



WORLD CHALLENGE
EUROPE

POWERED BY 



2021 SPORTING REGULATIONS



SPORTING REGULATIONS 2021

FOREWORD

The GT World Challenge powered by AWS 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 of the Competitions which make up the Challenge.

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

The Challenge comprises one overall title for the GT World Challenge powered by AWS Manufacturers.

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

A. 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.

These Sporting Regulations come into force on 1 January 2021 and replace all previous Sporting Regulations regarding the Challenge.

GENERAL UNDERTAKING

B. All manufacturers, drivers, competitors and officials participating in the GT World Challenge powered by AWS 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 Technical Board and SRO 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.

CONDITIONS

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

D. The GT World Challenge powered by AWS is open to Manufacturers and their Teams and Drivers, competing in a number of Sprint and Endurance events for GT3 cars organised by SRO Motorsports Group during one calendar year. The Events qualifying for the 2021 season are listed in Appendix 1. Any changes will be subject to the approval of the Sporting Board.

The eligible Events for 2021 are subdivided into three groups as follows :

- GT Challenge America
- GT Challenge Europe
- GT Challenge Asia

A separate set of regulations for each Challenge will be issued.

E. Entry in the GT World Challenge powered by AWS and payment of the entry fee allows a Manufacturer to score points from the cars entered in any of the rounds making up the Challenge.

It also gives the following additional rights :

- a. Eligibility of the Manufacturer's full-season entries (both customer and officially supported teams) to claim prize money and FOC tyres in the GT Challenge Europe
- b. Eligibility of the Manufacturer's full-season entries to claim prize money in the GT Challenge Asia

F. Eligible cars are GT3 cars with an FIA homologation as defined by the applicable Technical Regulations (Article 257A of Appendix J to the Code), which are entered regularly in each qualifying Competition in accordance with the specific Sporting and Technical Regulations applying to that Event.

ENTRIES

G. Manufacturers wishing to enter the GT World Challenge powered by AWS must complete and return an Entry form and pay the Entry Fee for the 2021 season.

Entries for the 2020 GT World Challenge powered by AWS must be submitted at the latest by the closing date for entries which is February 21st 2021. Entry forms are available from SRO Motorsports Group.

Entry in the GT World Challenge powered by AWS: 120,000 € (one hundred and twenty thousand euros) excluding Taxes, payable to SRO Motorsports Europe Ltd.

Please note that payment of the entry fee does not include the entry fee for the Competitor in any of the individual Competitions or Series. No refund or transfer of entries is possible within the various SRO Series.

Each entry must include confirmation that the applicant has read and understood the Sporting Regulations of the GT World Challenge powered by AWS on behalf of everyone associated with its participation in the Challenge, and to observe them,

POINTS AND TITLES

H. There will be one title:

The GT World Challenge powered by AWS overall title for Manufacturers will be awarded to the Manufacturer who has scored the highest number of points over the Events eligible for the 2021 Challenge.

I. Points will be scored in accordance with the final classification of each Race counting towards the GT World Challenge powered by AWS

For Sprint events lasting 60 or 90 minutes, points will be scored using the following points scale per race, in each category :

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

For Races lasting three or six hours, points will be scored using the following points scale per race, in each category :

1st:	50 points
2nd	36 points
3rd:	30 points
4th:	24 points
5th:	20 points
6th:	16 points
7th:	12 points
8th:	8 points
9th:	4 points
10th:	2 points

For the Total 24 Hours of Spa, points will be scored using the following points scale per race, in each category :

1st:	100 points
2nd	72 points
3rd:	60 points

- 4th: 48 points
- 5th: 40 points
- 6th: 32 points
- 7th: 24 points
- 8th: 16 points
- 9th: 8 points
- 10th: 4 points

Manufacturers will score points from their best-finishing GT3 car in each category in each Race. Points will be multiplied by the number of cars in that category on the official entry list for the event. Only the actual points and positions will be counted; points will not be redistributed from cars which are not competing towards the GT World Challenge powered by AWS.

Example for one Manufacturer with cars in all four categories in a Sprint race

<i>Category</i>	<i>Number of Cars</i>	<i>Position of 1st car of the Manufacturer</i>	<i>Total points</i>
<i>PRO</i>	<i>15</i>	<i>2nd</i>	<i>18 x 15 = 270</i>
<i>Silver Cup</i>	<i>6</i>	<i>6th</i>	<i>8 x 6 = 48</i>
<i>Pro-Am</i>	<i>8</i>	<i>1st</i>	<i>25 x 8 = 200</i>
<i>Am</i>	<i>2</i>	<i>2nd</i>	<i>18 x 2 = 36</i>
<i>Total Score for the Race</i>			<i>554</i>

TROPHIES

J. The following trophies will be awarded :
One Trophy for the winning manufacturer

DEAD HEAT

K. Prizes and points awarded to Competitors who tie will be added together and shared equally.

If two or more 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.
- If no winner emerges, the manufacturer scoring the highest in the final race of the season will be declared the winner.

PRIZE GIVING

L. A representative of the Winning Manufacturer must make themselves available for the annual SRO prize giving ceremony.

CALENDAR

M. The definitive lists of Events counting towards the 2021 GT World Challenge powered by AWS for GT3 cars will be published by SRO Motorsports Group before February 21st 2021. However, in case of force majeure, SRO Motorsports Group reserves the right to modify this date as well as the format and number of the Events

Any individual event of the GT World Challenge powered by AWS may be cancelled in case of force majeure, or with the agreement of the ASN of the organiser and SRO Motorsports Group.

LIVERY AND SPONSORSHIP

N. All cars entered in the GT World Challenge powered by AWS must abide by the Graphics Design Charter given in the specific regulations for each Continent. SRO Motorsports Group reserves space on the cars of all competitors.

GT CHALLENGE EUROPE POWERED BY AWS DRAFT SPORTING REGULATIONS 2021

FOREWORD

The GT Challenge Europe powered by AWS 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 Series, as well as clarifications and bulletins issued by the SRO Sporting Board during the season in accordance with Article 2.1.

SRO Motorsports Group (hereinafter referred to as "the Promoter"), will organise the GT Challenge Europe Series powered by AWS hereinafter "the Series") reserved for FIA-homologated Grand Touring cars (hereinafter "GT3")

The Series comprises one title of GT Challenge Europe powered by AWS Winner for Drivers and one title of GT Challenge Europe powered by AWS Winner for Teams, which will be awarded overall as well as in the Silver and Pro-Am categories.

It also includes Cups: the GT Challenge Europe powered by AWS Sprint Overall, Silver, Pro-Am and Sports Club Cups for Teams and Drivers, the GT Challenge Europe powered by AWS Endurance Overall, Silver, Pro-Am and Am Cups for Teams and 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.

Terms used in these regulations such as 'Event' and 'Competition' are defined as in the International Sporting Code article 20 (Definitions). Within these Sporting Regulations, terms referring to natural persons are applicable to both genders.

1. REGULATIONS

1.1 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.

1.2 These Sporting Regulations come into force on 1 January 2021 and replace all previous Sporting Regulations regarding this Series.

1.3 The regulations governing the GT World Challenge Series powered by AWS Manufacturer's title are given in the first part of these regulations, under articles A – N.

1.4 These regulations are subject to changes and additional safety measures in accordance with the Covid-19 Safety Protocol issued by SRO and supplemented by regulations set by the various Governments and National Sporting Authorities (ASNs). Any such changes or measures will be communicated to the Teams through the Appendix 1 documents and/or Sporting Notes.

1.5 Any revisions to the Sporting Regulations communicated via an official Sporting Note, Technical Note or other bulletin, or given for a specific competition in the Appendix 1 Supplementary Regulations for an event, will take precedence over the original regulation(s). The Drivers' Briefing Notes and any season Briefing Notes issued are formal documents which must be complied with.

2. GENERAL UNDERTAKING

2.1 All manufacturers, 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 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.

3. GENERAL CONDITIONS

3.1 It is the Competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the applicable Technical Regulations, the present Sporting Regulations, the Appendix 1 to each Competition as well as Bulletins and Clarifications from the SRO Sporting Board issued during the season. Any revisions to the regulations communicated via an official bulletin or Sporting Note will take precedence over the original regulation.

3.2 Each Competitor must nominate his representative(s) in writing on the entry form. If a Competitor is unable to be present in person at any Competition, he must nominate his representative in writing to the Stewards. A person having charge of an entered car during any part of a Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

3.3 Competitors must ensure that their cars comply with the conditions of eligibility and safety and with the Technical Regulations throughout the Competition.

3.4 The presentation of a car for Scrutineering will be deemed an implicit statement of the conformity of the car.

3.5 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 12.2. 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)

3.6 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 such as the International Licence for Drivers with Disabilities 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 the relevant international competition.

3.7 Results remain provisional until all sporting matters and technical Scrutineering are completed. This includes the checking of pit gantry and any onboard cameras including the driver facing camera when applicable.

Until the final classification is published, all teams must have one nominated person available to be summoned to the Stewards to represent the Competitor and to sign for any decisions. The Team Messaging application must be monitored until the final official classification is issued.

