacity and in accordance with the technical regulations, or when requested to do so by a scrutineer).
  - c) No one other than scrutineers and officials may enter or remain in the Scrutineering garage without the specific permission of the Technical Delegate.
  - d) A car must carry an official on-board camera and its equipment if so requested. The weight is included in the weight of the car as specified on the Balance of Performance sheet for that event.
  - e) If a competitor's personal camera is fitted, this must have written permission from SRO Motorsports Group and from the Technical Delegate. The installation must be presented at the time of scrutineering. The weight of the complete equipment is not included in the minimum weight of the car.
  - f) In the event of any breach of these provisions for the weighing of cars, the Stewards may drop the competitor as many grid positions as they consider appropriate or exclude him from the race.

## **BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING**

70. The GT Sports Club will use the Balance of Performance set down for the Blancpain GT Series.
71. **Official Test Sessions**
- a) One or more official testing sessions and media days may be organised by SRO Motorsports Group before the first event of the season.
  - b) Additional official testing sessions may be organised by the Promoter of the Series in conjunction with the Event Promoter of an individual event. These must be open to all entrants.
  - c) Private test sessions may be organised by SRO. These sessions will not be considered as part of the meeting. There will be no limitations on the tyres for these private sessions, which must be in conformity with the principles laid down in article 67 or or used tyres

registered at previous events or official test sessions with permission from the Technical Delegate.

## **GENERAL CAR REQUIREMENTS**

72. No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver, save for the following:
- legible messages on a pit board;
  - body movement by the driver;
  - lap trigger signals from the pits to the car;  
Lap marker transmitters shall be battery-powered and, once operating, must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
  - verbal communication between a driver and his team by radio;
  - electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of SRO Motorsports Group;
  - GPS and other telemetry are forbidden except with exceptional written authorisation from SRO Motorsports Group.

## **GENERAL SAFETY**

73. Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these.
74. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. This rule is also applicable when the car is parked in the Parc Fermé.
75. Any driver intending to leave the track must signal his intention to do so in good time, making sure that he can do this without danger.
76. During practice and the races, drivers may only use the track and must at all times respect the provisions of the Code relating to driving behaviour on circuits.
77. A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
78. Repairs to a car may only be carried out inside or outside the pits, on the working lane, on the starting grid or as provided for in Article 154. A driver who manages to repair the car after it has been pushed to a place of safety, with or without remote assistance from their team, may rejoin the session.



79. The organiser must make at least two fire extinguishers of 5 kg capacity available at each such pit and ensure that they work properly.
80. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the team's designated garage area, in the pit lane or on the starting grid.
81. At no time may a car be reversed in the pit lane under its own power.
82. a) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap which immediately precedes the races and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
- marshals or other authorised personnel in the execution of their duty;
  - drivers when driving or under the direction of the marshals;
  - team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- b) At any time during an Event, a driver may join the track, including the pit lane and the grid, only after starting the engine alone and unaided, and leaving its working area with no external assistance.
- c) During a race, the engine may only be started with the starter except on the grid or after a Stop and Go penalty, where the use of an external starting device is allowed. The car must leave its position in the pit lane with no external intervention. Any car reported to have received assistance to start will be given a stop and go penalty, during which the car must be started by the driver alone.
83. Drivers taking part in practice and the race must always wear the clothes, underwear, helmets, and FIA-approved head restraint specified in Appendix L to the Code. A driver coming into the pits cannot unfasten his safety harness until his car is completely stopped in front of the pit. After a pit stop, the car can only start moving after the driver has fastened his safety harness. It is the team manager's responsibility to ensure that a driver is properly buckled in before the car leaves its working area to enter the track.
84. In order to confirm that appropriate access to the airway of an injured driver is possible, the following test will be carried out at least once per season with each driver who wears a full-face helmet.
- One of the drivers in the crew is to be seated in his car, with helmet and FIA-approved head restraint system in place and attached and safety harness buckled. With the help of two rescuers, the medical delegate or, in his absence, the chief medical officer of the Event must be able to remove the helmet with the driver's head maintained permanently in a neutral position. If this is impossible, the driver will be required to wear an open-face helmet.
85. A speed limit of 50 km/h will be enforced in the pit lane. Any driver exceeding the limit above may receive a penalty according to Appendix 2 section 5.
86. If a driver has serious mechanical difficulties during practice or the races, he must leave the track or return to his pit as soon as it is safe to do so. At no time may a car be driven unnecessarily slowly, erratically or in a manner that could be deemed potentially dangerous

