2017 BLANCPAIN GT SERIES

SPORTING REGULATIONS FINAL

21/03/2017

2017

SRO MOTORSPORTS GROUP

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BLANCPAIN GT SERIES
DRAFT SPORTING REGULATIONS 2017

FOREWORD

The Blancpain GT 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 Prescriptions 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 article 3.

SRO Motorsports Group (hereinafter referred to as “the Promoter”), will organise the Blancpain GT Series (hereinafter "the Series") reserved for FIA-homologated Grand Touring cars (hereinafter "GT3"), RACB G3 cars and various cars including those from single-make series competing in the National Group in the 24-hour race only.
The Series comprises the title of Blancpain GT Series Winner for Drivers and one title of Blancpain GT Series Winner for Teams, which will be awarded overall as well as in the Pro-Am and Am categories.

It also includes Cups: the Blancpain GT Series Sprint Overall, Pro-Am and Am Cups for Teams and Drivers, the Blancpain GT Series Endurance Overall, Pro-Am and Am Cups for Teams and Drivers, the Blancpain GT Series Sprint Silver 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 2017 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 applicable Technical Regulations, the present Sporting Regulations, the Appendix 1 to each Event as well as Bulletins and Clarifications from the SRO Sporting Board issued during the season.

5. Each competitor must nominate his representative(s) in writing on the entry form. 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.

6. Competitors must ensure that their cars comply with the conditions of eligibility and safety and with the technical regulations throughout the Event.

7. The presentation of a car for scrutineering will be deemed an implicit statement of the conformity of the car.

8. 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 38. Any infractions will result in penalties according to the following provision:
    a. First offence: Three hundred euros (300 euros)
    b. Second offence: Four hundred and fifty euros (450 euros)
    c. Third offence: Six hundred euros (600 euros)

9. All drivers, competitors and officials participating in the Series must hold current and valid licences. For drivers, the minimum requirement is a Grade C FIA international Driver's licence, or equivalent licence for drivers with a handicap such as the International Special Abilities Licence and, where applicable, valid licences 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

10. 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) except for the following points:

    a) All cars homologated from 2013 onwards must run with a catalytic converter.
    b) Restrictors must adhere to the FIA restrictor geometry definition and must be in accordance with those deposited with the FIA.
    c) The latest evolutions are not compulsory. 2012-homologated and 2011-homologated cars may compete in accordance with the Balance of Performance valid at the end of the season in question.

d) A forced air brake cooling system by means of air ducts, scoops and blowers will be authorised at certain events for safety reasons. Teams will be notified a minimum of two weeks in advance.

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

GT3 cars fitted with an endurance kit homologated by the FIA will be accepted at all events. The full VO endurance kit does not need to be used. The endurance kit or elements from it should be those from the FIA VO Endurance from the same year as that of the model concerned (excepted ER, VF or VO on the existing VO). Should there be no VO Endurance kit homologated for the year in question, the kit from the previous year should be used.

GT3 cars homologated by the FIA must be produced and sold as part of a customer racing programme, which must include the availability of a minimum of twenty cars available to be sold to independent teams. The programme must include a customer client department for spare parts, service and on track assistance. A programme limited to former factory cars for sale in the following season will not be considered a genuine customer programme and will not be eligible for entry.

2) GT3 cars fitted with adaptations solely for the purpose of allowing their use by handicapped drivers will be authorised. These adaptations have to be registered and approved by the SRO Technical Board.

3) G3 cars in RACB homologation subject to the approval of the SRO Technical Board

4) Cars from competing in the **National Group** in 24-hour race of the Blancpain GT Series only. Cars accepted in this class include :

- Xtracup cars
  Cars from high-level single-make series such as the Lamborghini Super Trofeo Huracan and the Renault RS-01
- Cup cars
  Cars from single-make series such as the Lamborghini Super Trofeo Gallardo, Porsche Cup and Ferrari Challenge
- Invitational
  Any cars accepted by the SRO Technical Board in the National Group.

The decision on eligibility of a car in the National Group will be subject to the SRO Technical Board.

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.

11. **Eligibility of cars in the different categories**

The Blancpain GT Series is intended for FIA GT3 cars according to the FIA Homologation form and for G3 cars under RACB homologation with prior agreement of the SRO Technical Board.

The Blancpain GT Series Endurance Pro Category is intended for FIA GT3 cars according to the FIA Homologation form, and for G3 cars under RACB homologation with prior

agreement of the SRO Technical Board which comply with article 12 of the 2017 Sporting Regulations.

The Blancpain GT Series Endurance Pro-Am Category is intended for FIA GT3 cars according to the FIA Homologation form, and for G3 cars under RACB homologation with prior agreement of the SRO Technical Board.

The Blancpain GT Series Endurance Am Category is intended for FIA GT3 cars according to the FIA Homologation form and G3 cars under RACB homologation with prior agreement of the SRO Sporting Board.

The Blancpain GT Series National Group is intended for cars from single-make series and any other cars deemed to be part of this class by the SRO Technical Board. This class will compete in the 24-hour race of the Blancpain GT Series Endurance Cup only. All cars competing in the National Group are subject to the approval of the SRO Technical Board.

The Blancpain GT Series Sprint PRO Category is intended for FIA GT3 cars according to the FIA homologation form as well as G3 cars under RACB homologation with prior agreement of the SRO Sporting Board which comply with article 12 of the 2017 Sporting Regulations.

The Blancpain GT Series Sprint Pro-Am Category is intended for FIA GT3 cars and G3 cars under RACB homologation with prior agreement of the SRO Sporting Board.

The Blancpain GT Series Sprint Am Category is intended for FIA GT3 cars and G3 cars under RACB homologation with prior agreement of the SRO Sporting Board, which have been entered in the events run according to article 14 Case D.

The Blancpain GT Series Sprint Silver Cup is intended for FIA GT3 cars and G3 cars under RACB homologation with prior agreement of the SRO Sporting Board, competing in the overall category of the Blancpain Sprint events (article 14 Case D).

12. Special Case : Eligibility of cars in the PRO category

In order for a model of car to be eligible to compete in the PRO category of the Blancpain GT Series, including the 24-Hour race, at least two cars of this model must be entered in all rounds of the Blancpain GT Series, with at least one car entered in the PRO category (or Silver Cup in the Blancpain GT Series Sprint Cup), except by special derogation from the Promoter.

This criteria will be deemed to have been satisfied if at least two cars of the model concerned have been entered on a full-season basis, either for both the Blancpain GT Series Sprint and Blancpain GT Series Endurance Cups, or in the Blancpain GT Series, by the closing date for entries. Cars may be entered by different teams.

An exemption to this rule is granted for the 24-hour race if a manufacturer has confirmed in writing their commitment to enter at least two cars of this model in all 2017 rounds of the Intercontinental GT Challenge, with at least one car in the Pro/Overall category

SERIES EVENTS

13. Each Event will have the status of a restricted international Event.

Event means any race registered on the annual calendar of the Blancpain GT Series including administrative checks, technical scrutineering, all practice sessions whether qualifying or not, the warm up if there is one and the race(s) itself.

14. The Series is made up of Events consisting of
    - Case A: a race with a maximum duration of three hours
    - Case B: a race with a duration of a maximum of 24 hours
    - Case C: a race with a maximum duration of six hours
    - Case D: two races, one "Qualifying Race" and one "Main Race" each with a maximum duration of one hour

    Events run according to Case A, B and C are considered “Endurance Events”
    Events run according to Case D are considered “Sprint Events”

    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

    For Case D only: Participation in the Qualifying Race is mandatory in order to be able to take part in the Main Race. Should a car be unable to take part in the Qualifying Race due to technical damage or damage sustained in an incident or accident (as defined in Article 48) during the qualifying practice session, and the Technical Delegate has confirmed that this damage cannot be repaired in time, it will start the Main Race from the back of the grid.

15. The maximum number of Events in the Series is set at 12

16. The definitive list of Events is published by the Promoter before January 1st 2017. However, in case of force majeure, the Promoter reserves the right to modify this date as well as the format of the Event.

17. An Event may be cancelled in case of force majeure, or with the agreement of the Hosting ASN, the Parent ASN and the Promoter.

THE TITLES

After the last Event on the annual calendar, the following titles and cups will be awarded :

18. The B**lancpain GT Series Drivers'** title will be awarded to the driver(s) who has(have) scored the highest number of points, taking into consideration all the results obtained during the Events which have taken place**.** An overall title will be awarded, as well as titles in the Pro-Am and Am categories.

    The **Blancpain GT Series Teams’** title will be awarded to the Team, which has scored the highest number of points, taking into consideration all the results obtained by the best-placed car of each team during the Events which have actually taken place. An overall title will be awarded, as well as titles in the Pro-Am and Am categories.

19. The following Cups will also be awarded :

a) **The Blancpain GT Series Sprint Overall, PRO-AM and AM Cups for Teams** will be awarded to the team which 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 the Events run according to Article 14 case D which have actually taken place. Any other car entered by that team in that Cup will be invisible as far as scoring points is concerned.

b) **The Blancpain GT Series Sprint Overall, PRO-AM and AM Cups and the Blancpain GT Series Sprint Silver Cup for Drivers,** will be awarded to the driver(s) who has scored the highest number of points, taking into consideration all the results obtained in the relevant Cup during the Events run according to Article 14 case D which have taken place.

c) **The Blancpain GT Series Endurance Overall, PRO-AM and AM Cups for Drivers** will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained in the relevant Cup during the Events run according to article 14 Cases A, B and C which have taken place.

d) **The Blancpain GT Series Endurance Overall, PRO-AM and AM Cup for Teams,** will be awarded to the team which has scored the highest number of points taking into account all the results obtained by the best classified car of each team entered in that category during the Events run according to article 14 Cases A, B and C which have actually taken place. Any other car entered by that team in that category will be invisible as far as scoring points is concerned.

e) During the 24-hour race, the King's Cup will be awarded to the leading manufacturer, according to the procedure set down in Appendix 6, where a manufacturer is understood to be a Car manufacturer, producer of GT3 Grand Touring Cars homologated by the FIA in accordance with the FIA homologation requirements, or G3 cars homologated by the RACB.

For each title, there will be a separate classification.

20. **Eligibility for Points**

All Teams and Drivers entered in a round of the Blancpain GT Series will score points towards the Blancpain GT Series Teams and Drivers titles. Teams and Drivers entered in events run according to article 14 Cases A, B and C will also score points towards the Blancpain GT Series Endurance Cup. Teams and Drivers entered in events run according to article 14 Case D will also score points towards the Blancpain GT Series Sprint Cup. Additionally, cars entered in the Pro-Am or Am categories will score points towards the relevant Blancpain GT Series Pro-Am and Am titles and to the relevant Cups.

Blancpain GT Series Driver and Team titles

Overall title : Points will be awarded to eligible competitors and their drivers according to the overall results of all races counting towards the Blancpain GT Series, including the six and twelve-hour points in the 24-hour race. The point scales for each individual event as given below in A, B, C and D will be used. Categories or Cups will not be taken into account. For the Teams title, only the highest-finishing car per Team will score points, and all other cars entered by that team will be invisible as far as scoring points are concerned.

Pro-Am and Am titles : Points will be awarded to eligible competitors and their drivers according to the category results of all races counting towards the Blancpain GT Series, including the six and twelve-hour points in the 24-hour race. The point scales for each individual event as given below in A, B, C and D will be used. For the Teams title, only the

highest-finishing car per Team will score points, and all other cars entered by that team will be invisible as far as scoring points are concerned.

For team titles, the name on the Competitor's licence will be used to determine points for the overall title, independently of the commercial team name used in individual events. Competitors may use different commercial team names in different events.

21. Points for all titles and Cups are awarded at each Event according to the following scales:

Case A: Three-hour races

a. Qualifying

After Qualifying, all drivers and the team of the car setting the fastest time overall as well as in the Blancpain GT Series Endurance PRO-AM and AM Cups will be awarded one point.

b. Points for all titles are awarded, overall and in each Cup at each Event according to the following scale:

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

In the case that a race is suspended, points will be awarded equally to all drivers sharing one car.

Case B: 24-hour race

a. Qualifying

After the end of the Superpole, all drivers and the team of the car setting the fastest time overall as well as in the Blancpain GT Series Endurance PRO-AM and AM Cups will be awarded one point.

b. The Race

A 24-hour event is considered as a single event during which intermediate classifications will be drawn up after six and twelve hours of racing, giving rise to the allocation of points according to the following tables. Only the classification at the end of the 24 Hours is considered as the official classification of the event.

The points in the intermediate classifications after six hours and after twelve hours will be awarded equally to the car and to all the drivers in the crew. Points are awarded overall and in each Cup.

Position	After 6 hours	After 12 Hours	After 24 Hours
1st	12	12	25
2nd	9	9	18

3rd	7	7	15
4th	6	6	12
5th	5	5	10
6th	4	4	8
7th	3	3	6
8th	2	2	4
9th	1	1	2
10th			1

c. Note that no points are given in the National Group

Case C: 6-hour race

a. Qualifying

After Qualifying, all drivers and the team of the car setting the fastest time overall as well as in the Blancpain GT Series Endurance PRO-AM and AM Cups will be awarded one point.

b. The Race

Points are awarded overall and for each Cup according to the following scale:

1st: 33 points
2nd 24 points
3rd: 19 points
4th: 15 points
5th: 12 points
6th: 9 points
7th: 6 points
8th: 4 points
9th: 2 points
10th: 1 point

In the case that a race is suspended, points will be awarded equally to all drivers sharing one car.

Case D: Sprint events with two one-hour races

Points are awarded overall and for all cups according to the following scales:

a. Qualifying

After Qualifying, both drivers and the team of the car setting the fastest time overall as well as in the Blancpain GT Series Sprint PRO-AM and AM Cups, as well as both drivers of the Blancpain GT Series Sprint Silver Cup will be awarded one point.

b.Qualifying Race:

1st: 8 points
2nd: 6 points
3rd: 4 points
4th: 3 points
5th: 2 points
6th: 1 point

d. Main Race:

1st: 25 points
2nd: 18 points

3rd: 15 points
4th: 12 points
5th: 10 points
6th: 8 points
7th: 6 points
8th: 4 points
9th: 2 points
10th: 1 point

In the case that a race is suspended, points will be awarded equally to all drivers sharing one car.

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

Important: In all cases, Team points are awarded to the Competitor, as designated by the licence-holder, independent of the team name.

22. If a race is suspended under Article 196 and cannot be resumed, no points will be awarded to the driver crews if the leader has completed less than two laps, half points will be awarded to the driver 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.

23. Representatives of the top three placed Competitors as well as the Drivers finishing in the top three positions in the classification of the series, and any Cup or Category with more than five cars entered, must make themselves available for the end of season prize giving ceremony which will take place in Paris on November 24th 2017. In the case of Cups with fewer than five regular cars entered, only the Cup or Category Winners must attend the Ceremony. All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.

DEAD HEAT

24. Prizes and points awarded in accordance with the classification to competitors who tie will be added together and shared equally.

25. 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.
    d. Special case: Drivers of the same car, who have formed the same crew during all the Events in the Series in which they have scored points, and who finish with the same number of points, will share the same place in the Series. Examples: drivers 1 and 2 of car A will be classified equal first in the general classification of the Series; drivers 1 and 2 of car B will be classified equal second, and so on until the last classified crew finding itself in this situation.

ORGANISER

26. 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 the Promoter.

ORGANISATION OF EVENTS

27. Each organiser, via its ASN, shall supply the information set out in Appendix 1 to the present regulations to the Promoter at least 30 days before the event.

    For each of the Events, a Visa is issued by the hosting 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 to the Series.

INSURANCE

28. The organiser of an Event must ensure that all competitors, their personnel and their drivers are covered by third party insurance.

29. Thirty days before the Event, the organiser must send the Promoter 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)

30. 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.

31. Drivers taking part in the Event are not third parties with respect to one another.

OFFICIALS

32. The following officials will be appointed for the Blancpain GT Series:

- A Race Director
- A Technical Delegate
- A Series Scrutineer
- A Chairman of the Stewards
- An International Steward
- A Deputy and/or Assistant Race Director
- A Sporting Director for the Series
- A Sporting Secretary
- A minimum of one Pit Lane Official(s)
- A Chief Timekeeper
- a Press Delegate
- a Safety Car Driver
- a Leading Car Driver
- a Driver Advisor (optional)
- A Sporting Board for each event

Note : The Driver Adviser is an experienced racing driver, with no connection of dependency with any manufacturer, make of car or competitor entered in the Championship. His role is to assist and advise the Stewards of the Meeting and/or the Race Director in their decisions by providing advice on all questions pertaining to motor sport in general and to the behaviour of the drivers and competitors on the track in particular. The Adviser may attend the meetings of the Stewards of the Meeting but without the right to vote.

CONDITIONS FOR THE PARTICIPATION OF DRIVERS AND COMPOSITION OF THE CREWS

33. a) **The Blancpain GT Series Endurance Pro Category**
No driver categorisations will be applied.

b) **The Blancpain GT Series Endurance Pro-Am Category**
Driver categorisations will be applied and the following maximum pairings will be accepted :

Cases A and C : For three-hour and six-hour events

- Platinum / Bronze / Bronze
- Silver / Silver / Bronze

Case B: For 24-hour events

- Platinum / Silver/ Silver / Bronze
- Platinum/Platinum/Bronze/Bronze

Note: for case B, should the team wish to race with three drivers, the maximum pairings listed above for Cases A and C for three and six hour races will apply.