Should the person designated as Team Manager for the Event not be available until results are final, the Team should nominate one or more additional personnel who are able to represent and sign for the team. This person or people must be listed on the sheet that will be available at the Team Managers' administrative checks. Any changes or additional personnel after this point should be notified directly to the Stewards.

4. ELIGIBLE CARS

4.1 Competitions 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.
- d) A forced air brake cooling system by means of air ducts, scoops and blowers will be authorised at certain Competitions 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 drivers with disabilities will be authorised. These adaptations have to be registered and approved by the SRO Technical Board. Any such cars must carry the universal logo approved by the FIA Disability and Accessibility Commission distinguishing them as a disabled driver, on both car doors, and at the front and rear of their Competition vehicle during both Competition and testing in accordance with Appendix L Chapter I Article 11.2 of the Code.

3) Cars with permission of the SRO Technical Board. The SRO Technical Board may request that the SRO Sporting Board determine if any such cars should be invisible in the results and whether they should be eligible for podiums and/or points.

4.2 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.

4.3 Eligibility of cars in the different categories

The GT Challenge Europe powered by AWS Series is intended for FIA GT3 cars according to the FIA Homologation form.

- a. The GT Challenge Europe powered by AWS Endurance Pro Category is intended for FIA GT3 cars according to the FIA Homologation form.
- b. The GT Challenge Europe powered by AWS Endurance Pro-Am Category is intended for FIA GT3 cars according to the FIA Homologation form.
- c. The GT Challenge Europe powered by AWS Endurance Am Category is intended for FIA GT3 cars according to the FIA Homologation form.
- d. The GT Challenge Europe powered by AWS Endurance Silver Cup Category is intended for FIA GT3 cars according to the FIA Homologation.
- e. The GT Challenge Europe powered by AWS Sprint Pro Category is intended for FIA GT3 cars according to the FIA homologation form.
- f. The GT Challenge Europe powered by AWS Sprint Pro-Am Category is intended for FIA GT3 cars according to the FIA homologation form.
- g. The GT Challenge Europe powered by AWS Sprint Am Category is intended for FIA GT3 cars according to the FIA homologation form.
- h. The GT Challenge Europe powered by AWS Sprint Silver Cup is intended for FIA GT3 cars according to the FIA homologation form.

4.4 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 GT Challenge Europe powered by AWS Endurance Cup, including the Total 24 Hours of Spa, at least one car of this model must be entered in all rounds of the GT Challenge Europe powered by AWS Series (Sprint and Endurance)

For the Total 24 Hours of Spa, cars are also eligible in Pro should the manufacturer be entered in the Intercontinental GT Challenge and have competed in all rounds with this model of 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. Failure to do so would result in a 500,000€ penalty.

4.5 Driver Cooling Systems

4.5.1 In extreme heat, it is recommended that a Driver cooling system be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2000 standard). Exceptionally, Driver cooling vests which are not FIA-homologated may be worn but shall be in addition to and worn over the top of the mandatory homologated underwear. They must include a base garment certified and labelled to ISO 15025 or SFI 3.3 standard; and any connection to an on-board system must comply with Article 5.8.6 of the FIA 8856-2000 standard.

4.5.2 The use of a Driver Cooling System may be mandated if the temperature is forecast to be above 30.1° C for the time of any Race. Any such Cooling System must be able to reduce the Driver's body core temperature and/or supply a constant stream of air to the Driver's helmet at a reduced temperature relative to the ambient air surrounding the outside of the Car. If the use of a Driver Cooling System is mandated for a particular race, competitors will be informed by a Bulletin from the Stewards.

4.5.3 Substances which may circulate in any cooling system worn by a Driver are restricted to water, or air at atmospheric pressure. Propylene Glycol will be permitted to be added to the volume of water used for the Driver Cooling System. This can be no more than 5% of volume of the water used. Water systems must not require the saturation of a garment in order to function.

4.5.4 The Driver cooling system must be constructed in a manner which is to the satisfaction of the Technical Delegate.

4.5.5 If a Car is homologated with an air conditioning unit it must remain operational and operate according to the manufacturer's guidelines.

5. SERIES COMPETITIONS

5.1 Each Competition will have the status of a restricted international Competition.

Each Competition is deemed to include administrative checks, technical Scrutineering, all practice sessions whether qualifying or not, the warm-up if there is one and the race(s) itself.

5.2 The Series is made up of Competitions 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 or three races, each with a maximum duration of one hour. (For the avoidance of doubt, the races at each event are considered as a single Competition for the purposes of these regulations.)

Competitions run according to Case A, B and C are considered "Endurance Competitions"
Competitions run according to Case D are considered "Sprint Competitions"

5.3 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.

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

5.5 The maximum number of Competitions in the Series is set at 12

5.6 The definitive list of Competitions is published by the Promoter before July 1st 2021. However, in case of force majeure, the Promoter reserves the right to modify this date as well as the format and number of any Competition.

5.7 A Competition may be cancelled in case of force majeure, or with the agreement of the Hosting ASN, the Parent ASN and the Promoter.

5.8 Competitors are responsible for ensuring there are no travel or other restrictions which would affect their participation in any event they enter.

6. THE TITLES

6.1 The following titles will be awarded :

The GT Challenge Europe powered by AWS Drivers' title will be awarded to the driver(s) who has(have) scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place. An overall title will be awarded, as well as titles in the Silver and Pro-Am categories.

The GT Challenge Europe powered by AWS 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 Competitions which have actually taken place. An overall title will be awarded, as well as titles in the Silver and Pro-Am categories.

6.2 The following Cups will also be awarded :

a) The GT Challenge Europe powered by AWS Sprint Overall, Silver, 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 Competitions run according to Article 5.2 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 GT Challenge Europe powered by AWS Sprint Overall, Silver, Pro-Am and Am Cups 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 Competitions run according to Article 5.2 case D which have taken place.

c) The GT Challenge Europe powered by AWS Endurance Overall, Silver, Pro-Am and Am Cups 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 Competitions run according to Article 5.2 Cases A, B and C which have taken place.

d) The GT Challenge Europe powered by AWS Endurance Overall, Silver, 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 Competitions run according to Article 5.2 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) In case B, 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.

6.3 For each title, there will be a separate classification. In any category or Cup, unless a minimum of three cars compete regularly during the season, each of which takes part in at least three events, and with at least two cars entered in all events, a title or trophy will not be awarded except on decision of the Promoter.

6.4 Eligibility for Points

Teams and Drivers entered in a round of the GT Challenge Europe powered by AWS Series will score points towards the Teams and Drivers titles, with the exception of Race-by-race Competitors in the final two Competitions in each of the Endurance or Sprint seasons, who will not score points towards the

Teams classifications unless they have been entered in at least one previous GT Challenge Europe powered by AWS Competition during the season.

Teams and Drivers entered in Competitions run according to Article 5.2 Cases A, B and C will also score points towards the GT Challenge Europe powered by AWS Endurance Cup. Teams and Drivers entered in Competitions run according to Article 5.2 Case D will also score points towards the GT Challenge Europe powered by AWS Sprint Cup. Additionally, cars entered in the Silver, Pro-Am or Am categories will score points towards the relevant GT Challenge Europe powered by AWS Silver, Pro-Am and Am titles and towards the relevant Cups.

6.5 GT Challenge Europe powered by AWS Driver and Team titles

Overall title : Points will be awarded to eligible Competitors and their drivers according to the overall classification of qualifying and all races counting towards the GT Challenge Europe powered by AWS Series, including the six and twelve-hour points in Case B. The point scales for each individual Competition as set out in Article 7 for Cases 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.

Silver, Pro-Am and Am titles : Points will be awarded to eligible Competitors and their drivers according to the category classification of qualifying and all races counting towards the GT Challenge Europe powered by AWS Series, including the six and twelve-hour points in Case B. The point scales for each individual event as set out in Article 7 for Cases A, B, C and D will be used. For the Teams titles overall and in each category, 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 each title, independently of the commercial Team name used in individual events. Competitors may use different commercial Team names in different events. Teams may specify a Team commercial nationality to be used on the podium, TV Graphics and car flags, as long as this can be justified in terms of the nationality of the commercial sponsor, the nationality of the majority of the drivers, or the home base of the Team. This commercial nationality is independent of the nationality of the licence under which the Competitor is entered.

6.6 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 at a date and location to be determined. 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.

6.7 Additional Trophies and Awards

Prize money and tyres will be awarded in accordance with the separate regulations outlined in the 2021 Prize Fund Regulations which can be downloaded from the Series website.

A Pit Stop Challenge will be held in the Competitions according to Case D according to the separate 2021 Pit Stop Challenge regulations which can be downloaded from the Series website.

Additional prizes and trophies may be awarded.

7. POINTS

7.1 Points classifications will be published on the Series website after the end of each Competition. In case of any disputes concerning point attributions, these will be decided by the SRO 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.

