

INTERCONTINENTAL GT CHALLENGE SPORTING REGULATIONS 2021

FOREWORD

The Intercontinental GT Challenge is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), Appendix J, the International Series General Prescriptions and the present Sporting Regulations specific to the Challenge, as well as the latest regulations of each Competition which makes up the Challenge.

SRO Motorsports Group, the Promoter, will organise the Intercontinental GT Challenge (hereinafter "the Challenge") reserved for FIA-homologated Grand Touring cars.

The Challenge comprises one overall title for the Intercontinental GT Challenge Drivers, one overall title for the Intercontinental GT Challenge Manufacturers and one title for the Intercontinental GT Pro-Am Challenge.

Certain aspects relating to the application of the Challenge regulations have been entrusted to the SRO Sporting Board and SRO Technical Board, as defined in Appendix 3.

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 2021 and replace all previous Sporting Regulations regarding the Challenge.

GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the Challenge undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the International Series General Prescriptions, the Technical Regulations (Article 257A of Appendix J), Bulletins and Clarifications from the SRO Technical and Sporting Board issued during the season, and the present Sporting Regulations and its appendices. 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 Technical Regulations and the Sporting Regulations as well as Bulletins and Clarifications from the SRO Sporting and Technical Board issued during the season. If a competitor is unable to be present in person at any Event, he must nominate his representative in writing to the Stewards. 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.

ELIGIBILITY

5. The Intercontinental GT Challenge is open to Manufacturers and their teams and drivers, as well as Bronze drivers competing in Pro-Am, competing in a number of major Endurance competitions during one calendar year. The competitions qualifying for the 2021 season are listed in Appendix 1. Any changes will be subject to the approval of the Sporting Board.
6. Eligible cars are GT3 cars with an FIA homologation as defined by the applicable technical regulations (Article 257A of Appendix J), which are entered in multiple qualifying competitions in accordance with the specific Sporting and Technical Regulations applying to that competition.

To score points towards the 2021 Manufacturer title, the Manufacturer in question must have entered in the Intercontinental GT Challenge in accordance with article 9 below, the teams nominated must hold an International licence, and the car must have been selected by the Manufacturer to score points on their behalf.

7. To be eligible to score points towards the 2021 Intercontinental GT Challenge Drivers title, drivers must hold an international licence issued by their ASN and to be driving a car whose Manufacturer has entered in the Intercontinental GT Challenge in accordance with article 9 below, and whose car has been selected by the Manufacturer to score points on their behalf. Cars and drivers entered in the competition who have not been selected by a Manufacturer will not score points towards the Intercontinental GT Challenge titles and will be considered invisible for scoring purposes.
8. To be eligible to score points towards the 2021 Intercontinental GT Pro-Am Challenge, drivers must hold an international licence issued by their ASN and must have entered the Intercontinental GT Pro-Am Drivers Challenge in accordance with article 15.

MANUFACTURER ENTRIES

9. Manufacturers wishing to enter the Intercontinental GT Challenge must complete and return an Entry form and pay the Entry Fee for the 2021 season.
10. A Manufacturer entry authorises a number of cars per event to be nominated to score points towards the Intercontinental GT Challenge titles. This number varies per competition as follows:
 - TotalEnergies 24 Hours of Spa: up to six (6) cars may be nominated, with a maximum of four (4) in the Pro category.
 - Other rounds: up to four (4) cars may be nominated, with a maximum of three (3) in the Pro category.

The Manufacturer entry fee does not include the entry fees in the individual competitions.

11. Entries for the 2021 Intercontinental GT Challenge must be submitted at the latest by the closing date for entries which is April 15th, 2021. Entry forms are available from SRO Motorsports Group and the payment will be as follows:

Entries in the 2021 Intercontinental GT Challenge: 48.000€ excl VAT

12. The entry fee is for the full season composed of the five competitions as listed in Appendix 1. No refund or transfer of entries is possible within the various SRO Series.

13. Each entry must include the following information :
- a) confirmation that the applicant has read and understood the Sporting Regulations of the Intercontinental GT Challenge and, on behalf of everyone associated with its participation in the Challenge, to observe them;
 - b) the make and model of the competing car(s);
 - c) the details of the team and drivers which have been nominated for each individual event. These must be specified at the latest by the publication of the official entry list for each individual competition;
 - d) an undertaking by the applicant to participate in every Challenge competition with at least one car. Should the model or its latest evolution not be homologated in time for the first round of the Intercontinental GT Challenge, the Manufacturer may ask for a dispensation from the Promoter subject to a firm commitment to participate in the four remaining competitions.
14. Each team nominated is responsible for their own entry fees in each individual event, which is separate from the Intercontinental GT Challenge entry fee.

PRO-AM ENTRIES

15. Teams wishing to enter the Intercontinental GT Challenge title for Pro-Am Drivers must complete and return an Entry form and pay the Season Entry Fee in accordance with article 16.

The title will only be awarded if a minimum of three season entries are received. Should fewer than three entries be received by the closing date, then all entry fees will be refunded.