The Bronze drivers are subject to driving limits in accordance with article 62 e)

c) The **Blancpain GT Series Endurance Am Category**
Driver categorisations will be applied and the following maximum pairings will be accepted :

Cases A and C : for three-hour and six-hour events

- Bronze / Bronze / Bronze

Case B: for 24-hour events

- Bronze/Bronze/Bronze
- Bronze/Bronze/Bronze/Bronze
- Bronze/Bronze/Bronze/Silver

A four-driver line-up may include one Silver driver with driving limits in accordance with article 62 f). Should the team wish to race with three drivers, the conditions for Cases A and C above apply.

d) The **Blancpain GT Series Sprint PRO Category**
No driver categorisations are applied.

e) The **Blancpain GT Series Sprint Pro-Am Category**

Driver categorisations will be applied and pairings with no fewer and no more than one Bronze driver will be accepted.

f) The **Blancpain GT Series Sprint Am Category**
Driver categorisations will be applied and the following maximum pairings will be accepted :

- Bronze / Bronze

g) The **Blancpain GT Series Sprint Silver Cup**
Driver categorisations will apply and only Silver drivers will be accepted.

The composition of the crews must be sent to the Promoter at least 14 days before the start of each Event. Any modification to a crew is prohibited after the end of the administrative checks except in case of force majeure acknowledged by the Stewards of the Meeting.

h) The Blancpain Endurance Series National Group in the 24-hour race only. Driver categorisations will be applied and the following maximum pairings will be accepted:

  - Bronze / Bronze / Bronze
  - Bronze / Bronze / Bronze /Bronze
  - Bronze/Bronze/Bronze/Silver, where the Silver driver must abide by the driving limits in accordance with article 62 f).

34. The Blancpain GT Series is primarily intended for driver crews competing together throughout the season to claim the title.

During the final rounds of the Blancpain GT Series Sprint Cup and the Blancpain GT Series Endurance Cup, the following situations will not be authorised in the PRO category, except in a case of force majeure recognised as such by the Stewards of the Meeting :

- to move a driver who has raced in one car throughout the Sprint or Endurance Series to another car entered by the same Team.
- To split a pair of drivers who have competed and/or scored points together throughout the Series and who otherwise cannot be separated by the terms of article 25, between two cars entered by the same Team

It is understood that should a Team enter cars under multiple Competitor licenses due to the limitations in article 37, then all cars entered on these licences will be considered as being one Team for the purposes of this article.

35. At the end of the season, professional (Platinum or Gold) drivers classified alone in the Pro-Am categories of the Blancpain GT Series Endurance Cup or the Blancpain GT Series Sprint Cup will be removed from the final classification of that Series or Cup.

DRIVER CATEGORISATIONS

36. Drivers wishing to compete in the Blancpain GT Series must be categorised by the FIA. Drivers who are not categorised 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 link available via the www.blancpain-gt-series.com website or the FIA website under http://www.fia.com/fia-driver-categorisation

The definitions of the categories, the Driver Categorisation List and the application form can be found on the FIA website.
All decisions concerning the categorisations are taken under the authority of the FIA Drivers Categorisation Committee.
The list of competitors allowed to take part in the Event will indicate the category attributed to each driver.
The SRO Sporting Board retains the right to make any amendments to the FIA Categorisation of any driver according to the criteria of GT and/or Endurance Racing. Any drivers given a temporary categorisation derogation will be indicated in the entry list with an asterisk.

Derogations reducing a driver's FIA Categorisation will be issued on a race-by-race basis only and will be reassessed after each round.

Upgrades increasing a driver's FIA Categorisation for the Blancpain GT Series only will be issued for the full season, independently of the driver line-up.

No more than one derogation will be given to any line-up of drivers competing in any round of the Blancpain GT Series. There are no limits on the number of upgrades in a line-up. No categorisation derogations will be accepted in a line-up which has already received a derogation to run with two drivers in events run according to cases A and C. Drivers with derogations may receive additional restrictions on their driving time which will be decided by the SRO Sporting Board.

The performance of any drivers who have received a derogation will be monitored by the SRO Sporting Board. Derogations may be removed at any time without notice.

In particular, should any driver's performance, calculated by the average of their ten best lap times in the race, be equal or superior to the average time of the top ten best drivers from the category in which they have been racing, their derogation will be examined by the SRO Sporting Board within 5 days of the end of the meeting. The Sporting Board may take any decision it considers appropriate concerning the continuation of the derogation but a first infraction will normally result in a warning and a second infraction is likely to result in the immediate removal of the derogation.

Any driver derogations may be associated with maximum or minimum driving times. These will be specified in the confirmation document issued by the Sporting Board. Except in cases of force majeure accepted by the Stewards of the Meeting, failing to abide by these limits will result in the removal of the derogation and may include other penalties up to and including disqualification from the Event.

A driver who has received confirmation from the FIA Driver Categorisation Committee that they will be downgraded for the following year can be considered for a derogation.

The above-mentioned criteria concerning the driver performance may be adjusted or other criteria added if deemed necessary by the SRO Sporting Board during the season.

Any complaints concerning the categorisation of drivers and derogations must be reported to the Stewards of the Meeting at the latest 30 minutes after the publication of the official entry list. After this time, no further complaints may be made during the event. No derogations will be removed during an event.

The Stewards of the Meeting 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. Any such provisional categorisations will not constitute an FIA categorisation.

Drivers who have not been categorised will not be allowed to take part in an Event in the Pro-Am or Am categories or in the Blancpain GT Series Sprint Silver Cup

COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

37. Full-season and race-by-race Competitors are accepted.

Race-by-race Competitors will not score points towards the Teams classifications in the final two Events of the Endurance or Sprint seasons unless they have been entered in at least one previous Blancpain GT Series event during the season.

An Entrant may enter a maximum of three cars per category in any event of the Blancpain GT Series under one Competitor's licence.

Application forms to enter the Blancpain GT Series on either a full-season or race-by-race basis can be downloaded from the Teams section of the website Blancpain-gt-series.com.

a) Full season Competitors: applications to compete in the Blancpain GT Series must be submitted to the Promoter, on the entry form available on the Series website as from December 19th, 2016, the official opening date for entry in the Series. The entry form must be submitted by February 28th 2017. The entry fee is set at €65.000 (sixty-five thousand euros) per car. This season entry fee includes mandatory entry in all the Events in the Series.

b) Full-season applications to compete in the Blancpain GT Series Endurance Cup must be submitted to the Promoter, on the entry form available on the Series website as from December 19th 2015, the official opening date for entry in the Series. The entry form must be submitted by February 28th 2017. The entry fee is set at €39.000 (thirty-nine thousand euros) per car. This season entry fee includes mandatory entry in all the events in the Series.

c) Full-season applications to compete in the Blancpain GT Series Sprint Cup must be submitted to the Promoter, on the entry form available on the Series website as from 19th December 2015, the official opening date for entry in the Series. The entry form must be submitted by February 28th 2017. The entry fee is set at €30.000 (thirty thousand euros) per car. This season entry fee includes mandatory entry in all the Events in the Blancpain GT Series Sprint Cup.

d) Race-by-Race entries are set as follows, per car per event:

Case A: €6.900 (six thousand nine hundred euros) per car. The deadline for entries is fourteen days before the start of the event in question.

Case B: €16.900 (sixteen thousand nine hundred euros) per car for Competitors who take part in at least one Blancpain GT Series race before the 24-hour event. For all other Competitors, the price is €19.900 (nineteen thousand nine hundred euros). The deadline for entries is July 1st 2017.

Case C: €7.900 (seven thousand nine hundred euros) per car. The deadline for entries is fourteen days before the start of the event in question.

Case D: for events with two one-hour races, the fee per car per Event is set at €6.900 (six thousand nine hundred euros). The deadline for entries is fourteen days before the start of the event in question.

e) For all full season Competitors in the Blancpain GT Series Endurance Cup, Blancpain GT Series Sprint Cup and the Blancpain GT Series, participation in the official pre-season test days is mandatory with at least one car. The price for one car at Paul Ricard is € 3500 excl VAT. The price for multiple cars is available on request. Please see article 95 a) and Appendix 4.

f) For all teams competing in the 24-hour race, either full-season or race-by-race, participation in the test day is mandatory with at least one car of each model entered in the Series. The price for one car is € 3000 excl VAT; other prices on request. Please see article 95 c) and Appendix 4.

g) For all teams entering Bronze drivers in the 24-hour race, participation is in the specific Bronze test held before the event will be mandatory, price TBC per car. Please see article 95 e) and Appendix 4.

h) Entries are not transferable and entry fees are not refundable.

All amounts are excluding VAT. VAT may be added according to applicable rules depending on the Competitor's tax status.

i) the Promoter reserves the right to refuse any applications, in particular in application of Article 12 in terms of eligibility of cars in the Pro category.

j) 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. the name of the official team representative, authorised to sign on behalf of the team,
4. a copy of the competitor's licence issued by the ASN,
5. the make and model of the competing car(s),
6. the category in which the car will compete,
7. the names of the drivers,
8. the commercial name the team wishes to use,
9. for full-season Competitors only, an undertaking by the applicant to participate in every Event with the number of cars entered,
10. the full payment of the entry fees.

k) All competitors must abide by the guidelines set down in terms of sponsorship from series partners as regards pit garage decoration, car livery, team and driver overalls. The Promoter 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, re-treading, sale or distribution of tyres is authorised.

l) Each team must sign the Team Commercial Agreement in two copies, and return them to the Promoter 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.

m)Teams entered under different licences must use different Commercial team names. Cars entered under different licenses must have different liveries. Within any team, cars must have easily distinguishable features.

PASSES AND ACCESS TO THE SITE

38. Any participant present in any capacity whatsoever in the reserved areas must wear their pass in such a way that it is clearly visible. The Promoter alone is empowered to issue passes. Specific passes will be issued by the Promoter for the 24-hour race. A pass may be used only by the person and for the purpose for which it was issued.

The following passes will be issued:

Full Access Passes: access to the whole site, including pit garages, pit lane and pit wall, with no restrictions in terms of clothing.

Pit Lane Passes: general entrance, access to the paddock, pit lane and starting grid. During sessions, access to the working lane is restricted to persons wearing helmets. For events according to article 14 cases A, B and C, access to the working lane is restricted to persons wearing fireproof overalls. Access to the pit wall signalling area is limited to working team members only in the area reserved for the team. Overalls are not compulsory on the pit wall signalling area. Team members crossing from the pit wall to the pit garage do not need a helmet or overalls, but they must not cross where a pit stop is in progress. Incorrect dress will result in penalties according to the following provision:

a. First offence: Three hundred euros (300 euros)
b. Second offence: Four hundred and fifty euros (450 euros)
c. Third offence: Six hundred euros (600 euros)

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 in all cases as well as fireproof overalls for events according to article 14 cases A, B and C.

Teams may not exclude Full Access or Media passes from their pit garages, and may not produce or distribute additional passes, which supersede those passes distributed by the Promoter.
Officials and the Promoter's representatives with Full Access passes will have access to any team areas within the circuit boundaries.

39. **Armbands**

The following armbands will be issued for use during pit stops:

- White armbands for car controllers
- Red armbands for mechanics (four per entered car in cases A, B and C, two for D)
- Yellow armbands issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.

A maximum of one armband may be worn at any time. Armbands may only be worn on the arm. Penalties for any infractions may be awarded by the Stewards of the Meeting.

DRIVER DESIGNATIONS AND CHANGES OF DRIVER

40. **Cases A and C:** for three-hour races and six-hour races

a) Throughout the Event, no fewer and no more than three drivers may drive one and the same car.

Drivers must be provisionally designated as Driver 1, Driver 2 and Driver 3 before the end of the administrative checks. The final positions of Driver 1, Driver 2 and Driver 3 must be confirmed after Pre-Qualifying, or at the time specified in the Detailed Timetable. Any modification to the composition of the crew taking part in the Event must be requested to the Stewards of the Meeting before the start of Free Practice.

b) In the Blancpain GT Series Endurance Pro-Am Cup and Blancpain GT Series Endurance Am Cup, two drivers may be allowed to compete for a team, subject to the approval of the SRO Sporting Board. In Pro-Am, one driver must be categorised as Bronze. Driver 1 will be null, the Bronze driver must be considered as Driver 2 in terms of these regulations and the remaining driver will be considered as Driver 3. The car will only compete in Q2 and Q3.

Case A: Driver 3 may drive a maximum of 65 minutes (extended to 70 minutes if a Safety car or Full Course Yellow period is in operation at the end of the driver's stint)

Case C: Driver 3 may drive a maximum of 130 minutes (extended to 135 minutes if a Safety Car or Full Course Yellow period is in operation at the end of one stint and to 140 minutes if a Safety Car or Full Course Yellow period is in operation at the end of two stints)

No single stint may be more than 65 minutes (extended to 70 minutes in case of safety car or full course yellow at the end of the stint).

In Am, with two Bronze drivers, the time limits for Driver 3 given above do not apply. However, specific limits on the driving time per driver may be imposed. This information will be given in the document of approval from the Sporting Board and may be amended during the Event. In all cases, there must at least be one driver change during the race.

Case B: for 24-hour races

In the Blancpain GT Series Endurance Pro Cup, no fewer and no more than three drivers may drive one and the same car. In all categories except for the Blancpain GT Series Endurance Pro category, no fewer than three drivers and no more than four drivers may drive one and the same car.

Case D: for events with two one-hour races
For each car, the team manager of each team must designate the "Driver 1" and the "Driver 2" for each Event before the end of the sporting checks.

Drivers holding an International Special Abilities Licence or equivalent international licence for handicapped drivers, as well as Bronze drivers over the age of 30, may be allowed to race alone. In this case, the driver in question would be both Driver 1 and Driver 2. The driver may be given a minimum time for the mandatory pit stop, which would not include a driver change. Permission for any such drivers will be given by the Promoter in writing.

41. **Driver Changes**
a) During the Event, a driver may not change from one car to another.
b) One driver may only be nominated to drive one car.
c) A change of driver may only take place before the start of free practice, with the consent of the Stewards of the Meeting.
d) Any changes in the driver order once announced must be communicated to the Stewards of the Meeting. Failure to abide by the declared driving order will be reported to the Stewards of the Meeting who may issue penalties as they see fit.
e) After the start of free practice, any driver changes will only be accepted in cases of force majeure and subject to the approval of the Stewards of the Meeting, who may impose any restrictions, conditions or penalties as they see fit.

DRIVING

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

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

43. The SRO Sporting Board, Stewards of the Meeting, Race Director or Sporting 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. The signature of the Competitor or of his designated representative is mandatory.

44. All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the officials, are posted on both the digital and official notice boards.

45. Any decision or communication concerning a particular competitor must be given to him as soon as possible and receipt must be acknowledged. The Blancpain Team Messaging system may be used to send summons and documents and for teams to confirm receipt.

46. 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. Please see Appendix 8 for the provisional 2017 frequencies. Teams must be listening to the frequency from 15 minutes before the start of each session to the end of the session or the opening of parc fermé for qualifying and races. 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. When available, all teams must be connected to the Blancpain GT Series Team Messaging System.

UNSPORTING BEHAVIOUR

47. Any incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats or unsportsmanlike behaviour, or any action or occurrence in relation to an Event or Events that could be considered to be in contravention of Blancpain GT Series spirit, which is committed by a Team member or a person under the responsibility of a Competitor, may be reported to the Stewards of the Meeting who will take any action they consider suitable. The Team will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.

In particular, penalties will be awarded for offences affecting the security of the event, according to the scale below

- Grid penalty
- Loss of all qualifying times
- Stop and go penalty of a duration up to 5 minutes

INCIDENTS

48. "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 of the Meeting by the Race Director (or noted by the Stewards of the Meeting 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 196;
- 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.

49. Unless in the opinion of the Race Director or Stewards of the Meeting 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.

50. a) It shall be at the discretion of the Stewards of the Meeting 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 of the Meeting, 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 48), and has been informed of this by the Stewards of the Meeting no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards of the Meeting.

51. The Stewards of the Meeting 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 Stop & Go time penalty. The driver must enter the pit lane, stop in the penalty zone for the given time and then re-join the race.
c. A drop of grid positions at the driver's next race.
d. Disqualification 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 after the end of the race, or, for duration races, during the last 10 minutes, Article 53 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 normally 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 during free practice or qualifying, or other items considered by the Stewards of the Meeting to fall under this category. Any sums paid as fines will be placed in the SRO Motorsports Fund in accordance with the article 12.7 of the International Sporting Code.

Incidents occurring during free practice may result in a Stop & Go penalty during that session or the next session of this nature, of a length to be determined by the Stewards of the Meeting. Should incidents occur during free practice without the possibility for the penalty to be served, the penalty may be converted into a fine.

Incidents occurring during qualifying may result in either the cancellation of lap times or a drop of positions on the starting grid, the number of positions to be decided by the Stewards of the Meeting.

In incidents involving cars from different categories, the driver of the car from the more professional category will be deemed to be at fault unless evidence clearly shows the contrary.

52. BEHAVIOUR WARNINGS

Drivers involved in incidents of any kind, or who have been reported for unsportsmanlike behaviour or driving standards, may, in addition to their penalty, be awarded Behaviour Warning Points (BWP) by the Stewards of the Meeting.

The following scale may apply, subject to the decision of the Stewards of the Meeting :

- formal reprimand — 1 Behaviour Warning Point
- drive-through penalty — 1 Behaviour Warning Point
- pit lane speeding — 1 or 2 Behaviour Warning Points depending on the speed
- stop and go penalty — 2 Behaviour Warning Points
- causing a collision — 1 or 2 Behaviour Warning Points depending on the severity of the offence

Other offences may give rise to BWP as decided by the Stewards of the Meeting.

Behaviour Warning Points will only be awarded to drivers for their own actions, not those of the team or team-mates (e.g. pit stop infringements, track limits). The number of BWP awarded will be listed on the Stewards of the Meeting's Decision or may be the subject of a separate decision.

The number of BWP will be calculated per driver:

- A driver with 3 points will receive a 5 place grid drop for the car in which he is driving for the next race
- A driver with 4 points will receive a 10-place grid drop for the car in which he is driving for the next race
- A driver with 5 points or more will receive a minimum of a drive-through penalty for his car, to be applied at the next race.

After these penalties have been awarded, the driver will have 3 penalty points deducted from their score and the remainder will be carried forward to the next event.

Penalty points will be carried forward to the next event.