7.2 Case A: Three-hour races

a. Qualifying

After Qualifying, all drivers and the Team of the car setting the fastest average time overall as well as in the Endurance Silver, Pro-Am and Am Cups will be awarded one point.

b. Points for all titles are awarded, overall and in each Cup at each 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

In the case that a race is suspended and not resumed, points will be awarded equally to all drivers sharing one car.

7.3 Case B: Total 24 Hours of Spa

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 GT Challenge Europe powered by AWS Endurance Silver, Pro-Am and Am Cups will be awarded one point. If no representatives of the Silver, Pro-Am or Am Cups qualify for the Superpole, the point will be awarded to the Team / drivers of the car with the fastest average time after Qualifying.

b. The Race

The Competition is considered as a single Competition 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 Competition is considered as the final classification of the Competition; the classification at six and twelve hours will not be considered in relation to article 7.8.

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. A car does not have to be classified at the end of the Competition for the intermediate points to be awarded.

In the case that the race is suspended and not resumed, points will be awarded equally to all drivers sharing one car.

Position	After 6 hours	After 12 Hours	After 25 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

7.4 Case C: 6-hour race

a. Qualifying

After Qualifying, all drivers and the Team of the car setting the fastest average time overall as well as in the GT Challenge Europe powered by AWS Endurance Silver, 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 and not resumed, points will be awarded equally to all drivers sharing one car.

7.5 Case D: Sprint Competitions with two or three one-hour races

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

a. Qualifying

After the Q1 session, the drivers and the Team of the car setting the fastest time overall as well as in the GT Challenge Europe powered by AWS Sprint Silver, Pro-Am and Am Cups will be awarded one point.

After the Q2 session, the drivers and the Team of the car setting the fastest time overall as well as in the GT Challenge Europe powered by AWS Sprint Silver, Pro-Am and Am Cups will be awarded one point.

If applicable, after the Q3 session, the drivers and the Team of the car setting the fastest time overall as well as in the GT Challenge Europe powered by AWS Sprint Silver, Pro-Am and Am Cups will be awarded one point.

b. Races

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

1st:	16.5 points
2nd:	12 points
3rd:	9.5 points
4th:	7.5 points
5th:	6 points
6th:	4.5 points
7th :	3 points
8th :	2 points

9th : 1 point
10th : 0.5 points

In the case that a race is suspended and not resumed, points will be awarded equally to all drivers sharing one car.

7.6 Not in use

7.7 If a race is suspended under Article 47 and cannot be resumed :

- No points will be awarded to the Competitors or driver crews if the leader has completed less than two laps
- Half points will be awarded if the leader has completed two or more 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 Full Course Yellow or Safety Car conditions.
- 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.

Points will be awarded equally to all drivers sharing one car, including any who did not comply with the minimum driving time.

7.8 Dead Heats

Prizes and points awarded in accordance with the classification of each Competition to Competitors who tie will be added together and shared equally.

7.9 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. If the above-mentioned procedure fails to separate two or more drivers, then whoever finishes ahead in the final race of the respective season will be deemed to have finished ahead of the other in the Series.
- e. Special case: Drivers of the same car, who have formed the same crew during all the Competitions 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.

Note : the number of first, second etc places are based on the final classification of the races which have taken place. The mid-race points in the 24-hour race are not taken into account for the point of this article.

8. ORGANISER, ORGANISATION AND INSURANCE

8.1. An application to organise a GT Challenge Europe powered by AWS 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.

8.2 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 GT Challenge Europe powered by AWS Events, a Visa will be 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.

8.3 The Organiser of an Event must ensure that all Competitors, their personnel and their drivers are covered by third party insurance.

8.4 Thirty days before each GT Challenge Europe powered by AWS 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)

8.5 Third party insurance arranged by the Organiser of a GT Challenge Europe powered by AWS 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.

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

9. OFFICIALS

9.1 The following Officials will be appointed for the GT Challenge Europe powered by AWS Series:

- A Race Director
- A Technical Delegate
- A Series Scrutineer
- A Chairman of the Stewards
- A Medical Delegate
- An International Steward
- A Deputy and/or Assistant Race Director
- A Technical Director for the Series
- 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
- The SRO Sporting Board representatives for each event

10. CONDITIONS FOR THE PARTICIPATION OF DRIVERS AND COMPOSITION OF THE CREWS

10.1 Driver Line-ups per Category

a) The GT Challenge Europe powered by AWS Endurance Pro Category
Any driver categorisation combination will be accepted.

b) The GT Challenge Europe powered by AWS 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

Case B: For 24-hour events

- 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.

For Case B, the Bronze drivers are subject to driving limits in accordance with Article 20.3 e)

c) The GT Challenge Europe powered by AWS 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

For Case B, a four-driver line-up may include one Silver driver with driving limits in accordance with Article 20.3 f).

d) The GT Challenge Europe powered by AWS Endurance Silver Cup

Driver Categorisations will be applied and the following maximum pairings will be authorised :

Cases A and C : Silver /Silver / Silver

Case B : Silver /Silver / Silver / Silver

e) The GT Challenge Europe powered by AWS Sprint Pro Category

Any driver categorisation combination will be accepted.

f) The GT Challenge Europe powered by AWS Sprint Pro-Am Category

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

g) The GT Challenge Europe powered by AWS Sprint Am Category

Driver categorisations will be applied and the following maximum pairings will be accepted :

- Bronze / Bronze

Bronze drivers must be aged 30 or more to compete in the Am Category. Bronze* drivers may be accepted with permission from the SRO Sporting Board.

h) The GT Challenge Europe powered by AWS Sprint Silver Cup

Driver categorisations will apply and the following maximum pairings will be accepted :

- Silver / Silver

10.1.1

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.

10.1.2

A car may only be entered in one Cup / Category. In the cases where a line-up is eligible for more than one Cup (for example, Silver/Bronze for Silver Cup or Pro-Am), the Competitor must inform the organiser in which Cup they wish to compete before the end of Administrative Checks.

10.2 The GT Challenge Europe powered by AWS Series is primarily intended for driver crews competing together throughout the season to claim the title.

During the final round of both the GT Challenge Europe powered by AWS Sprint Cup and the GT Challenge Europe powered by AWS 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 :

- 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 7.9, between two cars entered by that same Team
- For a manufacturer to move a driver who has raced in one car throughout the Sprint or Endurance Series to another car of the same manufacturer.
 - Any other change in terms of the line-up which is considered to be against the spirit of the GT Challenge Europe powered by AWS

The final decision on any such changes will be made by the SRO Sporting Board.

It is understood that should a Team enter cars under multiple Competitor licenses due to the limitations in Article 11.3, then all cars entered on these licences will be considered as being one Team for the purposes of this article.

10.3 At the end of the season, professional (Platinum or Gold) drivers classified alone in the Pro-Am category of the GT Challenge Europe powered by AWS Endurance Cup or the GT Challenge Europe powered by AWS Sprint Cup may be removed from the final classification of that Series or Cup. This does not apply to the Overall titles.

10.4 Drivers wishing to compete in the GT Challenge Europe powered by AWS 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 fourteen days prior to the beginning of the first Event in which he or she wishes to take part, on 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 Competition 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 Competition.

Upgrades increasing a driver's FIA Categorisation for the GT Challenge Europe powered by AWS Series may also be issued at any point in the season.

No more than one derogation will be given to any line-up of drivers competing in any round of the GT Challenge Europe powered by AWS Series. This includes derogations to run with two drivers. 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.

The SRO 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/or additional restrictions on driving time, and a second infraction is likely to result in the immediate removal of the derogation. Additionally, the average performance of the drivers in the car compared to the average of other cars in the category will be used to decide on the continuation of any 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, 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 Competition.

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 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 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 only be valid for that one event and will not constitute an FIA categorisation.

Drivers who have not been categorised will not be allowed to take part in any Competition.

11. COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

11.1 Limitations on entries – Pre-registration

The maximum number of full-season entries that will be accepted for the GT Challenge Europe powered by AWS Series and for the GT Challenge Europe powered by AWS Sprint Cup is 34. Should more than 34 entries be received, priority will go to the GT Challenge Europe powered by AWS Series full-season entrants.

Should there be fewer than 34 full-season entries for the GT Challenge Europe powered by AWS Sprint Cup, race-by-race entries may be accepted at any Event up to a maximum number of 34 entries.

For the GT Challenge Europe powered by AWS Endurance Cup, the maximum number of cars permitted to enter in the Pro category will be limited to 26 for the 2021 season. Teams wishing to enter a car in the Pro category of the GT Challenge Europe powered by AWS Endurance Cup must complete and return a pre-registration form by January 30th 2021. Should more than 26 requests be received, a selection will be made by the Promoter to give an equal distribution among Teams and manufacturers.

Race-by-Race Pro entries will only be accepted for a specific Competition if there are fewer than 26 Pro cars entered for that Competition. These limitations do not apply to Case B – the Total 24 Hours of Spa, for which the total number of entries is limited to 72. Any additional Pro cars entered in the Total 24 Hours of Spa on a race-by-race basis may also be entered in the six-hour Competition at Paul Ricard.