to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

87. The car's headlights, red rear light and rear rain lights must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide whether a driver should be stopped because his car's lights are not working. If a car is stopped for that reason, it may re-join the Event once the fault has been remedied.
88. A maximum of six team members per participating car are allowed in the signalling area during practice and the race. People under 16 years of age are not allowed in the pit lane (except during the "pit walkabout"), on the pit wall or on the starting grid. Personnel must adhere to the regulations concerning clothing and helmets according to article 32. Infractions will receive penalties according to Appendix 2 section 1
89. Animals, except those which may have been expressly authorised for use by security services, are forbidden in the pit area, on the track and in any spectator area.
90. The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to undergo a medical examination at any time during an Event.
91. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

#### **PIT LANE AND PITS**

92. 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" and is the only area where any work may be carried out on a car.  
Competitors must not paint lines on any part of the pit lane. Any markings made with tape must be removed at the end of the meeting.  
Suppliers may not install floors, lighting ,etc without specific written authorization from SRO Motorsports Group.
93. Smoking, making fire and welding are all strictly forbidden in the pit boxes as well as within a six-metre radius. No welding operations can be carried out within this perimeter, and no devices generating sparks will be allowed in this area.  
LPG gas cylinders and accessories are strictly forbidden in the pit lane, in the garages and for a distance of at least five metres behind the garages, as well as inside the competitors' trucks. Any infractions may result in a penalty according to Appendix 2 section 1.
94. An inventory may be carried out on the pit boxes and surrounding areas. All damage caused will be invoiced to the team.
95. Pit Installations including folding brackets and flexible air, fuel or lighting mountings may not exceed the width of the working area, nor may they be less than two metres above ground level. Support arms must be suspended and fastened by chains or wire cables. Lighting arrays must be directed towards the interior of the working area. Lighting equipment may not be less than 50 cm away from the refuelling pipes and tower.

Signalling equipment must be sufficiently rigid, be made from translucent material and may not extend beyond the base of the signalling wall. Sunshades, parasols and umbrellas are prohibited. Material fixed onto the signalling wall must not cause any damage. All advertising or promotional material on the signalling wall or the sides or top of the competitors' boxes is prohibited, with the exception of the equipment from the organisation.

96. Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated garage area to the end of the pit lane.
97. Any driver intending to start the race from the pit lane may not drive his car from his team's designated garage area until the pit exit is closed and must stop in a line in the fast lane.
98. No equipment may be left 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, and under its own power.
99. It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
100. void
101. void

#### **FUEL**

102. A single fuel supplier is designated by SRO Motorsports Group. The supplying of this fuel must be carried out in accordance with the conditions set out in the contract signed between SRO Motorsports Group and the selected supplier.

All fuel used during the Event must be purchased on site. Fuel samples will be checked and infractions will be reported to the Stewards of the Meeting.

#### **ASSISTANCE IN THE PITS AND REFUELLING**

Articles on pit lane behaviour apply for the whole meeting.

103. No work can be carried out on the car until the car has come to a complete stop at its designated working area and its engine is switched off. Except when work is being carried out on the car, all personnel must remain inside the pit or at the pit wall.

Should a car overshoot its pit area, it may be pushed back to its location by the mechanics, under supervision of the marshals with yellow flags.

104. Team personnel and equipment are allowed in the working lane only when work is being carried out on a car and must withdraw as soon as the work is complete. No equipment must be in the working area before the car has stopped in front of the garage.

No personnel may hold panels on the working lane, or stand behind stationary panels. Team personnel may use lollipop to indicate to the cars from the working zone.

No operation may be carried out on the car in the pit lane by more than two mechanics.

A car controller (the 3<sup>rd</sup> member) may stand at the front of the car and oversee the work of the mechanics. He may walk around the car, but must not touch the car in any way and may only make visual checks.

No autonomous equipment may operate without its mechanic.

## REFUELLING

105. Refuelling is forbidden during all sessions and the race. No fuel can be removed from the cars during these periods.

106. void

107. **TYRE CHANGES** are not authorised during the qualifying session and the race except in the following situations :

- a defective tyre
- switching between dry and wet-weather tyres following a change of weather conditions when authorised by the Race Director.

When applicable they may be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane. Only ambient pressurised air can be used to fill the tyres or operate the air guns.