For each event that a driver gains no additional penalty points, two points will be deducted. Negative scores will not be taken into account.

53. Should the Stewards of the Meeting decide to impose one of the penalties provided for in Article 51 a or b, the following procedure shall be applied:
    a. The Stewards of the Meeting shall give written notification of the penalty that has been imposed to the Competitor 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 of the Meeting's 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 51 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 112 c). If the driver is unable to start his car by himself, it may be evacuated to its pit garage by its mechanics.
    c. When the time penalty period has elapsed, the driver may re-join the track.
    d. No penalty can be taken by a team until it has been notified in writing, either on the timing monitors or by document issued by the Stewards of the Meeting.

SANCTIONS

54. The penalties given in these regulations are guidelines only. The Stewards of the Meeting 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. Nothing in these regulations shall preclude the Stewards of the Meeting from referring any matter to the appropriate ASN for consideration of further penalty in accordance with the Code should the Stewards consider that a penalty beyond their powers may be merited in any instance

PROTESTS AND APPEALS

55. Protests shall be made in accordance with the Code. Appeals will be heard by the RACB. The appeal fee is €2.000 (two thousand euros); the protest fee is €500 (five hundred euros).

56. For Events run according to article 14 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.

TRANSPONDERS, POSITION PANELS, PIT GANTRY CAMERAS AND ADR UNITS

57. 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 the following scale :

    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)

58. When requested to do so, a light panel approved by the Promoter, showing the car's position, must be installed in each car according to the position set down in the Promoter's Graphical Charter given in Appendix 3. It will be the responsibility of each team to obtain and install the car position light panel according to the instructions issued by the promoter, and to ensure that it is working correctly at all times.

    Teams may be required to install data units for the purpose of transmitting GPS positioning data to the timekeeping system. If teams are so informed during the season by means of a Note from the Sporting Board, it will be their responsibility to obtain and install this unit in accordance with the instructions given by the Promoter, and to ensure that it working correctly at all times.

59. **Accident Data Recorders**
    An Accident Data Recorder must be used by each competitor entered for the full season or intending to compete in at least three events during 2017. The competitors are responsible for obtaining this Recorder according to Appendix 7 and installing it in compliance with the relevant instructions. It must work at all times during the event. The weight of the unit and its equipment is included in the minimum weight of the car. The data from the ADR belongs to the FIA Institute and can be requested by them at any time.

60. **Pit Gantry Cameras**
    A Pit Gantry camera must be obtained by all competitors. It must be installed on the pit gantry in accordance with the specifications. Data cards will be supplied by the Promoter. The cards and the images remain the property of the Promoter. It will be the responsibility of each team to ensure that the camera is switched on during qualifying sessions and races and must be working correctly at all times. The data cards may be collected and examined at the end of each session by the Pit Lane Officials, and infractions may be presented to the Race Director or the Stewards of the Meeting. Failure to provide the images may result in a penalty. Appendix 10 applies.

DRIVING STINTS AND PIT STOPS

61. For Events run according to article 14 cases A, B and C (Endurance events), restrictions on the length of a pit stop will be imposed.
The total length of a pit stop, from pit in to pit out, may not fall within a given time range. This range will be calculated depending on the length of the pit lane, the target refuelling time for that circuit and the target minimum time for the tyre changes. The range will be published by the Stewards of the Meeting in a Bulletin at each Event.
Should the length of any pit stop fall within the given range of times, or should the length of any pit stop including both refuelling and the changing of more than one tyre be below the range, a drive-through penalty may be awarded by the Stewards of the Meeting.
There will be a one-second tolerance, which may be used once in a three-hour race, twice in a six-hour race and four times in the 24-hour race.
During a safety car period, a judge of fact at pit exit will note cars stopped by the red light, for which a tolerance will be applied by the Stewards of the Meeting.

62. Driving Stints and Pit Stops – Case A – three-hour races
There will be two mandatory pit stops. During each mandatory pit stop, all four tyres must be changed. Except in the case referred to in Article 40, cases A and C, section b, at each mandatory pit stop, there must be a change of driver.

A limitation on the length of the mandatory pit stop will be imposed, in accordance with article 61.

The maximum stint length from any driver is 65 minutes (one hour and five minutes). This will be extended to 70 minutes if the safety car or a Full Course Yellow intervention is on track at the end of a driver's stint.

Except in the case referred to in Article 40, cases A and C, section b, this is also the maximum driving time per driver.

The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. Subsequent stints will be counted from the time the driver crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until the scheduled duration of the race.

Should any driver exceed this stint time, it will be reported to the Stewards of the Meeting who may award a drive-through penalty, which will be converted into a 30-second time penalty if this cannot be given during the race.

Should a driver complete more than one stint, the times will be added together and a penalty will be given should this time exceed the maximum. Crossing the pit lane entry and exit lines in order to serve a drive-through or stop-and-go penalty will not be taken into account for calculation of the driving stint.

Case B: for 24-hour races

It is not mandatory to change driver or to change all four tyres at each pit stop.

A limitation on the length of the pit stops will be imposed, in accordance with article 61.

Each car must complete one Technical Pit stop, which should have a minimum duration of five minutes from pit-in to pit out. The car must enter the pits to complete the Technical Pit stop after the start of the 12th hour but before the end of the 15th hour of the race. Cars may not enter the pit lane to perform their technical pit stop during a Full Course Yellow or Safety Car period. Any car which has crossed the pit entry line before the FCY or SC has been announced by the Race Director may complete their technical pit stop. Should an FCY or SC intervention be underway at the end of the 15th hour of the race, the window for completing the Technical Pit Stop will be extended by 15 minutes from the time that the green flag is shown.

Any car failing to complete the Technical Pit stop during the prescribed time will be given a stop-and-go penalty of at least an equivalent duration of the missed Technical Pit Stop.

The maximum continuous driving time per driver is three hours 15 minutes, counted from the first time that driver crosses the pit exit line until the next time the car crosses the pit exit line with a different driver behind the wheel, not including any time spent in the pits. This will be extended by 5 minutes should a Full Course Yellow or Safety Car be in operation at the end of the third hour only. Teams are responsible for making sure the correct driver is shown on the timekeeping system. After this period, a minimum rest period of one hour is required. No driver can drive more than 14 hours in total. A penalty will be imposed on the car of any driver who exceeds these limits.

Driving Stints

a) The maximal duration of a driving stint will be 65 minutes. This will be extended to 70 minutes while the safety car is on track or if a Full Course Yellow period is in operation. The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until the end of the 24-hour period. For all other driving stints, the time duration will be counted from the time the car crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. The extension to 70 minutes is only applicable if the safety car is on track at the end of a driving stint for a specific car or if a Full Course Yellow period is in operation.

b) If a competitor exceeds the 65-minute driving stint (or 70 minutes under the Safety Car or full course yellow), the following penalties will apply :

- up to 5 minutes : a drive-through penalty
- 5 minutes and longer : a 'stop and go' penalty of up to 30 seconds.

From the time that the team has been notified of the penalty, the relevant driver and his car may cross the line on the track no more than twice before entering the pit lane and carrying out the penalty.

However, should either of the above-mentioned penalties be imposed in the last ten minutes or after the end of the race, the penalty above shall not apply and an additional time penalty of 60 seconds shall be added to the elapsed time of the car concerned in the case of a drive-through penalty, or 60 seconds plus the time of the penalty in the case of a stop-and-go penalty.

c) If the same competitor exceeds a driving stint for a second time, a longer penalty may be

imposed by the Stewards, and in the event of repeated infringements, the penalty could go as far as disqualification of the relevant car from the event.

d) All time spent between crossing the pit entry and pit exit lines whilst serving a drive-through or stop-go penalty, or when the field has been led through the pit lane by the Safety Car, is included in the driver's stint time and will not reset the stint clock.

e) Bronze Drivers

In the Pro-Am category, when the driver line-up includes one mandatory Bronze driver (ie all line-ups corresponding to the maximum P/S/S/B, with maximum one Platinum or Gold driver), one driver from the Bronze category must be behind the wheel for a minimum of six hours over the 24-hour race. If there is more than one Bronze driver on the car, they may share this driving time.

When the driver line-up includes two mandatory Bronze drivers (ie line-ups corresponding to the maximum P/P/B/B, with two drivers who are Platinum or Gold), a driver from the Bronze category must be behind the wheel for a minimum of eight hours over the 24-hour race.

In all Pro-Am cars, a Bronze driver must be behind the wheel for a minimum of one hour in the first six hours of the race, and then for one hour during every six-hour period thereafter.

Except for force majeure recognised as such by the Stewards of the Meeting, penalties will be given by the Stewards of the Meeting to any competitor failing to abide by this restriction.

A driver with a Bronze* derogation may not contribute more than half of the maximum Bronze driving time when this is shared with another Bronze driver. Except with specific permission from the Sporting Board, a Bronze* driver may not be the sole Bronze driver in a Pro-Am line-up.

f) Silver Drivers

When the driver line-up in AM includes a Silver driver, this driver may be behind the wheel for a maximum of six hours over the 24-hour race, as well as for a maximum of two hours in the first six hours of the race, and then a maximum of two hours during every six-hour period thereafter. Except for force majeure recognised as such by the Stewards of the Meeting, penalties will be given by the Stewards of the Meeting to any competitor failing to abide by this restriction.

Case C: for 6 hour races

It is not mandatory to change driver or to change all four tyres at each pit stop.

A limitation on the length of the mandatory pit stop will be imposed, in accordance with article 61.

The total maximum time per driver is 140 minutes (two hours and twenty minutes) except in the case referred to in Article 40, case A and C, section b). This time is taken by adding any stints by that driver, excluding time spent in the pits. A penalty will be imposed on the car of any driver who exceeds this limit.

<u>Driving Stints</u>

a) The maximal duration of a driving stint will be 65 minutes. This will be extended to 70 minutes while the safety car is on track or a Full Course Yellow period is in operation. The first driving stint will be counted from the start of the race until the first time that the car crosses the pit

lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until the end of the six hours.
For all other driving stints, the time duration will be counted from the time the car crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. The extension to 70 minutes is only applicable if the safety car is on track, or a full-course yellow period is in operation, at the end of a driving stint for a specific car.

b) If a competitor exceeds the 65-minute driving stint (or 70 minutes under the Safety Car or if a Full Course Yellow period is in operation*),* the following penalties will apply :
- up to 5 minutes : a drive-through penalty
- 5 minutes and longer: a 'stop and go' penalty of up to 30 seconds.

From the time that the team has been notified of the penalty, the relevant driver and his car may cross the line on the track no more than twice before entering the pit lane and carrying out the penalty. However, should either of the above-mentioned penalties be imposed in the last ten minutes or after the end of the race, the penalty above shall not apply and an additional time penalty of 60 seconds shall be added to the elapsed time of the car concerned in the case of a drive-through penalty or the penalty time plus 60 seconds for a stop-and-go penalty.

c) If the same competitor exceeds a driving stint for a second time, a longer penalty will be imposed by the Stewards, and in the event of repeated infringements, the penalty could go as far as disqualification of the relevant car from the event.

d) All time spent between crossing the pit entry and pit exit lines whilst serving a drive-through or stop-go penalty, or when the field has been led through the pit lane by the Safety Car, is included in the driver's stint time and will not reset the stint clock.

For cars according to Article 40 case A and C, section b, the Bronze driver must complete a minimum of three hours and 40 minutes. This includes time spent in the pit lane. If both drivers are Bronze then no limits are applied unless specific limits on the driving time per driver have been imposed in the document of approval from the Sporting. In all cases, there must at least be one driver change during the race.

Case D for events with two one-hour races.
a) A mandatory pit stop for changing drivers and all 4 tyres is to be carried out during each of the 2 races. The car must cross the pit entry line between the 25th and 35th minutes of the race. Only one driver change may take place during the race.

b) For single-driver cars according to article 40 Case D, a minimum pit stop time between pit entry and pit exit may be applied which must be adhered to. If applicable, this time will be published in a Bulletin from the Stewards of the Meeting at each event.

c) If the Safety Car is on track or a Full Course Yellow period is in operation at the time when the pit window is scheduled to open (25:00 after the start of the race) the pit window will be delayed. When the green flag is shown at the end of the SC or FCY period, the pit window will open immediately. The pits will then remain open for 10 minutes for the mandatory stops. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop. Should the Safety Car be called on track, or a Full Course Yellow period be declared, during the pit window, the race director may extend the time of the pit window by a time between one and three minutes.

d) If the Race Director decides for any other reason than given in clause c) above that the pit window cannot be opened at the scheduled time then he may take the decision to delay the pit window. In this case, the teams will be informed via the monitors and the radio. A new pit window will be communicated in terms of the time remaining. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

NUMBER OF CARS ALLOWED TO PARTICIPATE

63. 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 or a lower number given in the Appendix 1 document for the event, the Competitors will be selected according to the following criteria:

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

RACE NUMBERS

64. Each car will carry the race number allocated by the Promoter. Race Numbers must be an integer between 0 and 999. Race numbers will be unique within the Blancpain GT Series during the season and may not be reused by another team. The number 1 will be reserved in priority for the winning team from the Blancpain GT Series from the previous season; should this team not request the number 1, the Promoter may allocate it to the Overall Team Champion from the Blancpain GT Series Sprint Cup or Blancpain GT Series Endurance Cup. Race numbers and advertising on the cars must be in conformity with the Promoter's Graphical Charter for the Event and must be clearly visible from the front and from each side of the car.

For events with night running, including events run according to article 14 cases B and C , as well as the Misano round of the Blancpain GT Series Sprint Cup, numbers on the doors must be backlit. See Appendix 3.

For events run according to article 14 case B, a number must additionally be placed on the roof of the car. If it is impossible to identify a car from its numbers by day or by night, it will be stopped by the Race Director or the Clerk of the Course.

65. Each car and driver must adhere to the Promoter's Graphical Charter for each Event in terms of the decoration of the car, driver overalls, pit garage and team clothing, as well as the restrictions noted in article 37 k). Any infractions will be reported to the Stewards of the Meeting. Please see Appendix 3.

ADMINISTRATIVE CHECKS

66. At each Event, the ASN will check the licences of all teams and drivers. All drivers must have authorisation to compete abroad from their ASN. Any driver or team failing to complete their administrative checks during the allotted time will be reported to the Stewards of the Meeting. Any driver or team who is unable to attend at the given time must inform the Stewards of the Meeting in writing. 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 65 will not be listed.

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

68. During the administrative checks, the Competitors must confirm in writing their official representative(s) for the Event.

SEAN EDWARDS FOUNDATION TEST

69. All drivers taking part in the Blancpain GT Series must complete the Sean Edwards Foundation assessment test before taking part in their first event of the season. Furthermore, the Stewards of the Meeting may insist that any driver take the test at any point during any event.

BRIEFING

70. A briefing by the Race Director will take place at the latest on the day of the free practice in the location specified in the Appendix 1 of the Event.

All drivers entered in the Event, and their competitors' appointed representatives, must be present throughout the briefing. Any driver unable to attend must inform the Stewards of the Meeting in writing.

Except for force majeure, any absence may result in a penalty from the Stewards of the Meeting according to the following scale :

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

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

Additional briefings for Bronze and inexperienced drivers may be organised and will be specified in the Appendix 1 and the official timetable of the Event.

SCRUTINEERING

71. Each competitor must have all documents required by Article 9, 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.

72. Competitors must present a technical passport (with first pages completed and pictures added) 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.

73. Cars must be presented to scrutineering at the time indicated on the Scrutineering timetable in the following condition :
    - with homologation forms and the car passport,
    - with fuel cell and safety cage certificate,
    - without fuel,

- with restrictors, ready for sealing, wire to be provided by the team,
- with ballast, ready for sealing, wire provided by the team,
- with the engine ready for sealing. 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,
- for cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired,
- with identification and additional lights installed if applicable,
- with all mandatory stickers (technical / safety / series sponsors) in accordance with the Graphical Charter (see Appendix 3),
- with slick tyres.

74. The weight of the car and other figures (number of seals, restrictor diameter) that will be written in the technical passport are under the sole and entire responsibility of the competitor. It is always up to the competitor to provide, at any time during the event, proof that his car and equipment are in conformity with the regulations and current BOP decisions.

75. Any breaking of a seal during the event must be requested in writing to the technical delegate.

76. For Endurance events, the refuelling tower must be properly installed, empty and earthed before scrutineering. The refuelling rig restrictor must be in accordance with the BOP decisions for the Event, and accessible for measurement and sealing. The refuelling tower must comply with FIA appendix J art 257 (A) and article 144.

77. 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) and with the FHR devices that are homologated by the FIA. 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 driver does not need to be present when his equipment is presented. Drivers may be requested to present any or all equipment to the ASN at any time during any event. Driver overalls must be checked for conformity to article 65 and article 37 k).

78. The official series and sponsors patches provided by the Promoter must be stitched or embroidered on the drivers and mechanics overalls in the respect of the FIA safety rules. Any breach of this Article may lead to sanctions imposed by the Stewards.

79. 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 request permission in writing to the Stewards, who may grant a waiver. Competitors who do not keep to these time limits or who do not obtain a waiver may be given a penalty according to the following scale :
    - First offence: Five hundred euros (500 euros)
    - Second offence: Seven hundred and fifty euros (750 euros)
    - Third offence: One Thousand euros (1.000 euros)

    Teams must abide by the instructions of the officials and pit lane marshals when proceeding to scrutineering.

80. No car and no driver may take part in the Event until they have been passed by the Scrutineers.

81. 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) check 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 article 10 1.1 b), and modifications throughout made by the SRO Technical Board
        2. The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout made by the 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.

82. **DATA LOGGER**

A data-logger with additional sensors, approved by the Promoter, must be installed in all cars at all Events. It will be the responsibility of each team to obtain this data-logger and sensors, to install the data logger, loom and antenna, and to have correct operating red and green check lights during the event. SRO Data Technicians will check all data loggers prior the first free practice. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards of the Meeting.