The maximum number of entries for any round of the GT Challenge Europe powered by AWS Endurance Cup is set according to article 21.

11.2 Eligibility for Points

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 GT Challenge Europe powered by AWS event during the season.

11.3 Conditions of Entry

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

A Competitor may enter a maximum of three cars per category in any event of the GT Challenge Europe powered by AWS Series under any one Competitor's licence.

Application forms to enter the GT Challenge Europe powered by AWS Series on either a full-season or race-by-race basis can be downloaded from the Teams section of the website www.gt-world-challenge-europe.com

a) Full season Competitors: applications to compete in the GT Challenge Europe powered by AWS Series must be submitted to the Promoter, on the entry form available on the Series website as from December 20th, 2020, the Official opening date for entry into the Series. The entry form must be submitted and payment made by February 26th 2021. The entry fee is set at €72.200 (seventy-two thousand two hundred euros) per car. This season entry fee includes mandatory entry in all the Competitions in the GT Challenge Europe powered by AWS Series, and the mandatory sporting kit.

b) Full-season applications to compete in the GT Challenge Europe powered by AWS Endurance Cup must be submitted to the Promoter, on the entry form available on the Series website as from December 20th 2020, the Official opening date for entry in the Series. The entry form must be submitted and payment made by February 26th 2021. The entry fee is set at €44.200 (forty-four thousand two hundred euros) per car. This season entry fee includes mandatory entry in all the Competitions in the GT Challenge Europe powered by AWS Endurance Cup and the mandatory sporting kit.

c) Full-season applications to compete in the GT Challenge Europe powered by AWS Sprint Cup must be submitted to the Promoter, on the entry form available on the Series website as from December 20th 2020, the Official opening date for entry in the Series. The entry form must be submitted and payment made by February 26th 2021. The entry fee is set at €34.200 (thirty-four thousand two hundred euros) per car. This season entry fee includes mandatory entry in all the Competitions in the GT Challenge Europe powered by AWS Sprint Cup and the mandatory sporting kit.

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

Case A: €7.600 (seven thousand six hundred euros) per car. The deadline for entries is fourteen days before the start of the Competition in question.

Case B: €18.500 (eighteen thousand five hundred euros) per car for Competitors who take part in at least one GT Challenge Europe powered by AWS race before the Total 24 Hours of Spa. € 19.500 (nineteen thousand five hundred euros) for Competitors who take part in at least one round of the GT Challenge Asia or America or the Intercontinental GT Challenge before the Total 24 Hours of Spa. For all other Competitors, the price is €21.800 (twenty-one thousand eight hundred euros). The deadline for entries is September 30th 2020.

Case C: €8.700 (eight thousand seven hundred euros) per car. The deadline for entries is fourteen days before the start of the Competition in question.

Case D: for events with two one-hour races, the fee per car per Competition is set at €7.600 (seven thousand six hundred euros). For events with three one-hour races, the fee per Competition is €11,400 (eleven thousand four hundred euros).

The deadline for entries is fourteen days before the start of the Competition in question.

Note : Each race-by-race competitor must purchase a one-off sporting package at their first event of the season.

e) For all full season Competitors in the GT Challenge Europe powered by AWS Endurance Cup, GT Challenge Europe powered by AWS Sprint Cup and the GT Challenge Europe powered by AWS, participation in the Official pre-season test days is mandatory with at least one car. The price for one car at Paul Ricard is TBC €. The price for multiple cars is available on request. Please see Article 30.2 and Appendix 4.

f) For all Teams competing in the 24-hour race, either full-season or race-by-race, participation in the Spa Official test day is mandatory with at least one car of each model entered in the Competition. The price is TBC € per car per day; other prices on request. Please see Article 30.4 and Appendix 4.

g) The cost of a one-hour Bronze test is TBC€ per one-hour session. For all Teams entering Bronze drivers in the 24-hour race, participation in the specific Bronze test held before the event will be TBC € per car. The Bronze Test season entry is TBC € for the season. Please see Article 30.7 and Appendix 4.

All test prices given in articles e) – g) above are provisional and will be confirmed in due course.

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 4.4 and Article 11.1 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). 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 Competition they attend at the latest. Failure to sign the Agreement may be reported to the Stewards and the Team in question may be disqualified from taking part in the Competition.

m) A Team is defined as the cars entered under a specific Competitor's licence. A Team may use a Commercial Team name which is different from the Competitor name. No two Teams may use the same Commercial Team name.

n) Cars entered under different licenses may not have similar liveries (that is, overall design theme and layout). Should two Teams have liveries that cannot be easily distinguished by marshals and Officials, they will be requested to make sufficient alterations before the first Competition in which they take part. Within any Team, cars must have easily distinguishable features. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited.

12. PASSES, ACCESS TO THE SITE AND ARMBANDS

Note that the information in this section will be adjusted according to the Protocol in place for any specific event, which will be detailed in the Appendix 1 document for that Event.

12.1 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 Total 24 Hours of Spa.

12.2 Passes

12.2.1

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 Competitions according to Article 5.2 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. Shorts and open shoes are forbidden in the pit lane. 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 Competitions according to Article 5.2 cases A, B and C.

12.2.2

Passes may only be used by the person for whom they are intended and for the purpose for which they have been issued. Any falsification or duplication of passes, or any passes being used by other persons, will result in confiscation of the pass and will result in the Competitor being fined a minimum of €5000 as well as any other penalties from the Promoter and/or the Stewards which can go as far as disqualification.

12.3 Access

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. Team members are restricted to the area of the pit wall opposite their own garage.

Officials and the Promoter's representatives with Full Access passes will have access to any Team areas within the circuit boundaries.

12.4 Armbands

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

- White armbands for car controllers
- Red armbands for mechanics (three per entered car in cases A, B and C, two for D)
- Orange armbands for other Team personnel in the working lane (three per car)
- Yellow armbands issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.
- Blue or Green armbands for the vent man (where applicable)

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 imposed by the Stewards.

13. DRIVER DESIGNATIONS AND CHANGES OF DRIVER

13.1 Driver Numbers and Limits

13.1.1 Cases A and C: for three-hour races and six-hour races

a) Throughout any Competition, no fewer and no more than three drivers may drive one and the same car (except as provided for in b) below)

Drivers must be designated as Driver 1, Driver 2 and Driver 3 before the end of the administrative checks. After this point, no changes may be made to the driver order without the approval of the Stewards.

b) Two-Driver pairs in the GT Challenge Europe powered by AWS Endurance Cup

In the GT Challenge Europe powered by AWS Endurance Pro-Am Cup, GT Challenge Europe powered by AWS Endurance Silver Cup, and GT Challenge Europe powered by AWS 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, who will be considered both Driver 1 and Driver 2 in terms of Qualifying. The car will compete in all three Qualifying sessions.

Case A: Driver 3 may drive a maximum of 60 minutes (extended to 65 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 120 minutes (extended to 125 minutes if a Safety Car or Full Course Yellow period is in operation at the end of the second stint.)

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 the Silver Cup, with two Silver drivers, the Team may choose which driver is both Driver 1/Driver 2 and which is Driver 3, unless this has been specified on the document from the SRO Sporting Board giving permission for the two-driver line-up.

In Am, with two Bronze drivers, the Team may choose which driver is both Driver 1/Driver 2 and which is Driver 3, unless this has been specified on the document from the SRO Sporting Board giving permission for the two-driver line-up. 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.

13.1.2 Case B: Total 24 Hours of Spa

In the GT Challenge Europe powered by AWS Endurance Pro Cup, no fewer and no more than three drivers may drive one and the same car. In all categories except for the GT Challenge Europe powered by AWS Endurance Pro category, no fewer than three drivers and no more than four drivers may drive one and the same car.

Drivers must be designated as Driver 1, Driver 2, Driver 3 and Driver 4 before the end of the administrative checks. For cars competing with only three drivers, there will be no Driver 1.

After this point, no changes may be made to the driver order without the approval of the Stewards.

13.1.3 Case D: for events with two or three one-hour races

Throughout any Competition no fewer and no more than two drivers may drive one and the same car (except as provided for below)

For each car, the Team Manager of each Team must designate the "Driver 1" and the "Driver 2" for each Competition before the end of the administrative checks. The following rules will apply :

- When both drivers have the same FIA Driver Categorisation, the Team may choose Driver 1 / Driver 2
- When one driver is Platinum and one is Gold, the Team may choose Driver 1 / Driver 2
- In all other cases, Driver 1 will be the driver of lower category according to the FIA Driver Categorisation.

In all cases, the Team must confirm Driver 1 and Driver 2 before the end of the administrative checks. After this point, no changes may be made to the driver order without the approval of the Stewards.

Drivers holding an International Special Abilities Licence or equivalent international licence for drivers with disabilities may be allowed to race alone in any Cup. In this case, the driver in question would be both Driver 1 and Driver 2. The driver will 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 on a case-by-case basis and will be given by the SRO Sporting Board in writing.