1) Personnel authorised in the pit lane working area for tyre changes:

- 1 Team Manager with a white armband.
- A maximum of 2 mechanics, clearly identified for the whole procedure wearing red armbands (having no possibility to swap their tabard or armband) are allowed to carry out any operations needed to change the tyres, using only one pneumatic wheel gun or torque wrench. These two people may come into the working area and start these operations only once the car has stopped in front of the garage.
- They must:
  - bring and connect the air hose to the air jacks. Once the wheels have been changed, the hose must be removed by one of the two mechanics to bring the car down. No other system may be used to bring the car down onto its wheels.
  - bring only one gun onto the working area,
  - take the new wheels and put the replaced ones inside the pit,
  - carry permanently the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car,
  - not throw the wheels or drop them,
  - take the equipment back inside the pit.
- The driver exiting the car may assist the driver replacing him.
- Any other team members standing in the working area (working lane, Article 92) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- One mechanic may wash/clean the windscreen and lights, change the water bottle or assist the drivers during the driver change.

- A data technician may download data from the car by cable, card or data stick, without performing any other task
  - 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge.
- 2) The car cannot leave the pit until the mechanics in charge of the wheel changes and the equipment are no longer in the working area.

108. **OTHER OPERATIONS** may be carried out on the car when the mechanics in charge of the wheel changes and their equipment are no longer in the working area. These operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane.

- 1) Personnel authorised in the pit lane working area after tyre changes, for maintenance, repairs and driver changes:
- 1 Car Controller
  - A maximum of 2 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
  - A data technician may download data from the car by cable, card or data stick without performing any other task
  - Any other team members standing in the working area (working lane, Article 92) will be considered as mechanics and working on the car, as will the driver if he performs any work on the car.
  - 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge.

109. Replenishment of lubricants and various fluids is allowed during the race.

110. During any pit stop, whatever the reason, the driver is obliged to turn off his engine.

For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to rejoin the track, the driver must start the engine from his seat, using only those means available on board.

The car's engine may be restarted only when the car is about to join the track and is in contact with the ground, on all four wheels. The car must leave the working area with no external assistance.

111. Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance will entail penalties at the Stewards' discretion up to the exclusion of the car and driver(s) concerned from the Event. The organiser must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.

#### **REPLACEMENT OF MECHANICAL PARTS**

112. During the Event, it is forbidden to replace the following parts on pain of a sanction which may go as far as exclusion:
- the engine, i.e. the turbo(s), the cylinder head(s), cylinder head cover(s), oil pan and engine block, parts that may be attached by means of seals,

- the chassis or the monocoque structure.

#### **FREE PRACTICE AND QUALIFYING PRACTICE**

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

114. No driver may take the start of a race without having taken part in qualifying practice, except in a case of force majeure duly recognised as such by the Stewards. Drivers who set a time within 120% during free practice may be authorised by the Stewards to take the start of the race.

115. During the free and qualifying practice sessions, controls on the tyre markings may be carried out before the cars take to the track under the orders of the marshals, and there will be a green light and a red light at the pit lane exit. Cars may only leave their working area when the green light is on at the start or restart of a session. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

There will be one 40-minute free practice session. There will be no Parc Fermé after this session.

There will be one 20-minute qualifying practice session which is mandatory for all drivers who must complete at least one timed lap, not including in and out laps.

During the qualifying session the following principles will apply :

- no fuel can be added or removed from the cars
- no computers can be connected to the cars from the start of Q1 to the end of Q3. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind.
- After the completion of the session, all cars must proceed immediately to parc fermé

116. **void**

117. **void**

118. **void**

119. **void**

120. In the event of a driving infringement during any practice session, the Stewards may drop the driver as many grid positions as they consider appropriate. Unless it is absolutely clear that a driver committed a driving infringement, any incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal. Where appropriate, the provisions of Article 47 will also be taken into account.

121. 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.

The car may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the session.

Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties referred to in Article 120.

122. The Race Director or the Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director or the Clerk of the Course may decline to prolong the practice period after an interruption of this kind, with the agreement of the Stewards.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

123. Should the qualifying sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
124. All cars abandoned on the circuit during the free practice sessions will be brought back to the pits as soon as possible and may participate in the subsequent session.
125. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

#### **STOPPING THE PRACTICE**

126. Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or the Clerk of the Course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all the marshal posts.

When the red flag is deployed, all cars shall immediately reduce speed. During free practice and the warm-up, the cars shall proceed slowly back to their pits with no overtaking. During qualifying practice, the cars shall proceed slowly back to the pit lane with no overtaking.