The logger is also a scrutineering device and data will be used for scrutineering purposes. The reference engine data will be the data collected during the 2017 SRO Official BOP test or those collected during other tests and races with the current BOP decisions.

The data thus collected must remain at the disposal of the SRO Technical Department and the Technical Delegate. The SRO Technical Department can be assisted by technicians specialized in electronic systems in order to ensure the correct operation and the conformity of the readings of the data logging system and the conformity of the various systems with which the cars are equipped.
They may at any moment remove, exchange or control the various electronic components of a car and draw up a report to the Technical Delegate on their investigations, and they reserve the right to keep the components they have removed for later analysis.

No protest will be accepted concerning these controls and removed components. If a case of non-conformity is noted (either during or after the Event), this may be reported to the Stewards of the Meeting.
The data logger must work throughout the Event, including during every practice.
Controls may be carried out at any time during the Event.
Competitors cannot leave the Event before their data loggers have been downloaded or unless the Stewards have given their consent for them to leave.
The GPS antenna of the data logger should be mounted on the roof and no other antenna can be within 30 cm of this. If needed, the SRO Technical department can force competitors to remove other antennas from the roof.

83. All manufacturers or tuners must provide the SRO Technical Board with a reference ECU unit with the homologated maps, 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.

84. 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.

85. 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.

86. 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.

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

88. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.

89. The Stewards of the Meeting 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.

90. 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.

WEIGHING

91. 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 Stewards of the Meeting 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 91 g), 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. All cars must be prepared to allow the installation of the camera according to Appendix 9.
e) A competitor may fit one or more personal cameras in the car. The competitor must obtain written permission from the Promoter and from the Technical Delegate for each camera. The installation must be presented at the time of scrutineering. Any cameras considered unsafe will be removed. The weight of the complete equipment is not included in the minimum weight of the car. Cameras transmitting live video footage are not authorised. Cameras affixed to helmets are not authorised.
f) The average weight of the drivers in any car competing in the Series must be at least 85 kilograms. Should the average weight of the drivers in any specific car be less than 85 kg, the car will be expected to carry Driver Ballast to compensate. The following procedure will be followed:
    i. Each Competitor must declare the weight of his drivers, including overalls, underwear, showed, gloves, helmet and HANS, at the time of the administrative checks
    ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W)
    iii. If W < 85, then the Driver Ballast to be carried by the car will be 85–W
    iv. The Driver Ballast must be installed in the ballast box and sealed before qualifying.
    v. The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the event. Any anomalies will be reported to the Stewards of the Meeting. Penalties may go as far as cancellation of times in Qualifying or Disqualification from the race.
    vi. The Driver Ballast is not included in the minimum BOP weight of the car.
    vii. Exception : for cars competing in the Am category only, if W>85 then the weight of W-85 may be removed from the minimum BOP weight of the car.
g) In the event of any breach of these provisions for the weighing of cars, the Stewards of the Meeting may drop the competitor as many grid positions as they consider appropriate or disqualify him from the race.

SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

92. **a) Tyre Supply**

Only tyres from Pirelli, approved and registered by the Promoter and sold at the Event, will be accepted. Tyres must be ordered and paid by the deadlines set by Pirelli, 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 at the event by the tyre manufacturer specified by the Promoter. They must comply with the specifications determined by Article 92 b). 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 must adhere to the limits detailed in the technical booklet issued by Pirelli and received from the Promoter before the first official Event, as well as to any other Technical Bulletins received during the season. Any failure to do so may be penalised by the Stewards of the Meeting.

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 the Promoter with a 1:1 scale legality drawing of the profile he wishes to use. This profile must be registered with the Promoter and will be the only one authorised throughout the season.

c) **Control of tyres:**

1. The control of the tyres will be carried out according to a process defined by the Promoter.
2. The outer sidewall of all tyres which are to be used at an Event must be marked with a unique identification.
3. Other than in cases of force majeure (accepted as such by the Stewards of the Meeting), the barcode list of 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.
4. A used tyre is one that has been registered for a previous event with the same car number. For race-by-race Competitors, this is considered to be any previous event 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 the Promoter and the Tyre Manufacturer. Pirelli maintains a list of the tyres which have been recorded during the season. Used tyres must be taken to Pirelli for re-registration before any new tyres are fitted.

d) **Tyre-heating devices**

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

1. It must fit into a parallelepiped of 4 m x 2m x 1.5 m.
2. No part of the cupboard can be situated inside the pit garage, on the pit lane or on the grid.
3. 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.
4. 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 pit 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 Blancpain GT Series on a full-season basis has an allocation of eight joker tyres per season, which can be used to replace any tyres which have been damaged or are otherwise unusable. The use of a joker tyre will only be authorised on information from the Race Director or Stewards that the car was involved in an incident or other on-track occurrence, and confirmation from the tyre manufacturer and/or Technical Delegate that the tyre to be replaced may no longer be safely used. 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. Cars entered in either the full Blancpain GT Series Endurance Cup or full Blancpain GT Series Sprint Cup season will be allocated four joker tyres.

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

f) Change of Chassis & Car Number

- Should a car change race number during the season but remain with the same Competitor, the used tyres will be transferred to the new race number
- Should a Competitor change the model of car during the season so that the used tyres are no longer suitable, then the car will be treated as a new Competitor in terms of tyres. However, if the Competitor then reverts to the old model, the previously used tyres must be used.

- Should a car be transferred between Competitors, the new Competitor may choose either to retain the used tyres or to be considered as a new Competitor.

LIMITATIONS ON THE NUMBER OF TYRES

93. **Case A: for three-hour races**

For returning cars in the Blancpain GT Series, four sets of new tyres may be marked at the time specified in the official timetable and may be used during the event. Two sets of used tyres from previous events may be used during Free Practice and Pre-Qualifying.

For new Competitors, five sets of tyres may be marked at the time specified in the official timetable and may be used during the event.

Teams competing in the Am or Pro-Am categories of the Blancpain GT Series may, at the first Endurance race of the season, choose between five new sets of tyres or four sets plus two sets of used tyres from the first Sprint event. This choice must be made by the deadline of orders for the first Endurance round.

Case B: for 24-hour races

For free practice, pre-qualifying and warm-up, the number of tyres to be used is free as long as they conform with article 92 a). Used and marked sets from previous events may be used.

For the qualifying practice sessions and the start of the race, no more than three sets of dry-weather tyres per car may be used. These tyres must be marked before the start of the qualifying session.

Superpole participants must use one additional new set of tyres which will be marked. This set can be used during the race but cannot be used for the start of the race.

After the first two laps of the race, the number of tyres is free and exempt from any marking. However, the barcodes are registered to enable competitors to use them as Used tyres in subsequent races. A maximum of two sets of tyres per car may be chosen to be carried over to subsequent events.

Case C: 6-hour races

For the 6-hour race, for returning cars, eight sets of new tyres may be marked at the time specified in the official timetable and may be used during the event. Used tyres from previous events may be used during Free Practice and Pre-Qualifying. For new Competitors, ten sets of tyres may be marked at the time specified in the official timetable and may be used during the event.

Case D – for events with two one-hour races

For all cars at the first event of the season, and for race-by-race Competitors at their first event of the season, six new sets (S1 to S6) may be registered, to be used as follows:
a) S1 and S2 to be used in Free Practice 1 and 2 only
b) S3 – S4 – S5 – S6 to be used throughout the event

From the second event onwards for full season Competitors and for returning race-by-race Competitors, two used sets (S1,S2) and four new sets of tyres (S3 to S6) may be registered as follows:

a) S1 and S2: two used sets for use in Free Practice 1 and 2 only
b) S3 – S4 – S5 – S6 to be used throughout the event

For cars with a Bronze or Silver driver, an additional set of new tyres (S7) may be purchased to be used only by the Bronze or Silver driver during Free Practice 1. This set may not be used at any other time during the Event. However, it may be used as S1 or S2 at subsequent events.

For the warm-up during events run over three days, teams may use any of the sets of tyres S1 - S2 - S3 – S4 – S5 - S6

There is no limitation on the number of wet-weather tyres that can be used during the Event. The use of tyres without appropriate identification is strictly forbidden during the whole Event.

All Cases : Wet Weather Tyres

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, pre-qualifying 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.

BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING

94. **Balance of Performance Tests**

Due to the nature of the cars and the choice of circuits, a specific Balance of Performance can be carried out for cars taking part in the Blancpain GT Series.

Balance of Performance testing sessions of the FIA GT3 models running in the Blancpain GT Series will be held before the start of the season. All cars competing in Endurance events will have to be equipped with their endurance pack if it is available and has been homologated.

Cars running under G3 RACB homologation will also be balanced.

All manufacturers whose cars will be competing in the 2017 season must enter at least one of their cars for the purposes of Balance of Performance Testing. A penalty may be imposed by the SRO Technical Board on any team which does not attend, except for force majeure accepted as such by the Board.

Additional performance tests may be carried out at any point during an Event and teams will be required to allow their cars to take part in these tests if selected.

The SRO Technical Board is allowed to modify any parameter required to establish the SRO Balance of Performance. Any changes in the Balance of performance parameters will be notified to the teams at least 14 days before the event.

The SRO Technical Board will distribute the various circuits used by the Series into at least four groups, each with a specific Balance of Performance.

A : High speed lower downforce

B : High speed medium downforce
C: Mid speed higher downforce
D: Low speed medium downforce

The list of circuits and their type will be issued before the start of the season. Any changes of circuit type will be notified at least two weeks before the start of the event.

An extended version of the data logger, approved by SRO Technical Board, will be installed in all cars during the BOP.

95. **Official Test Sessions**

a) One or more official testing sessions and media days may be organised by the Promoter before the first event of the season. All full-season Competitors in the Blancpain GT Series, the Blancpain GT Series Endurance Cup and Blancpain GT Series Sprint Cup are obliged to be present with at least one of the cars they intend to enter in the season in the official testing session. Except for teams receiving derogation in writing from the SRO Sporting Board, failure to attend may be reported by the SRO Sporting Board to the Stewards of the Meeting for the first Event of the season for Sprint and/or Endurance events, and may result in a penalty.

b) Additional official testing sessions will be authorised by the Promoter before certain events. Teams will be notified of the dates of these tests at the start of the season. They will be open to all Competitors and will not be subject to the testing ban deadlines. These sessions will not be mandatory. A list of provisional dates is given in Appendix 4.

c) An official test session will be organised by the Promoter before the 24-hour race. This session will be mandatory for all race-by-race Competitors. Except for teams receiving derogation in writing from the Promoter, participation is also mandatory for all full-season Competitors.

d) Private test sessions reserved exclusively for drivers who have been categorised as Bronze or Bronze* may be organised by the Promoter. There will be no limitations on the tyres for these private sessions, which must be in conformity with the principles laid down in article 92 or used tyres registered at previous events or official test sessions with permission from the Technical Delegate. Requests to take part in the Bronze session must be registered by the deadline given at each event. The cost per car in the Bronze test sessions during the Blancpain GT Series Endurance Cup events (except for Spa) is 750 €.

Permission will be given by the Promoter for cars competing in the Lamborghini Super Trofeo to take part in the Bronze Test sessions, on condition that they have been through safety checks for the Event and that they are driven by a driver categorised as Bronze.

Exceptionally, drivers categorised as Silver and who are racing in Pro-Am, may take part in these Bronze sessions if they have never driven on the track in question either in race conditions or in a private session, in any car whatsoever, in a track configuration including the majority of the corners used for the Event. Permission will be given on a case-by-case basis by the SRO Sporting Board.

Drivers who are also competing in the Blancpain GT Sports Club in the same Meeting will not be authorised to take part in the Blancpain GT Series Endurance Cup Bronze Test with the exception of the mandatory Bronze Test referred to in article 95 e).

e) A specific Bronze Test will be organised for the 24-hour race. This session will be mandatory

for all Bronze drivers as well as any Silver drivers competing in Pro-Am , Am or National Group who have never previously driven at Spa in race conditions. The price will be 1950 € per car. The Test will include a mandatory briefing and may include training sessions or track walks.

The Sporting Board may insist on the participation of any team or driver in this test for safety reasons.

Except for derogations given on a case-by-case basis, the following procedure will be followed for drivers who do not attend the test :

- Each driver missing the test may receive a fine up to the cost of entering the test
- Each driver missing the test must complete at least one hour behind the wheel during the free practice and qualifying sessions.

Any driver who does not attend the test and who fails to reach the mandatory qualifying times, except for force majeure accepted as such by the Stewards of the Meeting, may not be given permission to take part in the race. Teams are reminded that this may result in the car being moved to the Pro category

96. **PRIVATE TESTING**

Private testing means any testing carried out by a team or driver with GT3 cars homologated by the FIA or G3 cars homologated by the RACB. Private testing on any circuit which will host a Series Event is forbidden as from 14 days before the beginning of that Event and until the date scheduled for that Event. The deadline for each event is given in Appendix 4

Participation in Events counting towards other Championships or Series is not considered as private testing.

Private testing at a circuit on the calendar may be authorised if the circuit configuration used is significantly different from that being used for the Blancpain GT Series Event. 'Significantly' would normally mean using fewer than half the same corners.

Written permission for any testing after the deadline must be obtained from the SRO Sporting Board.

Any breaches of these rules will be reported to the Stewards. Penalties may go as far as disqualification from the Event.

PROMOTIONAL ACTIVITES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS

97. In order to retain a level of equality between teams and drivers, the following restrictions apply during the Event:
    1. Additional laps with the race cars entered in the Event are only authorised as part of media activities to aid the promotion of the Event, including tracking laps for photo shoots, filmed laps for TV programmes or other activities organised by the Promoter.
    2. Promotional activities with road cars may be organised by teams for their VIP guests or Media with permission from the Promoter. Promotional activities with GT3 race cars are not authorised except with exceptional permission from the SRO Sporting Board.
    3. Promotional activities with race cars which are not eligible for the Blancpain GT Series may be authorised with permission from the Promoter. Drivers competing in the Blancpain GT Series event may take part in these activities.
    4. There are no restrictions on drivers and teams competing in other races taking part at the same Event, as long as this does not impact on their participation in the mandatory

events in the main Blancpain GT Series Event, including briefings, podiums, press conferences etc.

5. Cars competing in the Blancpain GT Series may compete in rounds of the GT Sports Club taking part in the same meeting. Teams are responsible for ensuring that their cars comply to the graphical charter of the respective series for each session.

Any breaches of these rules will be reported to the Stewards. Penalties may go as far as disqualification from the Event.

98. Cars are expected to remain at the track from the time they are scheduled to undergo scrutineering until the end of the Event.
Exceptions, as specified in advance by the Promoter, may include Parades, Car exhibitions and Demonstrations taking place outside the circuit or neighbouring areas.

99. Autograph sessions may be scheduled during any Event at the time given in the Official Timetable. Drivers are expected to attend any such sessions, dressed in team uniform, at the scheduled time, and to make themselves available for the full duration. Any failure to attend from drivers competing in the PRO category may be reported to the Stewards of the Meeting.

100. Pit walks may be scheduled during any Event. The time will be listed in the Official timetable. Cars must be on display in their pit garage for the whole period. Garage doors must be up. Cars should not be manoeuvred during the pit walk. Under no circumstances can refuelling take place during this period. Teams may place their Tensa barriers at the front of the garage. Any infringements will be reported to the Stewards of the Meeting.

GENERAL CAR REQUIREMENTS

101. No signal of any kind may pass between a moving car and anyone connected with the car's Competitor 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 the Promoter
    - Telemetry: one way (car to pit) telemetry is allowed.
    - IMPORTANT: no item, installation or antenna is permitted which may interfere at any time with the official data logger, timing, radio and TV systems.

GENERAL SAFETY

102. 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.

103. 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 and in accordance with the instructions of the marshals.
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.

104. 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.

105. 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.

106. A driver who abandons a car on the track must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

107. 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 196. 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.

108. The organiser must make at least two fire extinguishers of 5 kg capacity available at each pit garage and ensure that they work properly.

109. 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 pit garage area, in the pit lane or on the starting grid.

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

111. Drivers must use the track at all times.
The white lines defining the track edges are considered to be part of the track but the kerbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the driver may rejoin.
However, this may only be done when it is safe to do so and without gaining any advantage.

Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, will be stopped during the free practices, have their lap time(s) cancelled during qualifying and may receive a “drive through”, during the race. The Stewards of the Meeting can apply any other penalty available.

Notifications will be for the car, not the driver.

112. 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.
d) A car may only leave its working area when it is ready to rejoin the track, and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for force majeure.

113. Drivers taking part in practice (including the warm up if any) 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 or racing net until his car is completely stopped in front of the pit garage. After a pit stop, the car can only start moving after the driver's safety harness and racing net have been fastened. It is the car controller's responsibility to ensure that a driver is properly buckled in before the car leaves its working area to enter the track.

114. Extrication and Recovery exercises may take place before the Event. Teams will be notified by the Stewards of the Meeting and must make their car available at the stated time.

115. If a driver has serious mechanical difficulties during practice or the races, he must leave the track or return to his working area 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.

116. The car's regulatory lighting system must function during the Event. Any car that does not present the minimum illumination listed below, may be stopped by the Clerk of the Course for repairs:
- At the Front: 2 headlights (right and left) and 2 direction indicators
- At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights.
- Also the illumination of the numbers if required for the event, and, should the weather conditions deteriorate, the rain light.

Drivers may not flash their headlights as a warning or indication more than 3 times in succession between any two successive corners. Any car reported to have exceeded this number of flashes will be given a warning. A second infraction for any car during the meeting will result in a drive-through penalty.

117. 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.

Once a race has been declared Wet, it remains Wet for the remainder of the Race. However, instructions will be issued from Race Control to indicate when lights can be switched off.

118. For events run according to article 14 case B or C, or to any other events with night running, the following additional lights are authorised :
    - a maximum of four additional lights are allowed in the front bumper or front facia. They must be installed symmetrically and in pairs. The additional lights must be of ECE homologated type.
    - It is authorised to equip the car with a maximum of 2 identification lights (An assembly of LED Lights will count as a single light unit), with a maximum power of 25 watts. These will be placed on the roof, on the rear view mirrors, on the windscreen pillar or behind the passenger side of the windscreen, as long as this does not distract the driver or the other competitors. Any assembly must be carried out before the car undergoes Scrutineering. The use of flashing or revolving lights is forbidden.