13.2 Driver Changes

- a) During any Competition, a driver may not change from one car to another.
- b) Each driver may only be nominated to drive one car.
- c) A change of driver may only take place before the start of free practice and with the consent of the Stewards.
- d) Any changes in the driver order once published may only be authorised by the Stewards following the submission of a written request from the Competitor. Such an authorisation will only be given in exceptional circumstances or in cases of force majeure. Failure to abide by the declared driving order will be reported to the Stewards 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, who may impose any restrictions, conditions or penalties as they see fit.

13.3 Driving

The driver must drive his car alone and unaided.

14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

14.1 The SRO Sporting Board, Stewards, 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.

14.2 All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the Officials, are posted on the digital notice board for the GT World Challenge Europe powered by AWS.

14.3 All Teams must be connected and are required to monitor the GT Challenge Europe powered by AWS Team Messaging System at all times during each Event.

14.3.1

In any session that a Competitor is participating in, they must monitor the Race Control Team Messaging System from 10 minutes before the session until the end of the session.

Race Control will not respond to enquiries about other Competitors. If a team's car is involved in an incident, an incident report form can be filled in and sent via the Team Messaging Application.

As much detail as possible is required for an incident report form to be looked at by the Race Director and if necessary, to help with the investigation carried out by the Stewards.

Examples of permitted reports to Race Control are:

- a) Any information requested by Race Control or the Race Director
- b) Reports of on-track issues, e.g. contact between cars, passes under yellow. These reports need time, location on track and the specific concern. Vague reports may receive lower priority.
- c) Requests for cars to be released from Parc Fermé conditions (after an incident)
- d) Driver ID transponder issues
- e) Informing RC of pit stop tolerance

There will be a limit imposed on the number of incident reports that can be submitted by a team during a race.

14.4 Any decision or communication concerning a particular Competitor must be given to him as soon as possible and receipt must be acknowledged. The GT World Challenge powered by AWS Team Messaging system may be used to send summons and documents and for Teams to confirm receipt.

14.5 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 2021 frequencies. A radio check will take place at the start of each day and Teams must reply using the GT World Challenge powered by AWS Team Messaging system. 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.

14.6 Radio Communications between Team and Car : if so requested, each Team must provide the Promoter with the radio frequency and access codes used for the communication between the Team and the driver in each car. Each Team will authorise the Official TV production company to use selected recordings of radio conversation between the Team and drivers. Such material may be used without limitation for the television coverage of the event. If necessary, for safety reasons, the Officials of the Event may also listen to the conversations.

15. UNSPORTING BEHAVIOUR

15.1 Any Incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats, inappropriate comments on social media networks or unsportsmanlike behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of the spirit of GT Challenge Europe powered by AWS spirit, which is committed by a Team member or a person under the responsibility of a Competitor, may be reported to the Stewards 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 may be awarded for offences affecting the security of the event or Competition according to the scale below

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

15.2 Competitors are expected to abide by any regulations or instructions issued at any Event in order to maintain cleanliness and safety in the Paddock and Pit Lane. They must endeavour not to waste water, electricity or other resources. Oil and other liquids must not be allowed to drain into the environment and must be deposited in areas designated for that purpose. Tyres must be kept by the Competitor or returned to Pirelli when applicable. Any Competitor failing to abide by these measures will be reported to

the Stewards. The Team will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.

15.3 In particular, the following rules must be followed at any Event :

- Cars may only be parked in the area to which they are assigned and with a valid car pass displayed. Any cars found in the wrong area or without a car pass will be removed and the Team will be reported to the Stewards, where a minimum fine of 1000 € will be imposed. In particular, any attempts to forge or replicate passes or other access documents will be reported to the Stewards and the Competitor will be penalised accordingly.
Cars or vans with Delivery passes may be used for a maximum of 30 minutes within the paddock for delivery purposes. After this time, they must return to their correct parking area.
- Any dangerous actions in the paddock, including excessive speed or circulating in the opposite direction to any given circulation plan may be penalised
- At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisation of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being summoned to the Stewards and the Competitor may be penalised accordingly.
- Teams and Competitors must ensure that all their team members and personnel within their entourage comply fully with any specific medical or safety Protocols set in place by the Promoter, Circuit or ASN. Any failure to follow the instructions given will result in the Competitor being summoned to the Stewards and penalties may go as far as disqualification from the event and/or removal of some or all of the Team members or entourage from the venue.

16. INCIDENTS AND SANCTIONS

16.1 "Incident" means any occurrence or Series of occurrences involving one or more drivers and/or Team members, or any action by any driver and/or Team member, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) and which:

- necessitated the stopping of a practice (free, pre-qualifying or qualifying) session or the suspension of a race under Article 47
- 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.

16.2 Any Incidents involving more than one car may be investigated immediately or reviewed after the relevant session or race. Any such Incident which results in at least one of the cars being unable to continue will be automatically placed under investigation.

16.3 a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if drivers and/or Team members involved in an Incident shall be penalised.

b) If an Incident is under investigation by the Stewards, a message informing all Teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit). However, failure to display notification that an Incident has been placed under investigation will not invalidate that investigation or any subsequent decision and/or penalty.

c) If a driver is involved in a collision or Incident (see Article 16.1), and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.

16.4 The Stewards may impose one or more of the following penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident:

- a. A time penalty to be served at the next scheduled pit stop.
- b. A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- c. A stop-and-go penalty or stop-and-go with a prescribed stop time. The driver must enter the pit lane, stop in the penalty zone (for the prescribed stop time where appropriate) and then re-join the race.
- d. A stop-and-go penalty to be taken at the start of a subsequent session, in which case the car concerned may not leave its pit lane working area at the start of the session until the specified penalty time has elapsed.
- e. A drop of grid positions at the driver's next race.
- f. Disqualification of the driver from the next race or Competition of the Series.

16.5 Should any of the penalties under Article 16.4 b) or c) above be imposed and notified after the end of the race, or, for duration races, during the last 10 minutes, at the discretion of the Stewards, Article 16.6 below shall not apply and an additional time penalty of normally a minimum of 30 seconds in case b) and normally a minimum of 35 seconds + the prescribed stop time time in case c) shall be added to the elapsed time of the car concerned. The precise time penalty in respect of case b) and case c) for each Competition, according to the pit lane length, will be notified in a Stewards' Bulletin at the Event.

Fines will normally be imposed for matters relating 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 agreement, speeding in the pit lane during free practice or qualifying, or other items considered by the Stewards to fall under this category. Any sums paid as fines will be placed in the SRO Motorsports Fund as authorised by the RACB further to Article 12.7.3 of the International Sporting Code. Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.3.1.d of the International Sporting Code.

Incidents occurring during free practice may result in a Stop-and-Go penalty during that session or the next session of this nature, of a length to be determined by the Stewards. 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 by the Race Director or Stewards, or a drop of positions on the starting grid, the number of positions to be decided by the Stewards.

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.

In cases of contact between cars of different categories, the Stewards may impose any penalty they consider appropriate to the circumstances, but they will take into account the following guideline penalties:

- a. Contact between two Pros or two Ams with the car re-joining: Drive-through
- b. Contact between two Pros or two Ams with the car unable to re-join: Stop-and-Go 1 minute
- c. Contact between a Pro and an Am (when the Pro is passing the Am) with the Am re-joining: Stop-and-Go 30 sec
- d. Contact between a Pro and an Am (when the Pro is passing the Am) with the Am unable to re-join: Stop-and-Go equivalent to one lap

16.6 Should the Stewards decide to impose a time penalty as provided for in Article 16.4 a. the following procedure shall be applied:

At the driver's next pit stop, the driver must enter the pit lane and stop in his pit stop position under Parc Fermé conditions for the given penalty time. No-one from the Team may touch the car during this period, and the driver may not open the door. Once the time has elapsed, the pit stop according to articles 36-39 may begin. This includes any stop the driver makes whilst an FCY or Safety Car procedure is in operation. Such a penalty will not be imposed if there are fewer than 65 minutes before the scheduled end of the race in the case of Endurance races (article 5.2 cases A, B and C) or after the pit window has opened (article 5.2 case D)

In the case that a race is red-flagged and cannot be resumed before a penalty has been served, the penalty time will be added to the elapsed race time of the car concerned.

Should the Stewards decide to impose one of the penalties provided for in Article 16.4 b or c, the following procedure shall be applied:

a. From the time the decision of the Stewards 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 16.4 c, proceeding to the penalty zone where it shall remain for the period of the time penalty. Unless specified otherwise by the Stewards, Stop-and-Go and Stop-and-Go penalties with a prescribed stop time are to be served in front of the respective Team's pit box. Teams are responsible for ensuring that the car stops for the period notified.

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 or Full Course Yellow procedures have been deployed. The number of times the driver crosses the Line behind the Safety Car or during a Full Course Yellow procedure 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 33.11 c).

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.

16.7 The penalties given in these regulations are guidelines only. The Stewards may impose any penalty or combination of penalties specifically set out in these Sporting Regulations or available to them under the Code which they deem to be appropriate in the event of any breach of regulations. In addition, the Stewards may issue suspended penalties at their discretion.