Each Pro-Am Challenge entry must include one named Bronze driver, who must be part of a Pro-Am line-up which must include a second Bronze driver in order to score points towards the Intercontinental GT Pro-Am Challenge.

The second Bronze driver and the other drivers in the line-up may be changed in accordance with the regulations of the Pro-Am category for each round of the 2021 Intercontinental GT Challenge. There is no obligation to take part in all rounds.

Note that a Pro-Am entry may additionally be nominated by a Manufacturer and in this case will also score points towards the Intercontinental GT Challenge title for Drivers.

Should the named Bronze driver nominated for the Pro-Am Driver Challenge be changed during the season, points will not be accumulated with those scored by the previous Bronze driver. In all cases, the winner of the 2021 Intercontinental GT Challenge Pro-Am Challenge will either be a Bronze driver and his or her team-mates, or a Bronze driver alone.

16. Entries for the 2021 Intercontinental GT Pro-Am Challenge must be submitted at the latest two weeks before the second competition, as listed in Appendix 1 to these Regulations. Entry forms are available from SRO Motorsports Group and the payment will be as follows:

Entry in the Intercontinental GT Pro-Am Challenge: 10,000€ excl VAT for the 2021 season.

The Pro-Am Driver Entry fee allows the individual named driver and consequently his or her team-mates to score points towards the Intercontinental GT Pro-Am Challenge in the five competitions of the 2020 season. It does not include the entry fee for the car in the competition.

The specified driver must take part in at least four of the five events.

17. Each entry must include the following information :
- a) confirmation that the applicant has read and understood the Sporting Regulations of the Intercontinental GT Challenge and, on behalf of everyone associated with its participation in the Challenge, to observe them;
 - b) the make and model of the competing car(s);
 - c) the details of the team, the name of the specified Bronze driver and the co-drivers who have been nominated for each individual competition. These must be specified at the latest by the publication of the official entry list for each individual competition.
 - d) confirmation that the specified Bronze driver will compete in at least four of the five events listed on the season calendar.
18. Each team entered in the Intercontinental GT Pro-Am Driver Challenge is responsible for their own entry fees for each individual competition, which is separate from the Intercontinental GT Pro-Am Challenge entry fee.

POINTS AND TITLES

19. There will be three titles:
- a. the Intercontinental GT Challenge overall title for Manufacturers will be awarded to the Manufacturer who has scored the highest number of points over the competitions eligible for the 2021 Challenge.
 - b. The Intercontinental GT Challenge overall title for Drivers will be awarded to the Driver or Drivers who have scored the highest number of points over the competitions eligible for the 2021 Challenge, driving for a single Manufacturer.
 - c. The Intercontinental GT Pro-Am Challenge title will be awarded to the Driver or Driver line-up who has entered the Intercontinental GT Pro-Am Challenge in accordance with articles 15-19, competing in a car eligible for the Intercontinental GT Challenge entered in the Pro-Am category, who has scored the highest number of points over the competitions eligible for the 2021 Challenge. The title will only be awarded to a Bronze driver alone, or to such a driver and his or her co-drivers who have scored the same points during the season.
20. For the Intercontinental GT Challenge Manufacturers and Drivers titles, cars must be entered in the Event in accordance with the Regulations of that competition and may be entered in any category. A Manufacturer does not need to nominate the maximum of four cars at each competition (six for the TotalEnergies 24 Hours of Spa). Cars run by different teams may be entered at each competition. Entry in the Intercontinental GT Challenge is independent of the team entering the car or drivers of that Car in any competition.
21. For the Intercontinental GT Challenge Manufacturer and Driver titles, points will be scored in accordance with the overall final classification of each eligible competition, 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 |

22. All eligible drivers will score points towards the overall Intercontinental GT Challenge Drivers title. Points will only be accumulated from competition to competition by those drivers competing for a single Manufacturer. Should a driver change manufacturer during the season, points earned with one Manufacturer will not be combined with points earned with a different Manufacturer.
23. The top three scoring cars of each Manufacturer taking part in the Intercontinental GT Challenge at the TotalEnergies 24 Hours of Spa will count towards the Manufacturers' title, and the top two scoring cars at all other competitions will count. Should more than two cars of a specific Manufacturer finish in the top ten in competitions, or more than three cars in the TotalEnergies 24 Hours of Spa, these additional cars will be considered invisible and their points will be redistributed to the next eligible car.
24. For the Intercontinental GT Pro-Am Challenge title, points will be scored in accordance with the final classification of the Pro-Am category in each eligible competition, 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
25. Points classifications will be published on the Challenge website after the end of each competition. In case of any disputes concerning point attributions, these will be decided by the Sporting Board. Any queries or challenges concerning point attributions must be submitted to the SRO Sporting Director within 14 days of the first publication of the points in dispute. The point classifications will be considered final 14 days after the end of the last competition of the season and, subject only to any ongoing judicial or sporting matters, from that point no further amendments or corrections will be made.