    The obligatory period of illumination will be announced by the presentation of the "LIGHT"-panel by the Clerk of the Course.

    When lights are mandatory (in wet conditions and in the mandatory night period) main beams must be switched on at all times that the car is moving; the additional lights may be flashed if needed.

119. A maximum of six working team members per participating car are allowed on the pit wall signalling area reserved for the team during practice and the race(s). People under 16 years of age are not allowed in the pit lane, on the pit wall or on the grid, except during the 'pitlane walkabout' or the 'grid walk' when they may be allowed if accompanied by an adult and if authorised by the circuit. Personnel must adhere to the regulations concerning clothing and helmets according to article 38. Infractions will receive penalties 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)

120. 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.

121. 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.

122. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.

PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION

123. The allocation of pit garages, where available, will be done according to the following order:

    1) Specific requests from the Promoter or Event Organiser
    2) The team which is currently leading the Blancpain GT Series
    3) For Sprint events, the team which is currently leading the Blancpain GT Series Sprint Cup
       For Endurance events, the team currently leading the Blancpain GT Series Endurance Cup

Once these teams have chosen their pit garages, the remaining teams will be placed according to whatever criteria the Promoter deems suitable. The teams listed above must respond by the given deadline or they will lose their priority. Any choice, once given, is irrevocable.

The Promoter retains the right to override or cancel the above-mentioned pit garage allocation due to commercial, sporting or other reasons.

When the number of pit garages is lower than the number of cars entered, the competitors will have to share pit garages.

Teams must abide by the pit garage allocation document issued by the Promoter for each event with each car placed in the corresponding pit garage.

Note: pit garages may not be available at all Sprint events.

124. 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.

125. The working area for each team will be in front of its pit garage(s) and will be the only working area for all of its cars. The limits of the area allotted to each team will be indicated or marked on the ground by the Pit Lane Official in accordance with the Race Director. No team may exceed the marked limits with their equipment without requesting permission, in writing, to the Stewards of the Meeting.
Should the conditions at any circuit not allow for this to be followed, the procedure for allocating the working area for each team will be given in the Appendix 1 document prior to the event, or in a Bulletin from the Stewards of the Meeting during the Event.

126. 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 pit garages is designated the "working lane" and is the only area where any work may be carried out on a car. The “working lane” is formed on one side by a line painted in front of the pit building and on the other by a line separating it from the “fast lane”.

127. 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 Event.
Suppliers may not install floors, lighting, etc without specific written authorization from the Promoter.

128. Smoking, making fire and welding are all strictly forbidden in the pit garages 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 pit garages and for a distance of at least five metres behind the pit garages, as well as inside the competitors’ trucks. Any infractions may result in a penalty according to the following scale: 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)

129. An inventory may be carried out on the pit garages and surrounding areas. All damage caused will be invoiced to the Competitor.

130. Teams must be considerate towards other series taking part in the same Meeting. Equipment should not be left outside the garages between Blancpain GT Series sessions. Unless otherwise indicated by the Organisers or Stewards of the Meeting, garage doors should be left open to allow access to TV monitors. TV screens on pitwall installations should also be accessible to support events.

131. 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 should not face the oncoming traffic. It should be low-temperature, flame-proof and must not be located less than 50 cm away from the refuelling pipes and tower. Halogen lights are not authorised. The 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.

132. A speed limit of 50 km/h will be enforced in the pit lane. Any driver exceeding the limit above will be reported to the Stewards of the Meeting. Penalties will be normally imposed according to the following schedule :
- During the Bronze test session, Free Practice, Pre-Qualifying and Qualifying Sessions: A fine of 50 euros per kilometre over the 50 km/h limit
- During the race : a drive-through penalty for a first offence. A fine as above plus a drive-through penalty for a second offence.

133. 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 pit garage area to the end of the pit lane.

134. Any driver intending to start the race from the pit lane may not drive his car from his team's designated pit garage area until the pit exit is closed and must stop in a line in the fast lane.

135. 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.

136. A maximum of five minutes before the start of any practice session, qualifying session or warm-up, cars may be allowed to drive from their allocated working area to queue in the fast lane. Cars may only leave their working area to queue after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or the team radio. Should it not be possible to give this instruction, cars may not move until the pit lane exit is green.
Cars moving from their working area before they have received either the FAST LANE OPEN instruction or a green light at pit exit may be reported to the Stewards. This also applies after a red-flag interruption to a practice or qualifying session.

137. 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.

138. Cars must leave the working area in an appropriate manner. Any infractions will result in a penalty.

139. During the race, cars may only leave their working area when they are ready to rejoin the race. Except for safety reasons, they may not stop in the fast last, or proceed at low speed.

140. At all times when the cars are allowed onto the track:
    a) Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.
    b) Officials shall have free access into the pits.
    c) Except for the gantries, and refuelling rigs for cases A, B and C, no tools or equipment may be left on the working area once a pit stop is over. During the Event, the cars must be parked with the front facing towards the pit lane at all times when in the pit garages.
    d) There is no limitation on the number of mechanics when the car is inside the pit garage
    e) At the start of any session, cars should be at an angle of 45 degrees, nose towards pit exit. Except during qualifying, cars should stop parallel to the pit building for pit stops, should park at 45 degrees and be pushed into their pit garages at other times. During qualifying, it must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the pit garage and the nose facing towards the pit exit. Any changes to this article according to the specific layout of each individual circuit will be given in a Bulletin from the Stewards of the Meeting
    f) At all times, cars must be pushed in front of the pit/garage and the engine must be restarted by the driver alone, and the car must leave the working area with no external assistance.
    g) For the 24-hour race only, if a car stops between the white line at pit entry and the speed limit line at pit entry, and is taken by the marshals into the pit lane, exceptionally, up to four mechanics from the team will be able to collect the car and return it to their pit garage.

FUEL

141. Only the fuel supplier designated by the Promoter may be used by all the Competitors at the Events. The specifications of the fuel may be provided upon request to the Promoter.
The maximum quantity of stock authorised per car in each pit garage is 240 litres. This fuel must be stored near the door, on the paddock side.

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

142. No work can be carried out on the car and no change of driver can take place until the car has come to a complete stop at its designated working area and its engine is switched off. Except when work is being carried out on the car, all personnel must remain behind the white line designating the start of the working lane or on the pit wall.

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

143. Only the car controller and the replacing driver are allowed in the pit lane a maximum of one lap before the pit stop of the car.

No equipment must be in the working area before the car has stopped in front of the pit garage. No personnel may hold panels on the working lane, or stand behind stationary panels. Team personnel may use lollipops to indicate to the cars from the working zone.

Team personnel and equipment must withdraw as soon as the work is complete.

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

A car controller (the 5th member), wearing a white armband, 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.

Each Competitor must ensure that its mechanics and car controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for all those wearing armbands.

Carry-on / backpack compressed air bottles for tyre changes are not permitted. They must be solidly fixed to the gantry. Hoses, cables etc must not be attached to the mechanics' overalls by any means. No autonomous equipment may operate without its mechanic.

REFUELLING

144. **FUEL RIGS & FUEL CELLS**

Fuel rigs are defined by drawing 252-7 of Article 257 A of Appendix J (2017) and described in art 257 A section 6 of Appendix J.
Further to art 257a 2017 appendix J art 6.1.2, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow.

The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the suppliers.

The SRO Technical Department has acquired couplers from the different suppliers supplying the couplers to the manufacturers for reference.

When required, a sensor provided by SRO for measuring the amount of fuel must be fitted to the tank. The Competitor must ensure its proper function during the entire Event.

FUEL CELL & FUEL CIRCUIT

In accordance with article 257a appendix J 2017 6.3, the fuel cell must be equipped with the mandatory foam supplied by and installed following the directives from the manufacturer of the fuel cell. The full fuel circuit (including piping and hoses) and refuelling nozzles must be as indicated in the homologation file and as designed and supplied by the Manufacturer.

145. **CASES A, B AND C**

With the sole exception of the Qualifying session, refuelling is allowed from the green light at the start of any session only in the designated working area on the pit lane and may be carried out only at the beginning of a pit stop.

Refuelling in the pit lane may only take place using the fuel rig as outlined in article 144.

Refuelling is allowed in the pit lane by means of a refuelling tower with a maximum of one independent tank per car entered in the event and a maximum of two independent tanks per pit. These tanks must not move, either independently or through any other means, during any sessions, with the sole exception of allowing a car to be pushed into the garage.

During sessions, cars may be placed on skates in the working lane when they need to be moved.

Cars may refuel at any tower belonging to their team

1) Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire, whose only purpose is to earth the car. This must be placed by a mechanic, which may be the mechanic charged with helping the driver. It must be removed by one of the people authorised to be working on the car at the point once refuelling is finished and the earthing wire can be removed.

2) While refuelling is being carried out, the car must remain on its wheels. The driver may stay in the car but the engine must be switched off.

3) The refuelling of the tower is prohibited while the car is being refuelled.

4) Personnel authorised in the pit lane working area during refuelling:

a. 1 Team manager with a white armband.
b. A maximum of 4 mechanics, to include:
   a) 2 fuel attendants maximum identified with a red armband, wearing helmets with a visor, incapable of being confused with drivers' helmets and homologated to one of the standards recognised by the FIA in Technical List nº25.
   b) 1 'fire' attendant, whose presence is compulsory, standing beside the car throughout refuelling and holding an extinguisher of a minimum capacity of 5 kg ready for use.
   c) 1 mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change. This mechanic may continue to clean the windscreen and lights during the subsequent tyre changes or other work.
   d) The so-called 'dead man' controlling the fuel flow shut-off valve at the refuelling tower, whose presence is compulsory and who will not be considered as one of the four working mechanics. He may not undertake any other task. However, he must be suitably attired in fireproof overalls and with a helmet homologated to one of the standards recognised by the FIA in Technical List nº25.
   e) **Note:** for cars which have the vent valve and the refuelling valve on opposite sides of the car, if a vent man is required he may enter the pit lane shortly

before the arrival of the car. Once his task is finished, the vent man will be considered a second 'dead man'. Once the nozzle man has crossed the white line, the tyre changes can begin, even if the vent man has not yet crossed the line.

c. The driver exiting the car may assist the driver replacing him.

d. All other team members standing in the working area ('working lane', Article 126), as defined in the briefing notes at that event and separating the pit from the working lane, will be considered as working on the car and as such will be counted as mechanics, as will a driver if he performs any work on the car.

e. 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. They will wear an armband in accordance with Article 39.

5) After refuelling, the fuel contained in the overflow pipe must be poured into a container provided by the competitor which must be capable of holding 5 litres at least, graduated and fitted with a coupling.

146. **FOR EVENTS RUN ACCORDING TO CASE D**

REFUELLING is forbidden during the races, in the qualifying practice session and the warm-up if applicable.

During the free practice sessions, it is allowed only in the teams' pit garages. Cars may refuel in their pit garages during the installation laps before proceeding to the starting grid.

If teams are not located in the pit garages, the following conditions will apply for refuelling in the pit lane during Free Practice 1, Free Practice 2 and the installation laps before the start of the races:

- The car must be stationery, with all four wheels on the ground.
- The engine has to be switched off.
- No work is allowed to be carried out during the refuelling.
- The refuelling can only take place at the end of a pit stop.

The refuelling team consists of a maximum of three people. One (mandatory) holding a fire extinguisher, one to refuel the car, and a vent man for those cars which have a vent. The refuelling team has to wear fire resistant overalls, gloves, balaclava and helmet.
During the refuelling process only the refuelling team is allowed in the working area of the pit lane.
The storage of fuel in the pit lane is forbidden. Teams may bring two 25 litre dump cans per car for each free practice session, and one can per car for the installation laps. Teams must follow standard safety procedures when transporting the fuel through the paddock to the pit lane.
The refuelling may only take place using standard 25 litre fuel cans. The use of fuel rigs as defined by drawing 252-7 and described in article 257 A-6 of Appendix J is strictly forbidden.

147. **TYRE CHANGES** may be carried out on the car, after refuelling if applicable, 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 Car Controller 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 pit 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 126) 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, remove dirt or grass from the radiator grille, 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. They will wear an armband in accordance with article 39.

2) The car cannot leave the pit working area until the mechanics in charge of the wheel changes and the equipment are no longer in the working area.

148. **OTHER OPERATIONS,** including replenishment of lubricants and various fluids, 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. For case D and during the bronze test, free practice and pre-qualifying for cases A, B and C, these operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane.

For cases A, B and C, during the race, only the following operations may be carried out in working area of the pit lane and parallel to the pit lane :
- cleaning windscreens,
- checking tyre pressures,
- visual checks of tyres and brakes,

- adding fluids (except fuel),
- downloading of data,
- remove dirt or grass from the radiator or repairs to the car without using tools,
- For Case B only : brake operations subject to article 149 below.

Any other operations must be carried out in the pit garage. The car must be pushed into the pit garage by not more than four mechanics. At the end of the operations, the car must be pushed out of the pit garage and restarted in accordance with article 150.

At all other times, the following apply :

1) Personnel authorised in the pit lane working area after tyre changes, for maintenance, repairs and driver changes:
   - 1 Car Controller.
   - A maximum of 4 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
   - The driver exiting the car may assist the driver replacing him.
   - Any other team members standing in the working area (working lane, Article 126) will be considered as mechanics and working on the car, as will a 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. They wear an armband in accordance with article 39.

149. **Brake Operations in the pit lane during case B - 24-hour race.**
Refuelling must first take place first according to article 145. During the tyre changes, the following procedure must be followed :

1: the tyres must be removed from the car by the two tyre mechanics (red armbands). They must then take the wheels, tyres, and the tyre changing equipment (wheel guns) out of the working zone.
2: four mechanics may enter the working zone to proceed with the brake operation.
3: once these four mechanics have finished and left the working zone, the two tyre mechanics (red armbands) must put the tyres (either new or the previous used tyres) back on according to the standard procedures in article 147.
4: Once the tyre mechanics (red armbands) have put the car back on its wheels and taken themselves and the equipment from the working zone, the other operations listed in article 148 may take place.

During the brake operation, at no point must there be more than four mechanics in the working zone.

150. 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, before the car is ready to rejoin the track, the engine must be switched

off and 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.

151. 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 disqualification 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

152. During the Event, it is forbidden to replace the following parts on pain of a penalty which may go as far as disqualification:
- 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, PRE-QUALIFYING PRACTICE, QUALIFYING PRACTICE AND WARM-UP

153. 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.

154. 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% of the fastest time during the relevant session during pre-qualifying or free practice may be authorised by the Stewards of the Meeting to take part in the race.

155. During the free and qualifying practice sessions and the warm-up, 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 according to the procedure listed in article 136. Cars may only leave the pit lane 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.

156. **CASES A AND C – THREE-HOUR RACES AND SIX-HOUR RACES**

There will be one free practice session of a maximum of 90 minutes. There will be one pre-qualifying session of a maximum of 90 minutes. There will be no Parc Fermé after these sessions.

There will be one 60-minute qualifying practice session, divided into three periods with a break between each one and the next. Except for cases of force majeure, recognised as such by the Stewards of the Meeting, all drivers must complete at least one timed lap, not including in and out laps during one qualifying session in order to qualify for the event.

The session will take place as follows :

a) From 0.00 to 0.15 (Q1) all cars driven by ‘Drivers 1’ will be permitted on the track

b) From 0.22 to 0.37 (Q2) all cars driven by 'Drivers 2' will be permitted on the track

c) From 0.45 to 1.00 (Q3) all cars driven by 'Drivers 3' will be permitted on the track

Cars with two drivers, according to article 40 cases A and C section b), will compete only in Q2 and Q3.

The fastest time set by each car in either Q1, Q2 or Q3 will be considered its qualifying time and will be used to set the grid.

From the start of Q1 until the end of Q3 the following principles will apply :

- The cars must be on the pit lane, from the first green light from Q1 through to the chequered flag for Q3. Any car which is pushed into its pit garage during that time will have all its times cancelled and will not be able to take any further part in the qualifying session.
- 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.
- cars will only be allowed on the fast lane after the Fast Lane Open signal has been given or when the pit exit is open at the start or restart of the session.
- After the completion of Q3**,** all cars will be immediately under parc fermé conditions.

157. **CASE B – 24 HOUR RACE ONLY**

There will be one free-practice session and one pre-qualifying session, each lasting a maximum of 90 minutes.

There may be one warm-up of a maximum duration of 20 minutes on the morning of the race.

There will be at least two qualifying sessions, lasting a total time of at least 150 minutes. At least one session must take place at night.

During the qualifying sessions, the following principles apply:

- During the qualifying sessions, refuelling is only authorised with the refuelling rigs, with all safety procedures in place and the cars parallel to the pit building.
- There are no restrictions on data download during the sessions.
- There are no restrictions on cars being pushed into the pit garages during the sessions.

All drivers must qualify in a minimum of one qualifying session and satisfy the criteria below, regardless of the times achieved during the pre-qualifying session.

All drivers must complete two timed laps from Timing Line to Timing Line during night qualifying, not including in and out laps, which, with the exception of cars in the National

Group, must be within 130% of the best time in the session. For cars in the National Group, each driver must set a time within 130% of the best time in their class.

Any car whose drivers fail to complete the minimum Night Qualifying laps will be reported to Stewards of the Meeting. Except for cases of force majeure, penalties will be awarded according to the scale below

- Grid penalty,
- Loss of all qualifying times,
- Stop and go penalty of a duration up to 5 minutes.

After the chequered flag of night qualifying, all cars will be under parc fermé regulations.

The cars setting the twenty fastest times according to the combined times from the Qualifying sessions will be eligible for the Superpole session according to the specific regulations listed below.