Nothing in these regulations shall preclude the Stewards 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.

17. BEHAVIOUR WARNING POINTS

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.

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

- reprimand 1 Behaviour Warning Point
- drive-through penalty 1 Behaviour Warning Point
- pit lane speeding 1 Behaviour Warning Point for speeds between 52 km/h and 65 km/h and two BWP over 65 km/h
- 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.

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 Decision of the Stewards or may be the subject of a separate decision.

The number of BWP will be calculated per driver and the following penalties imposed:

- 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 the car in which he is driving, to be applied at the next race.

After these penalties have been imposed and the penalty has been taken, the driver will have 3 Behaviour Warning Points deducted from their score and the remainder will be carried forward to the next Competition in which the driver takes part.

Behaviour Warning Points will be carried forward to the next event.

For each Competition in which the driver participates but gains no additional Behaviour Warning Points, two points will be deducted.

Negative scores will not be taken into account.

By decision of the Stewards, Behaviour Warning Points may be carried over between any rounds of the GT World Challenge powered by AWS.

18. PROTESTS AND APPEALS

18.1 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) which should be paid by bank transfer to the RACB, (IBAN : BE54 3100 2286 4097 - BIC : BBRUBEBB)

The protest fee is €500 (five hundred euros) which must accompany the protest.

18.2 For Competitions run according to Article 5.2 case D, protests lodged after Race 1 may be heard after Race 2.

18.3 In accordance with FIA International Sporting Code Article 12.2.4, appeals may not be made against any element of decisions resulting in the imposition of any of the following penalties:

- Drive-Through or Stop-and-Go penalties (including those imposed during the last laps of a race, or after the race, and converted to a time penalty);
- Time penalties (whether imposed during or after the race);
- Drop of grid positions;
- Cancellation of practice or qualifying lap times (whether imposed by the Race Director or Stewards);
- Behaviour Warning Points.

18.4 Where the Stewards consider that they are able to make a decision during a race without reference to images from any on-board camera, the availability of such images to a competitor after the race will not be deemed to constitute the discovery of a significant and relevant new element in relation to any subsequent petition for review of that decision under ISC Article 14.

19. MANDATORY EQUIPMENT

19.1 Data Acquisition System

All Competitors must use the GT Challenge Europe powered by AWS data acquisition system as defined by SRO and listed in Appendix 7. This system must be used throughout each Competition and must operate correctly at all times during each Competition, with all required data fully recorded and retrievable. It serves exclusively to store the data acquired, which may be checked at any point during any Competition. The weight of the system is included in the minimum weight of the car.

All costs connected with the checking, servicing and updating of the system are borne entirely by the Competitors.

Please see article 27 for all information concerning the use of the Data Acquisition System.

19.2 Incident Camera

The integrated onboard Incident Camera with the GT Challenge Europe powered by AWS data acquisition system must be installed in the car as specified in the installation manual (see Appendix 7) throughout each Competition.

It is the responsibility of each Competitor to obtain the Incident Camera system and to install it in strict compliance with the relevant instructions.

The weight of the Incident Camera system is included in the minimum weight of the car.

The Incident Camera must operate correctly as soon as the car leaves its garage. The GT Challenge Europe powered by AWS Officials may recover the footage after all practice sessions and races. The footage can be used only by the GT Challenge Europe powered by AWS Officials.

The Incident Camera must be installed in a manner such that the camera image shows both the whole steering wheel and the area just ahead of the car (viewed through the windscreen). The Technical Delegate shall be entitled to require modifications both of the camera's position and the angle of view. The Competitors shall bear the related cost. No parts or equipment obstructing the camera's view shall be installed between the camera and steering wheel and the camera and windscreen.

The required memory card shall be provided by SRO and installed by a Datalogger technician during Initial Scrutineering at each event. He will also seal the memory card slot before the first Free Practice begins. It shall be the Competitors' responsibility to keep the seal in place and intact until the end of the Parc Fermé after the last race at each event. Only Scrutineers may remove memory cards at any time

before, during or after any Event. Competitors must not attempt to access or interfere in any way with the Camera or Memory Card at any time.

For races according to Cases B and C (races of 6 hours and longer) special instructions will be given in the Supplementary Regulations in order to ensure the data cards are changed during the race.

19.3. Transponder

Each driver must use the driver timing transponder specified by the Promoter throughout the Competition. 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.

To ensure that the proper driver is shown at all times, the driver ID must not be changed before the car is stationary for a pit stop and must be correctly changed before the car crosses the pit exit loop.

Teams are responsible for making sure the correct driver is shown at all times on the timekeeping system.

If an incorrect driver ID is recorded at pit entry or pit exit, a penalty may be imposed by the Stewards.

Please see Appendix 7 for details of the compatible Transponders.

19.4 Lumirank

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. Please see Appendix 7 for further details.

19.5 GPS

Competitors will be required to install a data unit in each car for the purpose of transmitting GPS positioning data to the timekeeping system. 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 works correctly at all times during the sessions. Any such data may be used by Officials to inform any investigations or decisions. Failure to use the GPS correctly may result in a penalty from the Stewards.

Should any car be involved in a serious collision, Teams are required to return the GPS box to Swiss Timing for checks.

19.6 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 the pit stops in all sessions and races and must be working correctly at all times. The date and time on the Pit Gantry Camera must be set up correctly.

Option 1 :

When requested, the data cards must be deposited by each Team in the box designated for this purpose within 10 minutes of the end of the session, so that they can be examined by the Pit Lane Officials. Cards will be distributed at the start of every Event by the Pit Lane Officer and must be handed in at the end of the Event. Infractions may be reported to the Race Director or the Stewards. Failure to provide the images or to deposit the card may result in a penalty. Appendix 10 applies.

Option 2 :

According to the terms of the Safety Protocol in place for the Event, Competitors may be required to upload the images from the pit gantry cameras after each session or after each pit stop, as notified on the Team Messaging Application. Failure to upload any such data when requested will be reported to the Stewards.

19.7 Onboard Driver-facing Safety Cameras

For safety reasons, Competitors must install an additional onboard Camera integrated with the GT Challenge Europe powered by AWS data acquisition system which must be installed in the car as specified in the installation manual (see Appendix 7) throughout each Competition, and which will be facing towards the driver, so that the seat belts can be clearly seen.

It is the responsibility of each Competitor to obtain the Onboard Safety Camera system and to install it in strict compliance with the relevant instructions. The weight of the Onboard Safety Camera system is included in the minimum weight of the car.

The camera must be switched on whenever the car is moving. Any infractions may be reported to the Stewards.

19.8 In-car marshalling system

An in-car marshalling system must be obtained by all Competitors and installed in each car in accordance with the instructions given. It will be the responsibility of each Team to rent this unit (see Appendix 7) and to ensure that this is working correctly at all times. The data given by the in-car marshalling light system is not regulatory but is for information purposes only. Irrespective of the in-car marshalling light system, drivers must always abide by the instructions given by flags and/or light panels around the track.

19.9 Accident Data Recorders (ADR)

An Accident Data Recorder must be used by each Competitor in each car entered for the full season of the GT Challenge Europe powered by AWS or for the full season of the GT Challenge Europe powered by AWS Endurance Cup. The Competitors are responsible for obtaining this Recorder according to Appendix 7 and installing it in each car in compliance with the relevant instructions. It must work at all times during the sessions. 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 and can be requested by them at any time.

19.10 Lifting Bars

As lifting bars are used to recover those cars which have suitable holes in their roof panels in accordance with their homologation, these holes must be identified and covered in accordance with appendix 13. Any car found to have non-compliant coverings, in particular when marshals are attempting to recover the car, will be reported to the Stewards.

19.11 Tyre Pressure Management System

All cars must have a Tyre Pressure Management System installed, connected to the data logger and properly calibrated. Any failure to do so will be reported to the Stewards.

19.12 Fuel Sensor

All cars competing in the GT Challenge Europe powered by AWS Endurance Cup must have a suitable fuel sensor installed, in order to measure the time that the fuel nozzle is connected. The Competitors are responsible for obtaining this Recorder according to Appendix 7 and installing it in compliance with the relevant instructions. It must operate correctly at all times during the sessions. In the case of a failure confirmed by the Technical Delegate, the Pit Gantry Camera may be used to confirm the connection time.

19.13 XML Data Feed

The Promoter will make an XML data feed available by cable in the pit lane during the Events only. This will not be available during any official test days or test sessions. The data provided remains the property

of SRO Motorsports Group Ltd, and is for internal use by the Competitors only. No commercial use may be made of the data, and no distribution of the data may take place without specific written permission from SRO.

19.14 Sporting Package

A team must purchase a Sporting Package for each car entered, which covers the rental of items such as the Driver Display, the Accident Data Recorder and the Lumirank panel, as well as the live data feed and the team messaging system. Please see Appendix 7.