The Race Director or the Clerk of the Course may arrange for the cars to go directly to the Parc Fermé (or the pits). This will be displayed on the monitors.

All cars abandoned on the track will be moved to a safe place; stopping in the fast lane is not permitted.

127. At the end of any session or race, each driver may cross the Line only once.

#### **THE GRID**

128. void  
129.

At the end of the qualifying practice, the best time set by each car will be published

officially.

The starting grid for the Qualifying Race will be drawn up according to the best time set by each car in the qualifying session

The starting grid for the Main Race will be determined according to the results of the Qualifying Race.

No driver may take the start of either the Qualifying or the Main Race without taking part in the qualifying practice session, except in a case of force majeure duly recognised as such by the Stewards. Drivers who set a time within 130% of the fastest time in the session during free practice may be authorised by the Stewards to take the start of the race. Should more than one driver be accepted in this manner, the Stewards will determine their order. In neither case may a team appeal against the Stewards' decision.

Should two or more drivers set identical times, priority will be given to the one who set it first.

Once the grid has been established in accordance with the articles above, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

130. The pole position will be the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated on the FIA circuit licence.

131. void

132. The grids will be in a 2 x 2 formation and the rows will be separated by at least 8 metres.

133. Any car which has not taken up its position on the grid by the time the 5-minute signal is shown will not be permitted to do so and must start from the pits.

134. The final starting grid for any Race will be published at the latest one hour before the start of that race.

Any competitor whose car(s) is/are unable to start one of the races for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 70 minutes before the start of the race concerned.

If one or more cars are withdrawn, the grid will be closed up accordingly.

135. void

## **BRIEFING**

136. A briefing by the Race Director will take place at the latest on the day of the free practice.

All drivers entered in the Event, and their competitors' appointed representatives, must be present throughout the briefing; any unexcused absence may result in a penalty from the



Stewards according to Annexe 2. If the Race Director considers that another briefing is necessary, it will be held at a place and time agreed with the Stewards. The drivers and the competitors' representatives will be informed accordingly.

#### **STARTING PROCEDURE**

137. A minimum of 15 minutes before the time for the green flag/start of the formation lap of, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Any car coming in to the pit lane at the end of this lap will not be allowed to go out to the track again and will take the start from the pit lane only after the start has been given and the complete field of cars has passed the exit of the pit lane.

Any car which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid.

138. 12 minutes before the starting time, a warning signal announcing the closing of the pit lane exit in 2 minutes will be given.

10 minutes before the starting time, the pit lane exit will be closed and a second warning signal will be given.

Any car which is still in the pits can start from the pits, but only under the direction of the marshals.

It may be moved to the pit exit only with the driver in position.

Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap.

Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

139. Wheel changes on the starting grid may only be allowed prior to the 5-minute signal.

140. The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

When the five-minute signal is shown, all cars must have their wheels fitted.

After this signal, wheels may only be removed in the pits, except under Article 147.

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

At the three-minute signal, the cars must be resting on their wheels and the wheels must have been tightened.

A drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the three-minute signal.

When the one-minute signal is shown, engines will be started and all team technical staff

must leave the grid by the time the 15-second signal is given, taking all equipment with them.

141. Fifteen-second signal: 15 seconds after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap with the organiser's official car leading, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is permitted only 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 overtake only to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first Safety Car Line, must enter the pit lane and start from the end of the pit lane.

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 in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this article only, it will be deemed to be a white line one metre in front of pole position.

A drive-through penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

The speed of the organiser's official car must be around 80 kph during the formation lap.

142. Any driver who is unable to start the formation lap 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 his car until in the pit lane.

143. The organiser'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 leading at a minimum speed of 70 kph and a maximum of 90 kph.

Any divergence from the prescribed speeds 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 signal is given.

144. There will be a rolling start as described in the Code. During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

145. 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 displayed at all marshal posts. The cars, with the pole position leading, will complete a new formation lap.

They will be joined and led by the official leading car and will continue for another formation lap.

Should such an additional formation lap be carried out, the start of the race will be considered to have been given at the end of the first formation lap.

146. A penalty will be imposed for a false start if so reported by start line judges, judges of fact, the Race Director or the Starter.

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

- a) 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, the abort lights will be shown on the Line and the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Article 140 will be followed.
- b) 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 abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.
- c) If the race is started behind the Safety Car, Article 152 will apply.