158. **SUPERPOLE**

a) Eligible Cars: the first twenty (20) cars in the combined qualifying classification which have been declared to be in conformity with the regulations by the technical delegate will qualify for the Superpole.

b) Drivers: the list of drivers taking part in the Superpole will be published after the final qualifying session. The drivers taking part in the Superpole must be named by the Competitors in writing at the latest 30 minutes after the chequered flag of the second qualifying session.

c) A driver and car which has qualified for the Superpole and has been designated according to section b) above, but does not present himself at the start of the Superpole session will be classified in the final position of the Superpole. If more than one car does not take part in the Superpole qualifying session, the fastest time set in qualifying will determine the order between any such cars in the final positions of the Superpole.

d) Cars which have qualified for the Superpole and who take part in the session but who do not set a time in the Superpole will be placed in final position of the Superpole. If one or more cars which have missed the session are in final position, cars without a time in the Superpole will be placed in front of them. Their best time in qualifying will determine the order of any such cars.

e) One set of new tyres purchased at the Event will be authorised for the Superpole. This set of tyres must be marked specifically for the Superpole. It cannot be used to start the event, but it may be used during the unrestricted period. Teams may fit the tyres when they wish. Tyre changes to wet tyres will be authorised should the 'WET TRACK' sign be displayed by the Race Director.

f) The cars will start in the reverse order of the 20 fastest times set in qualifying.

g) Should the race director request it, a specific briefing can be organised. Any such briefing would be mandatory for all team managers and/ or drivers taking part in the Superpole.

h) At the start of the session, all cars taking part in the Superpole will be ready in their

working area. Each car will be given a pit exit time starting with the car having set the 20th fastest time, at one-minute intervals. Each car may cross the pit exit timing loop within a ten-second window of this time, from five seconds before to five seconds after its target time. Cars which cross the pit exit line before or after this time will be given a penalty by the Stewards of the Meeting.
Cars which do not leave the pit lane will be eliminated and will be classified according to sections c) or d) above. Jump batteries will not be authorised.

i) Each qualified driver will start from the pit exit, completing one out-lap, two timed laps and one in-lap. The timed laps will start from the first crossing of the timing line on the F1 pit lane.
All cars must have their headlights on.
No car may go through or stop in the pits.
If a breakdown or track incident, recognised as such by the Stewards of the Meeting, means that the driver cannot complete his second timed lap, the first timed lap may be used.

If, further to a breakdown or track incident in the first lap, the driver is unable to set a time, after verifications from the technical delegate, section d) will apply.

j) Track behaviour from the selected drivers in terms of overtaking or eventual disturbances during the in-lap or out-lap will be investigated by the Stewards of the Meeting. In case of any infractions duly noted, the times in question will be cancelled.

k) Each car qualified for the Superpole will be under parc fermé conditions after its laps, whether it has completed the Superpole in full or in part.

Parc Fermé will last for a maximum of thirty minutes, except for any cars, which have been selected by the Technical Delegate or Stewards of the Meeting.

l) Any infraction not covered by the specific rules for the Superpole will be judged by the Stewards of the Meeting.

m) The final classification of the Superpole will be drawn up according to the best-timed lap set by each qualified driver, in accordance with sections c) and d) above.

n) Should a red flag take place during Super Pole, the following principles will apply.
All cars must return to the pit lane.
Any cars which have finished their second flying lap must stop at the start of the F1 pit lane and will be in parc fermé conditions.
All other cars must return to their garages and stop at 45° in the working lane.
Cars which have finished their first flying lap will be authorized to go out again to complete an out lap, a single flying lap and an in lap.
Cars which were on their out lap or their first lap will be authorized to restart their full Superpole session.
In the case of a red flag situation, refuelling will be authorized in the pit lane with the refuelling rigs.
When it is possible to restart, a new time will be given at which the pit lane will go green, along with the number of the first car to continue. The first car to restart their session will have a target time of 2 minutes after the restart time. All other cars must recalculate their target time in relation to this.

o) The top three drivers in all categories represented in the Superpole must present

themselves immediately after the end of the session for the Press Conference.

159. **CASE D – EVENTS WITH TWO ONE-HOUR RACES :**

There will be

- Two free practice sessions of a minimum of 60 minutes and a maximum of 80 minutes. There will be no parc fermé after free practice unless requested by the Race Director.
- one qualifying session divided into three sections.
- one 20-minute warm-up except for two-day race meetings.

The first half of the Free Practice 1 session will be reserved for drivers who have been categorised as Silver or Bronze, including drivers with derogations as Silver* or Bronze*. At the half-way mark, either 30 or 40 minutes depending on the Official Timetable, all drivers will be able to take part for the remainder of the session.
If they so wish, teams with Silver or Bronze drivers may purchase an additional set of tyres, S7, which may only be used by these drivers during the Silver/Bronze free practice and the rest of the Free Practice 1 session. This set may be registered as one of the S1 or S2 used sets of tyres at subsequent events.

Any Gold or Platinum driver reported to be taking part in the Silver/Bronze Free Practice, or any use of the S7 set of tyres during the rest of the meeting, will be reported to the Stewards of the Meeting.

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 completing one timed lap (not including in and out laps) in either the Q1 or Q2 qualifying practice sessions, except in a case of force majeure duly recognised as such by the Stewards.
Drivers who set a time within 120% of the fastest time during free practice may be authorised by the Stewards of the Meeting to take the start of the race. Permission must be requested to the Stewards of the Meeting for any such drivers in order to be allowed to take the start of the race.

There is one 55-minute qualifying practice session, divided into 3 periods with a break between each one and the next.

This session will take place as follows:
a) From 0.00 to 0.15 (Q1), all cars driven by the Drivers 1 will be permitted on the track.
b) From 00.22 to 00.37 (Q2), all cars driven by the Drivers 2 will be permitted on the track.

The fastest time set by each car in either Q1 or Q2 will be considered as its provisional qualifying time.

c) From 00.45 to 00.55 (Q3), the fastest cars from Q1 and Q2 combined will be permitted on track, driven by the driver chosen by each team before the session.

The number of cars eligible for Q3 will be calculated by dividing the number of cars on the official starting list by two and rounding up to the nearest integer.

The cars setting the fastest times will proceed to Q3 and their lap times will be deleted. All remaining cars will be under Parc Fermé conditions in their pit garages, except for the cars setting pole position in the Silver and Pro-Am categories which, if not qualified for Q3 must be pushed to the Parc Fermé.

Each team manager must nominate the Driver who will take part in Q3, for each car, at the latest one hour after Free Practice 2. After that time, changes may only be made in cases of force majeure, with permission from the Stewards of the Meeting.

Any driver whose car stops on the circuit during the qualifying session will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits before the end of the session, will be held in the Parc Fermé until the end of the session.

From the start of the Q1 until the end of Q3, the following principles will apply:

- no fuel may be added to or removed from the cars.
- Cars may only leave their working area according to the procedure in article 136. Cars may only leave the pit lane when the pit exit is open at the start or restart of the session.
- No computers can be connected to the cars, including data sticks, adding or removing data cars or wireless connections of any kind.

In order to determine which drivers to eliminate after Q1 and Q2, if two or more drivers set identical times during those periods, priority will be given to the one who set it first.

After the end of Q2, the cars that will not take part in Q3 will be under parc fermé regulations. They will be placed on their wheels in their pit garages with the nose towards the pit lane. The Technical Delegate may seal the doors and bonnet. Should the teams not be working from the pit garages, alternate arrangements will be given via a Bulletin.

During Q3, any driver coming into the pit lane and stopping in front of his pit garage will have all the times that he has set up to that moment cancelled by the Stewards of the Meeting.

As soon as the driver has set his qualifying time, the car is under parc fermé rules. Cars that are on the track will be driven directly to the parc fermé or other location as specified in a bulletin from the Stewards of the Meeting without stopping in the pit lane, unless otherwise instructed by the race officials.

At the latest, all competing cars must be in position in the working area of the pit lane when the qualifying session starts. Throughout the session, they must remain in the pit lane when not on the track. At no time will competing cars be allowed in their pit garage or the paddock areas until the qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the Technical Delegate.

NOTE: In certain cases, according to the supplementary regulations of the Event or by decision of the Race Director and the Promoter of the Event, Q3 may be cancelled. In this case, the qualifying time for each car will be the best time set in either Q1 or Q2, and the grid for the Qualifying Race will be drawn up according to Article 169 Case D sections b), c) and d).

Warm-up
For events run over three or four days, one free practice session of a maximum of 20 minutes will take place on the morning of the Main Race day.
Under no circumstances can a delay in the free practice session (warm-up) or other difficulty on race morning result in a change to the starting time of the races.

160. In the event of a driving infringement during any practice session, the Stewards of the Meeting 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.

161. 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 of the Meeting, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties referred to in Article 160.

162. 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 of the Meeting.

Furthermore if, in the opinion of the Stewards of the Meeting, 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.

163. 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.

164. 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.

165. 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

166. 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, in his absence, his Deputy 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.

After a red flag has been deployed, cars may only leave their working area in accordance with article 136.

The Race Director or, in his absence, his deputy 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.

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

QUALIFYING PRESS CONFERENCE

168. After the podium, the drivers must proceed to the Press Conference in the media centre or other location specified in Appendix 1.

Case A and C: 3 and 6 hour races
1: Pole position Overall
2: Pole position in the Blancpain GT Series Endurance Pro-Am Cup
3: Overall Pole position for the Blancpain GT Series Endurance Am Cup

Case B
1: Pole position in the Blancpain GT Series National Group
2 : Pole position in the Blancpain GT Series Endurance Am Cup
3: Pole position in the Blancpain GT Series Endurance Pro-Am Cup
4: 1st, 2nd and 3rd fastest drivers in the Superpole

Case D
1: 1st, 2nd and 3rd fastest drivers in Q3
2: Fastest driver, Blancpain GT Series Sprint Pro-Am Cup
3: Fastest driver, Blancpain GT Series Sprint Am Cup
4: Fastest driver, Blancpain GT Series Sprint Silver Cup

.

A fine will be imposed on any competitor who is absent except in case of force majeure recognised as such by the Stewards of the Meeting.

THE GRID

169.

CASE A and C : for three-hour and six-hour races

At the end of the qualifying practice, the best time set by each car in Q1, Q2 and Q3 will be published officially.

The starting grid for the Race will be drawn up according to the best time set by each car in the Q1, Q2 or Q3.

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 decisions were issued.

Should, for any reason, it be impossible to hold the Qualifying session, or the Qualifying session is curtailed before times have been set, the results of the Pre-Qualifying session will be used to set the starting grid.

If any one of the sessions Q1, Q2 or Q3 cannot take place, the qualifying results will be based on the best time from each car from either of the sessions which have taken place. The drivers from the missing session will be qualified to take part in the race as long as they have set a qualifying time in free practice or pre-qualifying according to article 154.

If two of the sessions Q1, Q2 or Q3 cannot take place, qualifying will be based on the results of the remaining session. Drivers from the other sessions would be qualified to take part in the race as long as they have set a qualifying time in free practice or pre-qualifying according to article 154.

CASE B : for 24-hour races

At the end of night qualifying, the best time set by each car will be published officially. The final qualifying results will be published after the Superpole.

The starting grid for the Race will be drawn up in the following order:

1) The cars which qualified for the Superpole, in the order of the best time set by each car in the Superpole session,
2) The cars which qualified for the Superpole but which failed to set a time during the Superpole session, in the order of the best time they set during qualifying,
3) The cars which qualified for the Superpole but which failed to attend the Superpole session, in the order of the best time they set during qualifying,
4) The cars which did not qualify for the Superpole, in the order of the best time set by each car in the combined qualifying sessions.

Apart from the procedures set out above for the Superpole, any car that does not complete a timed lap will be placed at the back of the grid. If two or more cars fail to complete a timed lap, their order will be determined by the Stewards of the Meeting. In this case, a team may not appeal the Stewards of the Meeting's 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 decisions were issued.

CASE D – EVENTS WITH TWO ONE-HOUR RACES

At the end of qualifying practice, the fastest time achieved by each car will be published officially.

The grid of the Qualifying Race will be drawn up according to the following:

a) The top positions will be occupied by the cars which took part in Q3, in the order of their times in Q3.

b) Any car eligible for Q3 that does not complete a timed lap in Q3 will be placed at the back of those cars setting a time in Q3. If 2 or more cars fail to complete a timed lap in Q3, they will be placed following the same principle, according to their relative positions in Q1 or Q2.

c) The remaining cars will be classified according to the fastest time set by each car in either Q1 or Q2.

d) Any car that does not complete a timed lap in Q1 or Q2 will be placed in the last position. If 2 or more cars fail to complete a timed lap in Q1 or Q2, their order will be determined by the Stewards of the Meeting. In this case, a team may not appeal the Stewards of the Meeting's decision.

e) Should two or more cars have set identical times, priority will be given to the one which set it first.

The starting grid for the Main Race will be drawn up in the order of the classification of the Qualifying Race.

The cars not classified in the Qualifying Race will be placed on the starting grid after those regularly classified, according to the race time achieved (e.g. the first car that retired in the Qualifying Race will occupy the last spot on the grid, the second that retired will occupy the last-but-one spot, and so on).

Once the grid has been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the decisions were taken.

170. 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.

171. Any driver who has not qualified for the race and who has failed to set a time in either free practice sessions or pre-qualifying within 120% of the fastest time in the relevant session may nevertheless be allowed by the Stewards of the Meeting to take part in the warm-up or in the races. Where such a has set a lap time within the 120% limit in a free practice session or warm-up during a previous Event this may be taken into consideration.

Should more than one driver be accepted in this manner, the Stewards of the Meeting will determine their order. In neither case may a team appeal against the Stewards of the Meeting's decision.

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

173. 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.

174. 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.

STARTING DRIVERS

175. **Case A and Case C : for three-hour races and six-hour races**

One hour after the end of qualifying, before the deadline specified on the Official Timetable, the Team Manager of each Competitor must inform the Promoter of the name of the driver who will take the start of the race. Any change after the deadline must be notified to the Stewards of the Meeting in writing.

Should the starting driver be changed without notification this will be reported to the Stewards of the Meeting and a penalty may be applied according to the following scale :

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

Case B : for 24-hour races

Within one hour of the end of the Superpole session, the Team Manager of each Competitor must inform the Promoter of the name of the driver who will take the start of the race. Should any team manager fail to nominate their starting driver by the deadline, the driver setting the fastest time in Qualifying will start the race.

Case D : for events with two one-hour races

Driver 2 will take the start of the Qualifying Race. Driver 1 will take the start of the Main Race. Any unauthorised changes to this order will be reported to the Stewards of the Meeting.

STARTING PROCEDURE

176. A minimum of 20 minutes before the time for the green flag/start of the formation lap of the Race, 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. Only the nominated starting driver may drive the car for the reconnaissance laps.

Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane, respecting the pit lane speed limit, between laps.

Cars wishing to refuel may do so according to the refuelling regulations in force at that event according to articles 145 & 146.

For Sprint events without a warm-up, if considered necessary by the Race Director or Sporting Board, the time allocated for reconnaissance laps may be extended by a maximum of ten minutes.

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.

177. **For all cases**

A maximum of 15 minutes after the pit lane opens, the pit lane will close. A warning signal announcing the closing of the pit lane exit will be given two minutes beforehand.

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.

The remainder of the starting procedure will take place in accordance with the Official Timetable of the Event until the 10-minute board.

178. Wheel changes on the starting grid may only be allowed prior to the 5-minute signal. Wheels may only be brought onto the grid before the pit lane closes; this may be altered by a Bulletin from the Stewards of the Meeting depending on the official timetable of the Meeting.

179. 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 196.

A penalty may 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 penalty may be imposed on any driver whose car was not resting on its wheels at the three-minute signal or whose wheels were tightened after 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.

180. 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 Official Leading Car, 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 of the Meeting, unnecessarily overtook another car during the formation lap.

The speed of the Official Leading Car must be around 80 kph during the formation lap.

181. 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.

182. The 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 constant speed between 70 kph and a maximum of 90 kph.

Any divergence from the prescribed speeds before the start is given will result in a penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

183. 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. During a start behind safety car, the team personnel may return to the pit wall once the cars have left the grid.

184. 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.

185. 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.

186. 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, Competitors 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 179 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 194 will apply.

d) In certain cases, according to the supplementary regulations of the Event or by decision of the Race Director and the Promoter, a shortened starting procedure may be stipulated.
In this case, a minimum of 10 minutes before the time for the green flag/formation lap, the cars will leave the pit lane 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 into the pit lane at the end of this lap will not be allowed to go out onto 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. The starting procedures will then continue with Article 179 onwards.

187. The Stewards of the Meeting may use any video or electronic means to assist them in reaching a decision. The Stewards of the Meeting 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 disqualification of the car and drivers concerned from the Event.

THE RACES

188. A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 196).

189. 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.

190. 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.

FULL COURSE YELLOW

191. Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Race Director will declare a Full Course Yellow period. The message FCY will be displayed on the monitors and the instruction Full Course Yellow will be given on the Team Radio after a countdown.

Waved yellow flags and FCY boards will be shown at all marshal posts, at the Line and at pit exit.
All cars must immediately slow down to 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards of the Meeting, is forbidden. Cars must proceed at a constant speed in single file.
Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards of the Meeting and a penalty may be given.

The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars

that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2.

Once the problem is resolved, the track will return to Green and the information will be given on the monitors and team radio. Alternatively, should the problem not be resolved, the Safety Car may be deployed according to article 194.

SAFETY CAR

192. The Race Director will call for a Safety Car intervention whenever circuit vehicles are on the track, when cars need to be guided to avoid workers, when barriers are damaged, medical intervention is needed or other situations where it is deemed necessary.

Full-course-yellow procedures and a safety car may be used together, in which case a speed limit will apply around the full circuit. In this case, marshal posts and timing screens will show both FCY and SC.

193. **Safety Car intervention after FCY**

At the start of any incident which may need the Safety Car to be deployed, a Full Course Yellow period may be declared before the Safety Car is deployed. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it reaches the leader. It will then switch on its lights, and the SC boards will be shown. From this point onwards it will proceed according to article 194.