20 DRIVING STINTS AND PIT STOPS

20.1 For Competitions run according to Article 5.2 A, B and C (Endurance), two different restrictions on the length of refuelling during a pit stop will be imposed. There will be a minimum refuelling connection time applicable to some pit stops and a maximum refuelling connection time applicable to others.

For both mandatory pit stops in Case A, and for all refuelling pit stops during Cases B and C (with the exception of 'short' refuelling stops provided for below) a set minimum refuelling time will be issued for each Competition in a Bulletin from the Stewards. This will be the minimum time that the fuel nozzle must be connected to the car during such pit stops.

For 'short' refuelling stops during Cases B and C, a maximum refuelling time will be issued for each Competition in a Bulletin from the Stewards. This will be the maximum time that the fuel nozzle may be connected to the car during any such pit stops. This time will be determined in the BOP for the Event and may differ for various brands of cars.

Driver changes may take place during refuelling. Once the refuelling time (dependant on the type of pit stop) has passed, tyre changes and other operations may take place.

Any car which fails to abide by the minimum or maximum fuel connection time (as appropriate) will be given a penalty of a minimum of a stop-and-go for the first offence, a stop-and-go of a duration equal to the missed or exceeded refuelling connection time for the second offence and a penalty to be decided by the Stewards for any further offences.

There will be a one-second tolerance on the minimum refuelling time which may be used once in Case A (three-hour race), twice in Case C and four times in Case B. These tolerances may not be aggregated. No tolerance will be allowed on the short refuelling stop.

For pit stops which do not include refuelling, or any pit stops in Case A other than the mandatory ones, there will be no time restrictions.

20.1.1 Should the safety Protocol in place for an Event require changes to the pit stop procedures, these will be detailed in a Sporting Note and/or included in the Appendix 1 document for the Event.

20.2 Driving Stints and Pit Stops – Case A – three-hour races

There will be two mandatory pit stops. During each mandatory pit stop the car must be refuelled in accordance with the minimum refuelling time (see Article 20.1), after which all four tyres must be changed. Except in the case referred to in Article 13.1.1 b), at each mandatory pit stop there must be a change of driver.

The provisional minimum refuelling time for the 2021 season is TBC seconds. This may be amended by Bulletin from the Stewards.

The length of any other pit stops will be free. Teams must notify Race Control via the Team Messaging if a pit stop is not to be considered their mandatory pit stop.

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 during the final lap of a driver's stint. The stint time will be rounded down to the nearest second.

Except in the case referred to in Article 13.1.1 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.

If a driver 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.

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.

20.3 Case B

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

Restrictions (in terms of either a minimum or maximum refuelling connection time) will be imposed in relation to any pit stops which include refuelling, in accordance with Article 20.1. The length of any other pit stops, apart from the mandatory Technical Pit Stop, is free.

The provisional minimum refuelling time for the 2021 season will be announced with the first BOP of the season, with the provisional maximum refuelling time for short stops. Both of these values may be amended by Bulletin from the Stewards or in the Supplementary Regulations for the Event.

Technical Pit Stop

Each car must complete one Technical Pit stop, which must have a minimum duration of four minutes from pit-in to pit out which must be served between the start of the 12th hour (race time 11:00:00) and before the end of the 22nd hour of the race (race time 21:59:59), including during Full Course Yellow or Safety Car procedures. The time at 'pit in' determines the start of the pit stop.

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 as well as any other penalty deemed suitable by the Stewards.

A pit stop of a duration (pit in to pit out) under 3 minutes 55 seconds will be disregarded and the car will be still expected to undertake a full Technical Pit Stop or be subject to the penalty listed above.

Continuous Driving Period

The maximum continuous driving time per driver is three hours 15 minutes, counted from the first time that a driver crosses the pit exit line (or takes the race start) 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 during the final lap of a driver's last consecutive stint. After any continuous driving period of three hours or more, 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 or does not comply with the mandatory rest period.

Driving Stints

a) The maximal duration of a driving stint will be 65 minutes. This will be extended to 70 minutes if the Safety Car is on track or if a Full Course Yellow period is in operation during the final lap of a driver's stint. 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 race 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 stint time will be rounded down to the nearest second.

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 a length determined by the Stewards.

Should either of the above-mentioned penalties be imposed in the last ten minutes or after the end of the race, at the discretion of the Stewards, this procedure shall not apply and the penalty shall be converted to a penalty of 75 seconds to be added to the elapsed time of the car concerned in the case of a drive-through penalty or the penalty time plus 80 seconds for 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 Competition.

d) All time spent between crossing the pit entry and pit exit lines whilst serving a drive-through or stop-and-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, a driver from the Bronze category must be behind the wheel for a minimum of eight hours over the race duration. This time may be shared between the Bronze drivers in the line-up.

Additionally, 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, for one hour during the second six-hour period, for one hour during the third six-hour period and for one hour during the final six-hour period.

Except for force majeure recognised as such by the Stewards, penalties will be given by the Stewards 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. Regardless of his total driving time, only four hours may be counted towards the eight-hour minimum time.

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 race, as well as for a maximum of two hours in the first six hours of the race, a maximum of two hours during the second six-hour period, a maximum of two hours during the third six-hour period and a maximum of two hours in the final six-hour period. Except for force majeure recognised as such by the Stewards, penalties will be given by the Stewards to any Competitor failing to abide by this restriction.

20.4 Case C: for 6-hour races

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

Restrictions (in terms of either a minimum or a maximum refuelling connection time) will be imposed on all pit stops including refuelling, in accordance with Article 20.1. The length of any other pit stops is free.

The provisional minimum refuelling time for the 2021 season is TBC seconds. The provisional maximum refuelling time for short stops is TBC seconds. Both of these values may be amended by Bulletin from the Stewards or in the Supplementary Regulations for the Event.

The total maximum time per driver is 140 minutes (two hours and twenty minutes) except in the case referred to in Article 13.1.1 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.

For cars according to Article 13.1.1 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 Board. In all cases, there must at least be one driver change during the race.

Driving Stints

a) The maximal duration of a driving stint will be 65 minutes. This will be extended to 70 minutes if the Safety Car is on track or a Full Course Yellow period is on operation during the final lap of a driver's stint. 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 stint time will be rounded down to the nearest second.

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.

Should either of the above-mentioned penalties be imposed in the last ten minutes or after the end of the race, at the discretion of the Stewards, this procedure shall not apply and the penalty shall be converted to a penalty of 60 seconds to be added to the elapsed time of the car concerned in the case of a drive-through penalty or the penalty time plus 65 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 Competition.

d) All time spent between crossing the pit entry and pit exit lines whilst serving a drive-through or stop-and-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.

20.5 Case D for Competitions with two or three one-hour races.

20.5.1 A mandatory pit stop is to be carried out during each of the races. The car must cross the pit entry line from 25:00:00 after the Official start of the race until 34:59:99 after the Official start of the race.

a) Should a car perform its mandatory pit stop having entered the pit lane before 25:00:00 or after 34:59:99 it will be reported to the Stewards who will impose a minimum penalty of a stop-and-go.

b) Except for single-driver cars, a driver change must take place during the mandatory pit stop. Only one driver change may take place during each race.

c) All four tyres must be changed during the mandatory pit stop.

20.5.2 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. The pit window will be opened immediately after the green flag is shown at the end of the SC or FCY period. 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.

20.5.3 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, the start time of which will be given in terms of the time remaining in the race. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

20.5.4 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.

20.6 Pit Stop Time for Sprint Races

A minimum pit stop time will be imposed for the Pro-Am and Sports Club Categories for Sprint races. The pit stop time will be issued for each Competition in a Bulletin from the Stewards. Any car whose pit stop time is less than the given time between pit in and pit out will be given a penalty by the Stewards.

For single-driver cars according to Article 13.1.3, 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 at each Competition.

20.7 Amendments to driving stints and pit stop times

If the circumstances so require, the Stewards may adjust minimum or maximum driving times, or pit stop times, at their discretion at any time during any competition.

21 NUMBER OF CARS ALLOWED TO PARTICIPATE

The maximum number of cars allowed to take part in practice and to start any 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 Competition, 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 GT Challenge Europe powered by AWS
- 4) any other criteria decided by the SRO Sporting Board.

The criteria laid out in article 11.1 must also be taken into account.

22 LIVERIES – NUMBERS – GRAPHICAL CHARTER

22.1 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 GT Challenge Europe powered by AWS during the season and may not be reused by another Competitor. The number 1 will be reserved in priority for the winning Team from the GT Challenge Europe powered by AWS from the previous season; should this Team not request the number 1, the Promoter may allocate it to the Overall Team Champion from the GT Challenge Europe powered by AWS Sprint Cup or GT Challenge Europe powered by AWS 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. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited.

Additionally, each car must carry its race number on the rear of the car. The numbers will be provided by the Promoter.

22.2 For Competitions with night running, including those run according to Article 5.2 cases B, numbers on the doors must be backlit. See Appendix 3.

22.3 The third race number may be placed either on the roof or the bonnet depending on the Team's preference. This choice must be notified to the Promoter.

22.4 If it is impossible to identify a car from its numbers by day or by night, it may be stopped by the Race Director or the Clerk of the Course.