148. 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 drivers concerned from the Event.

## **THE RACE**

149. A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 154).

150. 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. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the race.

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

## **SAFETY CAR**

152. Refer to Article 2.9 of Appendix H.

153. void.

## **SUSPENDING THE RACE**

154. Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts 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. If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap after the 3-minute signal before the race is resumed.

When the track is cleared, the cars will be arranged in the order they occupied before the race was suspended. Any such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- the length of the race suspension will be added to the remaining time for the races, subject to the approval of the Panel of Stewards;
- cars may be worked on 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;
- only team members and officials will be permitted on the grid.

Cars may enter the pit lane while the race is suspended, but a drive-through penalty (see Article 46) 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 a penalty.

Subject to the above, any car intending to resume the race from the pit exit may do so in the order in which they got there under their own power, unless another car was unduly delayed.

At all times, drivers must follow the directions of the marshals.

## **RESUMING THE RACE**

155. 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; in all cases at least ten minutes' warning will be given.

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

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 drive-through penalty will be imposed on any driver 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 drive-

through penalty will be imposed on any driver whose car was not resting on its wheels 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 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.

When the one-minute signal is shown, engines will be started and all team personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to leave the grid have done so, 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.

Any driver who is unable to start this lap 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 lights are illuminated. The Safety Car will enter the pits after one lap unless:

- a. all the cars are not yet lined up behind the Safety Car;
- b. team personnel are still clearing the grid;
- c. a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag 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 car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag 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 red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag 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.

Either of the penalties under Article 45 a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap, Article 2.9 of Appendix H will apply.

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.

## **FINISH**

156. The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed.

157. Should for any reason (other than under Article 154) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

158. After receiving the end-of-race signal, all classified cars must proceed directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals, who will direct the car to the Parc Fermé.

#### **PARC FERME**

159. Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.

160. When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.

161. The Parc Fermé shall be sufficiently large and secure so that no unauthorised persons can gain access to it.

162. The Parc Fermé will last for a maximum of one hour from the chequered flag for the qualifying session or either race. After this time, any cars which have not been chosen for further examination by the Technical Delegate will be released.

#### **CLASSIFICATION**

163. The car placed first will be the one having covered the greatest distance in the scheduled time. All cars will be classified taking into account the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.

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

165. Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

166. The official overall classification will be published after the Race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.

#### **PODIUM CEREMONY**

167. There will be a podium ceremony after every race. Where there are at least three cars finishing in a Cup or Trophy, the drivers finishing in 1st, 2nd and 3rd positions and a



representative of the winning team must attend the prize-giving ceremony on the podium and abide by the podium procedure determined by the SRO Motorsports Group.

1: 1st, 2nd and 3rd GT Sports Club

2: 1st, 2nd and 3rd GT Sports Club Senior Cup

**RACE PRESS CONFERENCE**

168.

void

## APPENDIX 1

### INFORMATION REQUIRED UNDER ARTICLE 23

#### **PART A**

- a) Name and address of the National Sporting Authority (ASN).
- b) Name and address of the organiser.
- c) Date and place of the Event.
- d) Start of the sporting checks and scrutineering on..... (date) at..... (time)
- e) Time and place of the Briefing
- f) Start time of the race.
- g) Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.
- h) Details of the circuit, which must include:
  1. location and how to gain access,
  2. length of one lap
  3. direction (clockwise or anti-clockwise),
  4. location of the pit exit in relation to the Line.
  5. Grade of the FIA circuit homologation
  6. Date of the expiry of the license
- i) Precise location at the circuit of:  
Stewards' office, Race Director's office, sporting checks, scrutineering, flat area and weighing, Parc Fermé, Drivers' and competitors' briefing, official notice board, winners' press conference.
- j) List of any supplementary trophies and special awards.
- k) A confirmation that the ASN is aware of Article 45 and agrees that all monetary fines will be paid to the SRO Motorsports Fund
- l) The names of the following officials of the Event, appointed by the ASN:  
Steward of the Meeting,  
Clerk of the Course,  
Secretary of the meeting,  
Chief National Scrutineer,  
Chief National Medical Officer.

Any other specific items.