During the Safety Car period, cars leaving the pit lane or on the track may be restricted by the Full Course Yellow speed limit or other speed limit set by the Race Director, until they reach the cars behind the safety car. In this case marshal posts and timing screens will show both FCY and SC boards.

194. **SAFETY CAR PROCEDURE** (in accordance with Appendix H of the ISC, article 2.9)

When the order is given to deploy the safety car, all marshal posts will display waved yellow flags and “SC” boards and the orange lights at the Line will be illuminated, for the duration of the intervention.

The safety car will start from its designated location with its orange lights illuminated and will join the track regardless of where the race leader is.

All the competing cars must then form up in line behind the safety car no more than five car lengths apart, and overtaking, with the following exceptions, is forbidden until the cars reach the Line (or the next race neutralisation end point) after the safety car has returned to the pits.

Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the safety car;
- any car entering the pits may pass another car or the safety car after it has crossed the first safety car line;
- any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line;
- when the safety car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the safety car line;
- any car stopping in its designated garage area whilst the safety car is using the pit lane may be overtaken;

- if any car slows with an obvious problem.
- Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the safety car is deployed 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.

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

The safety car shall be used at least until the car in the lead is behind it and all remaining cars are lined up behind the leader. Once behind the safety car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.
However, due to pit stops during the procedure, the Race Director may decide to restart without having all cars lined up behind the Safety Car.

While the safety car is in operation, competing cars may enter the pit lane, 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 exit.

A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

Under certain circumstances, the Race Director or, in his absence, the Clerk of the Course may ask the safety car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

When the Race Director (or his Deputy or the Clerk of the Course in his absence) calls in the safety car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. As the safety car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the Intermediate race neutralisation end point(s). These will be displayed until the last car crosses the Line.

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

If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

195. **STARTING THE RACE BEHIND THE SAFETY CAR**

In exceptional circumstances, the race may be started behind the safety car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are

illuminated, the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.
Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

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.

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

A safety car may be used as the official car for a rolling start; in this case, the regulations governing the start will apply to it until it resumes its safety car function after the start has been given.

SUSPENDING THE RACE

196. **Case A, C and D :**

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 Stewards of the Meeting;
- 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 penalty (see Article 51) 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.

Case D : Should a red flag be deployed during the mandatory pit window, all cars must return to the pit lane. The race will be restarted using the race order of the last full lap before the opening of the pit window, with the second driver behind the wheel.

197. **Case B :**

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, and all cars must proceed slowly to the pit lane. Teams may then work on the cars in accordance with articles 145 to 149.

Whilst the race is suspended, the length of the race suspension will not be added to the remaining time for the race.

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

RESUMING THE RACE

198. **Cases A, C and D (THREE, SIX AND ONE-HOUR RACES)**

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

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

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 51 a) or b) will be imposed on any driver who, in the opinion of the Stewards of the Meeting, 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.

199. **Case B – 24 Hour Race**

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.

At the ten-minute signal, the pit lane will be opened and cars will proceed to the grid in the order indicated by the Pit Marshals.

At the five-minute signal, the pit lane will be closed. Any cars remaining the pit lane will only be able to join at the back of the grid after the race resumes.

Signals will be shown at 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 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 penalty will be imposed on any driver whose car was not resting on its wheels at the three-minute signal or whose cars are not fitted.

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 51 a) or b) will be imposed on any driver who, in the opinion of the Stewards of the Meeting, 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

200. 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.

201. Should for any reason (other than under Article 196 or 197) 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.

202. 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

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

204. When the Parc Fermé is in use, the area between the Line and the Parc Fermé entrance will be considered to be Parc Fermé as well.

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

206. 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 or ordered by the Stewards of the Meeting will be released.

CLASSIFICATION

207. 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.

208. 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.

209. 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.

210. The official overall classification will be published and posted by the Organiser on both the Digital and Official Notice Boards as soon as possible 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

211. 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 Promoter. When there are fewer than five cars entered or fewer than three cars finishing in a Cup or Trophy, then only the winning drivers and team representative will attend.

The podium will follow the protocol laid down by the Promoter.
Should all the drivers of a car share the same nationality, the Team may choose between the nationality of the Competitor's License or that of the Drivers for the podium flag for that car.

Case A and C : 3 and 6 hour races
1: 1st, 2nd and 3rd Blancpain GT Series Endurance Am Cup
2: 1st, 2nd and 3rd Blancpain GT Series Endurance Pro-Am Cup
3: 1st, 2nd and 3rd Blancpain GT Series Endurance Cup Overall

Case B
1: 1st, 2nd and 3rd in the Blancpain GT National Group
2: 1st, 2nd and 3rd Blancpain GT Series Endurance Am Cup
3: 1st, 2nd and 3rd Blancpain GT Series Endurance Pro-Am Cup
4: 1st, 2nd and 3rd Blancpain GT Series Endurance Cup Overall
5: Coupe du Roi

Case D – Qualifying Race and Main Race
1: 1st, 2nd and 3rd Blancpain GT Series Sprint Cup – overall race
2: 1st, 2nd and 3rd Blancpain GT Series Sprint Pro-Am Cup
3: 1st, 2nd and 3rd Blancpain GT Series Sprint Am Cup
4 : 1st, 2nd and 3rd, Blaincpain GT Series Sprint Silver Cup

The Competitors and drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement will result in penalties at the Stewards of the Meeting's discretion.

A fine of 1.000 euros will be imposed on any Competitor who is absent for part or all of the podium ceremony, except in a case of force majeure recognised as such by the Stewards of the Meeting.

RACE PRESS CONFERENCE
212.

After the podium, the drivers must proceed to the Press Conference in the media centre or other location specified in the Appendix 1 of the Event.
Case A and C: 3 and 6 hour races
1: 1st, Blancpain GT Series Endurance Am Cup
2: 1st, Blancpain GT Series Endurance Pro-Am Cup
3: 1st, 2nd and 3rd Blancpain GT Series Endurance Cup Overall

Case B
1 : 1st, Blancpain GT Series National Group
2: 1st, 2nd, 3rd, Blancpain GT Series Endurance Am Cup
3: 1st, 2nd, 3rd, Blancpain GT Series Endurance Pro-Am Cup
4: 1st, 2nd and 3rd Blancpain GT Series Endurance Cup Overall

Case D – Qualifying Race and Main Race
1: 1st, 2nd and 3rd Blancpain GT Series Sprint Cup – overall
2: 1st, Blancpain GT Series Sprint Pro-Am Cup
3: 1st, Blancpain GT Series Sprint Am Cup
4: 1st, Blancpain GT Series Sprint Silver Cup

The team managers are responsible for ensuring that their drivers fulfil their obligations.
A fine of 1.000 euros will be imposed on any competitor who is absent except in a case of force majeure recognised as such by the Stewards of the Meeting.

VISA

S02-BGTS/B17 on 21/03/2017

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 27

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 Location of the Briefing

f) Start time of the race(s).

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 licence

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, press conference, media centre and media accreditation centre.

j) List of any supplementary trophies and special awards in addition to those specified in these Sporting Regulations.

k) Amount of the Protest fee

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 –

1: Organisation and Management of the Event

2: List of Officials nominated by the Promoter and the Parent ASN

Permanent Chairman of the Stewards

International Steward

Race Director

Deputy Race Director

Technical Delegate

Chief Scrutineer for the Series

Sporting Director

Pit Lane Officials

Sporting Secretary

Chief Timekeeper

Safety Car Driver

Leading Car Driver

Press Delegate

Driver Advisor

Any other Officials

3 : Composition of the Sporting Board for the event

4: Appeal, Protest and fines,

5: Other information including link to the Digital notice board

PART C – Detailed timetable

PART D – Event Insurance

APPENDIX 2 – PENALTIES

Note that penalties given in these regulations are guidelines only. The Stewards of the Meeting may award any alternative or additional penalties allowed by the code as they see fit.

Nothing in these regulations shall preclude the Stewards of the Meeting from referring any matter to the appropriate ASN for consideration of further penalty in accordance with the Code should the Stewards consider that a penalty beyond their powers may be merited in any instance

APPENDIX 3

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

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Drivers' and Mechanics' Overalls

NOTES

Space for the Blancpain GT Series logo MUST BE reserved on the left side of the chest and right shoulder above Pirelli as indicated on the given illustration.

The PIRELLI logo MUST BE located on the right side of the chest and on the right arm below the Blancpain GT Series logo as indicated on the given illustration.

Pirelli patches will be provided by Pirelli to SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

3

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

The Blancpain GT Series logo – Guidelines for embroidery

OVERALL COLOUR CONTROL

In order to insure the visibility of the Blancpain GT Series logo and a maximum contrast between the logo and the overalls, a few guidelines must be observed :

Embroidered on white or light shade of grey overalls, the full colour positive version of the logo must be used.
File : GT_PMS_POS.eps

Colour spectrum
Pantone® 485C
Pantone® Cool Grey 9C
Pantone® Cool Grey 11C
Black

Embroidered on a black or very dark shade of grey, the full colour negative version of the logo must be used.
File : GT_PMS_NEG.eps

Colour spectrum
Pantone® 485C
Pantone® Cool Grey 7C
Pantone® 429C
White

Embroidered on a bright coloured overall or a mid-range grey overall, either the mono colour white or black logo must be used.

When choosing either the black version or white version, make sure it assures the best possible contrast when applied onto the overalls.
File : GT_MONO_POS.eps or GT_MONO_NEG.eps

Colour spectrum
Black
White

DO NOT...

DO NOT embroider the full coloured logo on a red overall

DO NOT embroider the full coloured logo on a mid-range grey

DO NOT modify the logo in any way

4

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Team Uniforms

MANDATORY

The Pirelli logo MUST BE featured on the team members' uniforms EITHER on the right-hand side of the chest (as shown on option 1), or on the right-hand sleeve (as shown on option 2).

OPTION 1 : CHEST

OPTION 2 : SLEEVE

Pirelli patches will be provided by Pirelli to SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

5

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Drivers' Obligation

MANDATORY

The Blancpain GT Series logo MUST BE displayed on the drivers' overalls as mentioned on page 2 of this document, namely on the right arm and left-hand side of the chest, during the podium ceremonies and press conferences.

The Pirelli cap MUST BE worn by the drivers from the time it is given to them in the podium parc fermé, throughout the podium ceremony and during the press conferences.

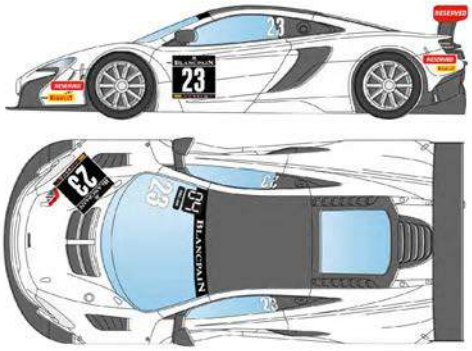
CAP	OVERALL	BLANCPAIN GT SERIES LOGO	BLANCPAIN GT SERIES LOGO ON SLEEVE

Pirelli caps will be provided by Pirelli to SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

6

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Car Decals



DECALS

41x41cm DOOR and BONNET PANELS
To be displayed on each door of the car and on the bonnet.

PIRELLI LOGO
to be placed on the front bumper on each side of the car just behind the rear wheel arch on each side of the car.

BLANCPAIN WINDSCREEN BANNER (138cmx17cm)

TEAM NATIONALITY FLAG (30cm x 20cm)
To be placed on the bonnet.

RACING NUMBERS Front Window and Doors
To be placed on the front window and on the two doors.

STICKER CATEGORY PRO / PRO-AM / AM
To be placed on the rear bumper and on the windscreen just below the Race Position digital screen.

RACE POSITION ON DIGITAL SCREEN
This system will be available in the SRO Offices. Teams will have to fit it in their cars at all Endurance races and Misano Event

All the Stickers listed above will be provided by SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

7

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Branding on Garage Walls

SRO, as promoter of the Blancpain GT Series, reserves the following spaces on garages:

- 2 spaces of 50 cm by 20 cm approx on the wall panels of your garages.

NOTE

Pirelli and Blancpain stickers will be available for distribution to the teams in the SRO Office and **MUST NOT** be replicated or produced by the teams.

8

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Pit Panels and Paddock Panels

Teams MUST display the pit panels above their garage door on the pit lane side, and the paddock panel in front of their truck on the paddock side.

PIT PANEL

Other Pit Panel Example
Dimensions : 2220x710mm

PADDOCK PANEL

The paddock panel will display information about the car and drivers. DESIGN IN PROGRESS.
Dimensions: approx. 2500x2500mm

The pit panels and paddock panels are produced by SRO and will be distributed to the teams at the beginning of the season.
Images are for illustrative purpose only and might change in 2017.

9

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Team Truck Decals

DECALS

100x35cm BLANCPAIN GT SERIES LOGO
To be displayed preferably at the top of the back door of the trailer.
These stickers will be provided by SRO.

120x45cm BLANCPAIN GT SERIES LOGO
To be displayed preferably on the top front corner off the trailer.
These stickers will be provided by SRO.

NOTE

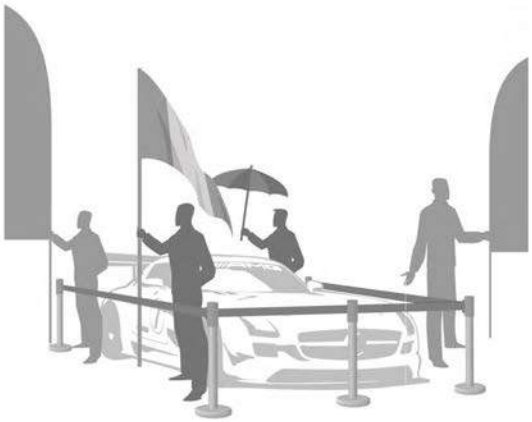
Please note that the positions of the two logos and dimensions mentioned here are ONLY a recommendation.

The team may produce its own decals.
Alternatively, SRO will provide the team with the stickers.

10

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Team Starting Grid Display



TENSA BARRIERS

Teams must place the tensa barriers (5 in total) that will be produced by SRO around the car on the starting grid.

BANNER

2 banners (5m height and 3m height)
Teams must send SRO their team logos or the logos of the sponsors that they wish to have displayed on one of the beach flags. The second beach flag will show the brand of the car.

UMBRELLA

1 umbrella that will be produced by SRO.

TEAM NATIONAL FLAG

1 Flag of the Team Nationality of approx. 250cm x 150cm (depending on national emblem/flag height to width ratio)

NOTE

Please note that last year's kit will still be valid this year and thus may be used again in 2017.

SRO will produce the banners, the tensa barriers, the umbrella and the nationality flag which will be invoiced to each team before.
Teams will have to send their team logo and/or partners logos to [redacted] by March 4th.

11

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

General Information

Please bear in mind that SRO retains the right to place, or to require the Competitor to place, such logos or sponsorship decals in these locations as it sees fit, at its absolute discretion, and to change these stickers without notice.

Competitors must take this into account in their personal sponsorship deals.

Please also note that prize money & pit stop challenge prize money will only be payable if the Competitor strictly abides by the SRO Commercial Agreement and its appendices including the Graphical Charter.

12

13

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Drivers' and Mechanics' Overalls

NOTES

Space reserved for the Blancpain GT Series and Total 24H of SPA logos MUST BE reserved on the left side of the chest. In addition, the Blancpain GT Series MUST be placed on the right shoulder above Pirelli as indicated on the given illustration.

The PIRELLI logo MUST BE reserved on the right side of chest and right arm below the Blancpain GT Series logo as indicated on the given illustration.

Pirelli patches will be provided by Pirelli to SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

14

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

The Blancpain GT Series logo – Guidelines for embroidery

OVERALL COLOUR CONTROL

In order to insure the visibility of the Blancpain GT Series logo and a maximum contrast between the logo and the overalls, a few guidelines must be observed :

Embroidered on white or light shade of grey overalls, the full colour positive version of the logo must be used.
File : GT_PMS_POS.eps

Colour spectrum
Pantone® 485C
Pantone ® Cool Grey 9C
Pantone ® Cool Grey 11C
Black

Embroidered on a black or very dark shade of grey, the full colour negative version of the logo must be used.
File : GT_PMS_NEG.eps

Colour spectrum
Pantone® 485C
Pantone ® Cool Grey 7C
Pantone ® 429C
White

Embroidered on a bright coloured overall or a mid-range grey overall, either the mono colour white or black logo must be used.

When choosing either the black version or white version, make sure it assures the best possible contrast when applied onto the overalls.
File : GT_MONO_POS.eps or GT_MONO_NEG.eps

Colour spectrum
Black
White

DO NOT...

DO NOT embroidor the full coloured logo on a red overall

DO NOT embroider the full coloured logo on a mid-range grey

DO NOT modify the logo in any way

15

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Team Uniforms

MANDATORY

The Pirelli logo MUST BE featured on the teams members' uniforms EITHER on the right-hand side of the chest (as shown on option 1), or on the right-hand sleeve (as shown on option 2).

OPTION 1 : CHEST

OPTION 2 : SLEEVE

Pirelli patches will be provided by Pirelli to SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

16

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

DRIVERS' OBLIGATION

MANDATORY

The Blancpain GT Series and Total 24Hours of SPA logos MUST BE displayed on the drivers' overalls as mentioned on page 12 of this document, namely on the right arm and left-hand of the chest during the podium ceremony and press conferences.

The Pirelli Cap MUST BE worn by the drivers from the time it is handed over to the driver during podium parc fermé, throughout the podium ceremony and the Press conferences.