ATTRIBUTION OF POINTS FOR SHORTENED RACES

26. If a race is suspended and cannot be resumed, no points will be awarded to the crews if the leader has completed less than two laps. Half points will be awarded if the leader has completed two laps or more than two laps but less than 75% of the original race time and as long as the results include at least one lap which took place outside of a full course yellow or safety car procedure. Full points will be awarded if the leader has completed more than 75% of the original race time. The above-mentioned conditions will be based on the number of laps as shown on the published results as the basis for the final classification.

PODIUMS

27. At each event, the drivers of the winning car entered in the Intercontinental GT Challenge must make themselves available for the Podium ceremony.
28. At each event, the winning drivers in the Intercontinental GT Pro-Am Challenge must make themselves available for the Podium ceremony. If fewer than three drivers are entered, only the winner will be summoned to the Podium.

TYRES

29. Only tyres from Pirelli (or its affiliates), 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.
30. Teams and drivers are required to sign the acknowledgement of risks form issued by Pirelli before the first time they compete in the Challenge. A new form must be signed should a driver change teams. On entering the Challenge, teams are required to sign and return the 'supply agreement with teams' issued by Pirelli (or its affiliates).
31. Cars competing in the Intercontinental GT Challenge may carry over new tyres – stickered and therefore unused on track – between events within a single season. These tyres must have been registered at a previous round of the Challenge and can only be used according to the specific regulations of the Event (ie either in Paid Practice or in Free Practice).

PRIZE GIVING

32. A Representative of the Winning Champion Manufacturer as well as the Winning Champion Drivers in the overall classification of the Intercontinental GT Challenge and the winning Driver or Drivers in the Pro-Am Challenge must make themselves available for the annual SRO prize giving ceremony.

DEAD HEAT

33. Prizes and points awarded to competitors who tie will be added together and shared equally.
34. If two or more drivers or Manufacturers finish the season with the same number of points, the higher place in the Challenge shall be awarded to:
 - The holder of the greatest number of first places,
 - If the number of first places is the same, the holder of the greatest number of second places,
 - 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.
 - In the case of Manufacturers, the above criteria will be based firstly on the highest placed individual car, and in the event of a remaining tie then the second-best placed car and so on.
 - If this procedure fails to produce a result, the driver or Manufacturer (best placed individual car) who ranked best in the final race of the Challenge will be ranked the highest in the Challenge classification.
 - Special case: Drivers of the same car, who have formed the same crew during all the competitions in the Challenge in which they have taken part and scored points, and who finish with the same number of points, will share the same place in the Challenge. Examples: drivers 1 and 2 of car A will be classified equal first in the general classification of the Challenge; 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.

CALENDAR

35. The definitive lists of competitions counting towards the 2021 Intercontinental GT Challenge for GT3 cars will be published by SRO Motorsports Group before April 15th, 2021. However, in case of force majeure, SRO Motorsports Group reserves the right to modify this date as well as the format of the competitions.

-
36. The Intercontinental GT Challenge, or any constituent competition, may be cancelled in case of force majeure, or with the agreement of the ASN of the organiser, the organiser of any constituent competition, and the Promoter of the Challenge, SRO Motorsports Group.

LIVERY AND SPONSORSHIP

37. All cars entered in the Intercontinental GT Challenge must abide by the Graphics Design Charter given in Appendix 2. SRO Motorsports Group reserves space on the cars of all competitors.
38. All Manufacturers entered in the Intercontinental GT Challenge must abide by the Graphics Design Charter given in Appendix 2.

APPENDIX 1

Provisional 2021 Calendar

Intercontinental GT Challenge – GT3 Manufacturers and Drivers

Round 1	31 st July – 1 st August	TotalEnergies 24 Hours of Spa (Belgium)
Round 2	16 th – 17 th October	Indianapolis 8 Hour (United States of America)
Round 3	3 rd – 4 th December	Kyalami 9 Hour (South Africa)

APPENDIX 2

All cars entered in the Intercontinental GT Challenge must abide by the following Graphical Charter. The valid Graphical Charter for the Intercontinental GT Challenge is always the latest version, which will be distributed to the Manufacturers and teams and which will replace the version hereunder.



APPENDIX 3

SRO SPORTING BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS

Article 1 – Purpose

The SRO Sporting Board is a body set up by the Challenge 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 Intercontinental GT Challenge, other than those which fall within the exclusive remit of the officials of each 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 Chairman of SRO Motorsports Group
- The SRO Technical Director
- The SRO Sporting Director
- The Challenge General Manager
- An RACB Representative.
- Any other persons so designated by SRO Motorsports Group

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
- Responding to any situations involving the commercial management of the Challenge
- Responding to any questions or clarifications regarding the attribution of points
- Responding to any requests for derogations in terms of participation in Challenge competitions

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 on behalf of the Board.

Article 5 – Right of Protest

Decisions taken by the SRO Sporting Board are not subject to appeal.

SRO TECHNICAL BOARD – RULES AND REGULATIONS**INTERNAL REGULATIONS****Article 1 – Purpose**

The SRO Technical Board is a body set up by the Challenge 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 each 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 are not subject to appeal.