**PART B – List of Officials nominated by SRO MOTORSPORTS GROUP AND THE RACB**

**Chairman of the Stewards**

**Race Director**

**Technical Delegate**

**Chief Timekeeper**

**PART C – Detailed timetable**

## **APPENDIX 2 – FIXED PENALTIES TO BE APPLIED DURING ROUNDS OF THE GT SPORTS CLUB**

### Section 1

Fines will be awarded according to the following provision:

- First offence: Three hundred euros (300 euros)
- Second offence: Four hundred and fifty euros (450 euros)
- Third offence: Six hundred euros (600 euros)

### Section 2

Fines will be awarded according to the following provision:

- First offence: Five hundred euros (500 euros)
- Second offence: Seven hundred and fifty euros (750 euros)
- Third offence: One Thousand euros (1.000 euros)

### Section 3

Penalties will be awarded according to the following provision:

- First offence: Formal reprimand
- Second offence: Drive-through penalty
- Third offence: Stop and go penalty of 10 seconds

### Section 4

Penalties will be awarded according to the following provision:

- First offence: Formal reprimand
- Second offence: 5 position grid penalty
- Third offence: 10 position grid penalty

### Section 5

During Free Practice and Qualifying, the following penalties will be imposed: A fine of 50 euros per kilometre over the speed limit

During the races, a drive-through penalty will be imposed for a first offence. A second offence for the same car will result in a fine as listed above plus a drive-through penalty

These penalties are given as guidelines. The panel of the Stewards may award any additional penalties allowed by the code as they see fit.



### **APPENDIX 3**

**The valid Graphical Charter for the GT Sports Club is always the latest version, which will be distributed to the teams and which will replace the version hereunder.**

## APPENDIX 5

### SRO SPORTING BOARD – RULES AND REGULATIONS

#### INTERNAL REGULATIONS

##### Article 1 – Purpose

The SRO Sporting Board is a body set up by the Series Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the sporting and technical regulations and the organisation of the SRO Sprint Series Events, other than those which fall within the exclusive remit of the officials of the Event as defined by the provisions of the International Sporting Code.

##### Article 2 – Members

The SRO Sporting Board at each event will consist of the following people or their representatives:

- The Permanent Chairman of the Blancpain GT Series
- The Race Director
- The SRO Technical Delegate
- The SRO Sporting Director
- The Series General Manager
- An RACB Representative.

##### Article 3 – Missions

The tasks of the SRO Sporting Board will include:

- Issuing clarifications on the regulations and their interpretation
- Taking decisions on the application of the regulations at the Events, in order to respond to specific situations (e.g. shortening of grid procedures, timetable issues)
- Responding to any situations involving the commercial management of the Series
- Deciding on the acceptance of requests for private testing.
- Deciding on exemptions for Driver Categorisations
- Deciding on requests for permission for Silver drivers to take part in the Bronze test

##### Article 4 – Meetings

Meetings of the SRO Sporting Board can be called at any point during an Event, or can be convened by email between Events.

Decisions will be taken by unanimous agreement of the members.

##### Article 5 – Right of Protest

Decisions taken by the SRO Sporting Board may not be appealed.

## **SRO TECHNICAL BOARD – RULES AND REGULATIONS**

### **INTERNAL REGULATIONS**

#### **Article 1 – Purpose**

The SRO Technical Board is a body set up by the Series Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the technical regulations, other than those which fall within the exclusive remit of the officials of the Event as defined by the provisions of the International Sporting Code.

#### **Article 2 – Members**

The SRO Technical Board will consist of the following people or their representatives:

- The Chairman of SRO
- The SRO Technical Delegate
- An RACB Representative.

#### **Article 3 – Missions**

The tasks of the SRO Technical Board will include:

- Adaptations and Changes to the Balance of Performance
- Issues of eligibility of cars

#### **Article 4 – Meetings**

Meetings of the SRO Technical Board can be called at any point during an Event, or can be convened by email between Events.

Decisions will be taken by unanimous agreement of the members.

#### **Article 5 – Right of Protest**

Decisions taken by the SRO Technical Board may not be appealed.

## **SRO MOTORSPORTS FUND**

### **INTERNAL REGULATIONS**

#### **Article 1 – Purpose**

All money collected in the form of fines from competitors entered in the Blancpain GT Series will be placed in a Fund, the SRO Motorsports Fund.



This Fund will either be returned to the competitors in the form of a Prize Fund, or will be presented to a Charity.

The usage of the Fund in any given year will be announced to the Teams by means of a Bulletin from the Sporting Board.

**Article 2 – Administration**

The SRO Motorsports Fund will be managed by the General Manager of SRO Motorsports Group. The balance of the account may be requested in writing.