PIRELLI CAP & PATCHES | OVERALL | BLANCPAIN GT SERIES LOGO | BLANCPAIN GT SERIES LOGO ON SLEEVE | TOTAL 24 HOURS OF SPA LOGO ON CHEST BELOW BLANCPAIN GT LOGO

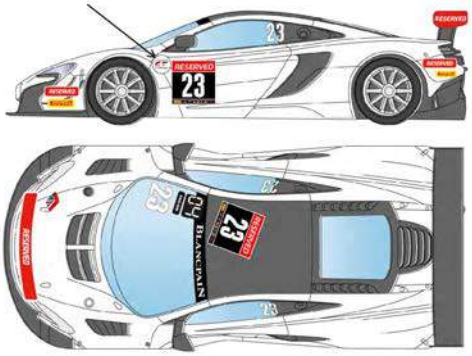
Pirelli caps will be provided by Pirelli to SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

17

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Car Decals

Intercontinental GT Challenge Sticker :
To be applied for teams participating in the Intercontinental GT Challenge



DECALS

41x41cm DOOR and ROOF PANELS
To be displayed on each door of the car and on the roof.

PIRELLI LOGO
to be placed on the front bumper on each side of the car just behind the rear wheel arch on each side of the car.

BLANCPAIN WINDSCREEN BANNER (138cmx17cm)

TEAM NATIONALITY FLAG (30cm x 20cm)
To be placed on the bonnet.

RACING NUMBERS Front Window and Doors
To be placed on the front window and on the two doors.

STICKER CATEGORY PRO / PRO-AM / AM
To be placed on the rear bumper and on the windscreen just below the Race Position digital screen.

FRONT & REAR PLATE
TOTAL Sticker to be affixed on both plates.

RACE POSITION ON DIGITAL SCREEN
This system will be available in the SRO Offices. Teams will have to fit it in their cars at all Endurance races.

All the Stickers listed above will be provided by SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

18

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Branding on Garage Walls

SRO, as promoter of the Blancpain GT Series, reserves the following spaces on garages:

- 2 spaces of 50 cm by 20 cm approx on the wall panels of your garages.

NOTE

Pirelli and Blancpain stickers will be available for distribution to the teams in the SRO Office and **MUST NOT** be replicated or produced by the teams.

19

2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER

Pit Panels and Paddock Panels

Teams MUST display the pit panels above their garage door on the pit lane side, and the paddock panel in front of their truck on the paddock side.

PIT PANEL

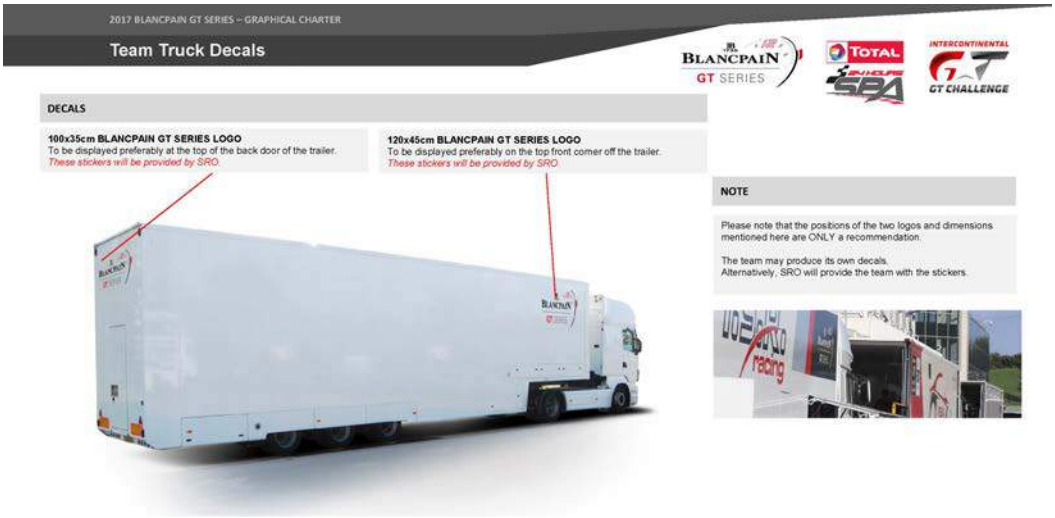
Other Pit Panel Example
Dimensions : 2220x/10mm

PADDOCK PANEL

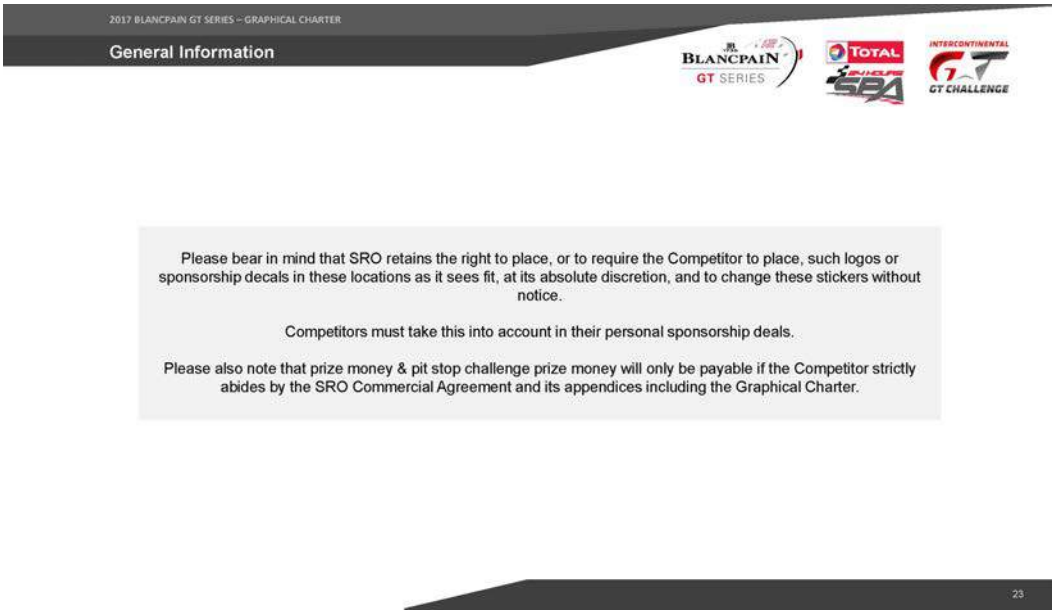
The paddock panel will display information about the car and drivers. **DESIGN IN PROGRESS.**
Dimensions: approx. 2500x2500mm

The pit panels and paddock panels are produced by SRO and will be distributed to the teams at the beginning of the season.
Images are for illustrative purpose only and might change in 2017.

20


2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER
Team Truck Decals
DECALS
100x35cm BLANCPAIN GT SERIES LOGO
To be displayed preferably at the top of the back door of the trailer.
These stickers will be provided by SRO.
120x45cm BLANCPAIN GT SERIES LOGO
To be displayed preferably on the top front corner off the trailer.
These stickers will be provided by SRO.
NOTE
Please note that the positions of the two logos and dimensions mentioned here are ONLY a recommendation.
The team may produce its own decals.
Alternatively, SRO will provide the team with the stickers.

21
2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER
Team Starting Grid Display
TENSA BARRIERS
Teams must place the tensa barriers (5 in total) that will be produced by SRO around the car on the starting grid.
BANNER
2 banners (5m height and 3m height)
Teams must send SRO their team logos or the logos of the sponsors that they wish to have displayed on one of the beach flags. The second beach flag will show the brand of the car.
UMBRELLA
1 umbrella that will be produced by SRO.
TEAM NATIONAL FLAG
1 Flag of the Team Nationality of approx. 250cm x 150cm (depending on national emblem/flag height to width ratio)
NOTE
Please note that last year's kit will still be valid this year and thus may be used again in 2017.
SRO will produce the banners, the tensa barriers, the umbrella and the nationality flag which will be invoiced to each team before
Teams will have to send their team logo and/or partners logos to
by March 4th
22


2017 BLANCPAIN GT SERIES – GRAPHICAL CHARTER
General Information
Please bear in mind that SRO retains the right to place, or to require the Competitor to place, such logos or sponsorship decals in these locations as it sees fit, at its absolute discretion, and to change these stickers without notice.
Competitors must take this into account in their personal sponsorship deals.
Please also note that prize money & pit stop challenge prize money will only be payable if the Competitor strictly abides by the SRO Commercial Agreement and its appendices including the Graphical Charter.
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SW73RA LONDON - UK
68 Rue du Faubourg Saint-Honoré
75008 PARIS - FRANCE
Boulevard d'Avroy 254
4000 LIEGE - BELGIUM
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APPENDIX 4
PRIVATE TESTING / PROVISIONAL 2017 CALENDAR

Round	Dates	Circuit		Race	Event Starts	Deadline *
Test	13th / 14th March	Paul Ricard	FRA	Test		n/a
R1	30th March – 2nd April	Misano	ITA	D	29th March	15th March
R2	22nd - 23rd April	Monza	ITA	A	21st April	6th April
R3	6th – 7th May	Brands Hatch	GBR	D	6th May	20th April
R4	13th – 14th May	Silverstone	GBR	A	12th May	27th April
R5	2nd – 4th June	Zolder	BEL	D	1st June	17th May
R6	24th-25th June	Paul Ricard	FRA	C	23rd June	7th June
Test	4th July	Spa	BEL	Test		n/a
R7	27th - 30th July	Spa	BEL	B	26th July	10th July
R8	25th – 27th August	Budapest	HUN	D	24th August	9th August
R9	16th-17th Sept.	Nürburgring	DEU	D	15th Sept	31st August
R10	30th Sept–1st October	Barcelona	ESP	A	29th Sept	14th September

***** *this is the last day that testing is allowed on the circuit.*

CURBSTONE TEST DAYS (exempt from testing deadlines in accordance with article 95 b)

May 8th	Silverstone
June 6th and 7th	Paul Ricard
July 12th	Spa Francorchamps
August 16th & 17th	Budapest
August 30th	Barcelona

www.curbstone.net or contact Ludovic Colman lcolman@curbstone.net for more information.

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 Blancpain GT 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 Stewards of the Blancpain GT Series
- The Race Director
- The SRO Technical Director
- 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. Two or more members may be authorised to take decisions on matters of derogations or permissions on behalf of the Board.

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 Director
- 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
- Issuing Technical Notes to the Competitors

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 Chief Operating Officer of SRO Motorsports Group. The balance of the account may be requested in writing.

APPENDIX 6
KING'S CUP – COUPE DU ROI – SPORTING REGULATIONS

FOREWORD

The Coupe du Roi ('King's Cup') will take place during the 24-hour round of the Blancpain GT Series. It comprises one Cup Winners title for Manufacturers called the Coupe du Roi (King's Cup)

ELIGIBLE CARS

1. All cars entered in the 24-hours race, which have passed scrutineering and are on the final entry list as eligible to take part in the race are eligible to score points towards the Coupe du Roi.

THE CUP

2. The Coupe du Roi will be awarded to the Manufacturer who has scored the highest number of points, taking into consideration the results obtained by the best classified cars of each manufacturer make in each category, after 6, 12 and 24 hours of the Event.

POINTS

3. Points will be allocated according to the following criteria :

a. Pole position

One point will be allocated to the Manufacturer of the car on pole position in each category, according to the final classification of the Qualifying sessions and Superpole.

b. Race

Points will be allocated according to the intermediate classifications that will be drawn up after six and twelve hours of racing, as well as according to the official classification of the event which will be published at the end of the 24 Hours.

Position	After 6 hours	After 12 Hours	After 24 Hours
1st	12	12	25
2nd	9	9	18
3rd	7	7	15
4th	6	6	12
5th	5	5	10
6th	4	4	8
7th	3	3	6
8th	2	2	4
9th	1	1	2
10th			1

Points will be scored in the PRO, PRO-AM and AM Cup categories according to the following criteria:

- Blancpain GT Series Endurance PRO category : the results from the three (3) best classified cars of each make will count towards the Cup
- Blancpain GT Series Endurance PRO-AM category : the results of two (2) best classified cars of each make will count towards the Cup

- Blancpain GT Series Endurance AM Cup : the result of the best classified car of each make of the combined classes will count towards the Cup.

The points scored by a manufacturer in all three categories will be added together over all three point allocations to give the final results.

Should more than three cars score points towards one manufacturer in PRO, or more than two cars score points towards one manufacturer in PRO-AM or more than one in the AM Cup, the points scored by those cars do not count towards the Coupe du Roi and will not be redistributed.

4. Representatives of the top three manufacturers after the end of the race must attend the Podium ceremony.

5. A representative of the winning manufacturer must be present at the annual SRO Motorsports Group Prize Giving ceremony. All competitors shall use their best endeavours to ensure that their team representatives and drivers attend as aforesaid.

APPENDIX 7
MANDATORY TECHNICAL EQUIPMENT – BLANCPAIN GT SERIES – SUPPLIER DETAILS

TYRES
PIRELLI is the sole tyre supplier for the Blancpain GT Series.

Please note that tyres for EVENTS must be ordered no later than 2 weeks before the Tuesday of the event week for European events and 6 weeks before the Tuesday of the event week for Non-European events.

The order forms, Pirelli supply agreement and driver responsibility document can be downloaded from the Teams section of http://www.Blancpain-gt-series.com

Contact : Mrs. Hanna Lethinen (ordering)
Mobile +44 7557119804
Email hanna.lehtinen@pirellif1.com

Contact : Steve Rouse
Mobile +44 7557 119800
Email steve.rouse@pirellif1.com

FUEL
FUEL
Total-Elf is the official fuel supplier for the Blancpain GT Series. All teams must use the Total-Elf fuel that will be distributed at each event.

The fuel specification document can be downloaded from the Teams section of http://www.Blancpain-gt-series.com

SRO will order the fuel for each event; teams will need to see the representatives on site to pick up their needs and proceed with the payment by cash or credit card.

DATA LOGGER
The data logger is available from :

Emotag e.K Matthias Holle
Robert-Bosch-Str 22 * 65582 Diez (Germany)

Mail : emotag@mathol.de

Phone : +49 6432 9197 0
Fax : +49 6432 9197 44
Mobile : +49 177 8187 226

ADR UNIT
The unit which is mandatory for full-season entries or cars entering at least three races, will be available to rent from SRO Motorsports Group.

The order form is available from SRO. It must be fitted in power-only mode, in accordance with the fitting sheet that will be supplied with the unit. Teams must provide an Autosport double density female(red) connector (type MoTeC # 6810) to fit the unit.

TRANSPONDER

The transponder to be used is the MyLaps TranX 260 dpi. This is available from Swiss Timing at a price of 584,24 €, Driver ID switch included. A replacement switch is 70€ (prices excl. VAT, packing and shipping costs)

RADIO EQUIPMENT

MRTC has been chosen by the Blancpain GT Series as their preferred radio communications partner. For further information regarding their products and services, please contact :

Mrs Jo Price – jo.price@mrtc.co.uk tel: +44 (0) 1509 224300

PIT GANTRY CAMERAS

During all events, Teams must fit a suitable video camera to the pit gantry in order to film the pit stop. The camera must be able to take data cards of the Micro SD variety, with or without an adaptor.

SRO will supply the data cards at each event; they will remain the property of SRO.

APPENDIX 8
RACE CONTROL FREQUENCIES

The following frequencies will be used as Race Control frequencies during the 2017 season.

The frequency used at each event will be announced as soon as possible before the event.

CH	RX Frequency	Channel Type	TX Mode	QT/DQT Dec	QT/DQT Enc	Ran Dec	Ran Enc	Channel Name
1	468.187500	Analog	Analog	D343N	None	---	---	Channel 7
2	468.375000	Analog	Analog	D343N	None	---	---	Channel 8
3	468.275000	Analog	Analog	D343N	None	---	---	Channel 9
4	468.375000	Analog	Analog	D343N	None	---	---	Channel 10

APPENDIX 9
OBLIGATIONS FOR TELEVISION

All cars must be ready to be fitted with a television onboard camera when so requested.
For this, teams will need to provide 12V @ 5Amps on a Superseal 2-way plug part number: 282080-1, connector manufacturer: TE Connectivity.

This will need to be provided in the passenger foot well with the following pin out:
Pin 1 +12V
Pin 2 Gnd

Teams will need to provide a hole in the roof of the car. The position of this is to be agreed with the TV technicians for the camera transmitter.

Furthermore, teams must provide a panel for the dashboard to show the car details when they have a camera installed. Teams should choose the best format for their dashboard. *The Pirelli sticker will be provided by TV and should not be reproduced by teams.*

APPENDIX 10
PIT GANTRY CAMERAS – SPORTING REGULATIONS

Each team competing in the Blancpain GT Series must acquire a video camera which must be affixed to the pit gantry.

Data cards will be supplied by SRO Motorsports Group during the Administrative Checks and will have the number of the car(s) on the card. The cards and the images remain the property of SRO Motorsports Group.

CAMERA SET-UP

One pit-gantry camera must be affixed to each pit gantry to be used during the event. The camera must be placed to see the full working zone from the white line onwards and a minimum of two metres in each direction of the car which has stopped.

The camera must be switched on from five minutes before the start of each qualifying session or race, and may only be switched off ten minutes after the chequered flag at the end of the session or race, or on instruction from the Pit Lane Official.

Failure to switch on the camera will be reported to the Stewards of the Meeting.

The images on the cards are under embargo during the sessions and may not be examined by the teams.

After qualifying and both races, the cards are under embargo until the results have been finalized. During this period, the Stewards of the Meeting may request to examine any cards they wish
After this period, teams may examine the files and must clean the cards before the next session.

USE OF THE CAMERA IMAGES

The images from the cameras may be used in the following cases :

On request of an Official
An official of the Event may request that the images relating to any car or team be examined after the race. In this case, the Pit Lane Official will recover the images and give them to the Stewards of the Meeting who will take any penalty as they see fit. Any such cars will be placed under investigation.

On request of a Team
In case of a report from a Pit Lane Marshal, the team may challenge the report and request that the images should be examined. In this case, the Pit Lane Official will check the images after the chequered flag. Should the images confirm the Pit Marshal's report, an additional penalty may be given.

Important : no team may request that the images of a specific car be examined without making a formal protest to the Stewards of the Meeting according to the International Sporting Code.