22.5 Each car and driver must adhere to the Promoter's Graphical Charter for each Competition in terms of the decoration of the car, driver overalls, pit garage and Team clothing, as well as the restrictions noted in Article 11.3 k). Any infractions will be reported to the Stewards. Please see Appendix 3.

22.6 Each car and driver must adhere to the Pirelli Graphical Charter issued before the start of the season. Any infractions will be reported to the Stewards. Please see Appendix 3.

23 ADMINISTRATIVE CHECKS

23.1 At each Event, the ASN will check the licences of all Competitors and drivers, who must sign on at the time and place mentioned on the Official Timetable, as well as signing any waivers requested by the ASN and approved by the Promoter. All competitors and 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. Any driver or Team who is unable to attend at the given time must inform the Stewards in writing.

The Organiser will ensure that he has a copy of the licences of all the drivers and Competitors taking part in the Competition. The list of Competitors and drivers and cars allowed to take part in the Competition will be published before the start of the Free Practice Session. Teams and Drivers who are not in compliance with Article 22.5 will not be listed.

Please note that these procedures may be amended due to the Safety Protocol and in this case, the instructions given in the Protocol or in the Appendix 1 must be followed.

23.2 No Competitor, Driver or other person concerned with an Automobile can be required to sign any waiver or other document unless this requirement is stated in the regulations.

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

24 SEAN EDWARDS FOUNDATION TEST

All drivers taking part in the GT Challenge Europe powered by AWS Series must complete the Sean Edwards Foundation assessment test before taking part in their first Competition of the season. Furthermore, the Stewards may insist that any driver take the test at any point during any event.

Team Managers may be requested to attend various sporting workshops and complete e-learning or online tests.

25 BRIEFING

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 Competition. A physical briefing may be replaced by a video conference.

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

Except for force majeure, any absence may result in a penalty from the Stewards 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)

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.3.1.d of the International Sporting Code.

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

Additional briefings for Bronze and inexperienced drivers may be organised and will be specified in the Appendix 1 for the Competition and the Official Timetable of the Event. Attendance by the relevant drivers is mandatory.

Any driver seen to be operating or reading a mobile device (phone, tablet etc) during the briefing for any purpose other than taking a photo of the presentation will be deemed absent and will be reported to the Stewards.

26 SCRUTINEERING

26.1 Each Competitor must have all documents required by Article 3.6, 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 front, rear and from each side of the car.

26.2 Competitors must present a technical passport (with first pages completed and pictures added) and homologation form for each of their cars entered in the Competition. The technical passport will be established the first time a car is presented for Scrutineering.

26.3 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.

26.4 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 the responsibility of 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.

26.5 Any breaking of a seal during the event must be requested in writing, and approved by, the Technical Delegate.

26.6 For Endurance Competitions, 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 Competition, and accessible for measurement and sealing. The refuelling tower must comply with FIA Appendix J art 257A and Article 35.

26.7 All drivers competing in the GT Challenge Europe powered by AWS Series must use a helmet, which meets the FIA Standard 8860-2004, 8860-2010, 8860-2018 or 8860-2018-ABP (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 meet the FIA Standard FIA 8856-2018 or FIA 8856-2000. Helmets and clothing must pass Scrutineering before the first time any driver takes part in a round of the GT Challenge Europe powered by AWS 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 22.5 and Article 11.3 k).

26.8 At any Competition including Refuelling in the pit lane (according to Article 5.2 Cases A, B and C), the safety equipment of the refuellers (helmets, overalls etc) must be checked by the ASN before the car is allowed on track.

26.9 The Official Series and sponsors patches provided by the Promoter must be stitched or embroidered on the drivers and mechanics overalls in accordance with ISC Appendix L Chapter III Article 2. Any breach of this Article may lead to sanctions imposed by the Stewards.

26.10 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.

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.3.1.d of the International Sporting Code.

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

26.12 The Scrutineers may:

- a) check the eligibility of a car or of a Competitor at any time during an Event and may conduct checks without prior request from the Race Director or Stewards.
- 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 should the car return to Parc Fermé under its own power, and 2.5 kg should it be brought back by circuit equipment or marshal's intervention. The 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 ISC Appendix J and in Article 4.1 1 b), and modifications throughout the season 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 the season 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 accuracy of the information entered on the technical passport for each Competition 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 must also be entered in the technical passport. The diameter must be engraved on the restrictor. It will be the responsibility of the Competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

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

26.14 At the end of the qualifying practice sessions 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.

26.15 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 before taking part in any further track session.

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

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

26.18 The Stewards will publish the Scrutineers' findings each time cars are checked during the Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.

26.19 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.

27 DATA LOGGER & ECU

27.1 A data-logger with additional sensor must be installed in all cars at all Competitions in accordance with article 19.1. SRO Data Technicians will check all data loggers prior to 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. The data-logger must be fitted with the interface for the Timing GPS module.

27.2 The data-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 2021 SRO Official BOP test or those collected during other tests and races with the current BOP decisions.

27.3 Only the Data cards supplied with the Data Logger or by the data technician are authorised to be used during any Event.

No data, memory cards or similar storage media shall be extracted or removed from the datalogger system during the event. This can only be done by the data technicians or Scrutineers working for the Technical Delegate. The removal, extraction or manipulation (manually, electronically or in any other

form) of data or memory cards or similar storage media or the data logger will be reported to the Stewards.

Data cards and any other component of the Data logging system may be sealed at any time.

27.4 Information on the installation and use of the data logger is given in Appendix 12.

27.5 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 or appeal will be accepted concerning these controls and removed components. If a case of non-conformity is noted (either during or after any Event), this may be reported to the Stewards.

27.6 The data logger must work throughout each Competition, including during every practice. Controls may be carried out at any time during any Event. Competitors cannot leave any Event before their data loggers have been downloaded or unless the Stewards have given their consent for them to leave.

The failure of the data logger or data card to operate fully and correctly or to record and store for retrieval all required data, will be considered a sporting infringement, and penalties will be imposed by the Stewards.

27.7 The GPS antenna of the data logger must be mounted on the roof and no other antenna can be within 30 cm of this. If needed, the SRO Technical department can require Competitors to remove other antennas from the roof.

27.8 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 Competitions in the Series. Each manufacturer must 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/or any subsequent failure.

28 WEIGHING

28.1 At any time during any Event, the Technical Delegate or Scrutineers may select cars to be weighed.

To identify which driver is on board the car, each driver must 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 and the Technical Delegate.

28.2 Should the weight of a car be less than that specified on the Balance of Performance table for that Competition, the Competitor concerned may be given one of the penalties set out in Article 28.8, save where the deficiency in weight results from the accidental loss of a component of the car.

28.3 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).

28.4 No one other than Scrutineers and Officials may enter or remain in the Scrutineering garage without the specific permission of the Technical Delegate.

28.5 A car must carry an Official television 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 Competition. All cars must be prepared to allow the installation of the camera according to Appendix 9.

28.6 A Competitor may fit one or more personal cameras in the car. Official onboard cameras have priority. 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. The images from any such personal camera may not be presented by the team to the Race Director or Stewards to support any sporting matters. However, if necessary, SRO, the Race Director or the Stewards may requisition the images. The images may not be distributed, shared or uploaded on the internet unless specifically authorised by SRO.

28.7 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, shoes, 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). For drivers competing alone in the Sprint Cup, the driver's weight will be considered as 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. 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 or Sports Club category only, if $W > 85$ then the weight of $W - 85$ may be removed from the minimum BOP weight of the car.

28.8 In the event of any breach of these provisions for the weighing of cars, the Stewards may give any penalty they consider appropriate, up to disqualification from the session or race.

29. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

29.1 Tyre Supply

Only tyres from Pirelli, approved and registered by the Promoter and sold at Series Events, 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 Series Events by the tyre manufacturer specified by the Promoter. They must comply with the specifications determined by Article 29.2. 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 the 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 Series Event, as well as to any other Technical Bulletins received during the season. Any failure to do so may be penalised by the Stewards.

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.

29.2 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

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

29.3 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 a Competition must be marked with an FIA Barcode as identification.
3. Other than in cases of force majeure (accepted as such by the Stewards), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate prior to the end of initial Scrutineering.
4. A used tyre is one that has been registered for a previous Competition 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 Pirelli for checking and re-registration following the process defined by the Promoter and Pirelli. 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.

5. The use of tyres without appropriate identification is strictly forbidden during the whole Competition.

29.4 Tyre-heating devices

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

1. The volume must not exceed 12 m³ and must fit within the Team's allocated area in the paddock.
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.

29.5 Joker Tyres

Each car competing in the GT Challenge Europe powered by AWS Series has an allocation of one joker tyre per Competition, which can be used to replace any tyre which has been damaged or is 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 using the official Joker Tyre form, and must include the reference of the damaged tyre and the reference of the tyre replacing it. The form must be signed by the Race Director and Technical Delegate before submission to Pirelli. If no Joker tyre is requested during a Competition, this joker tyre is considered to have lapsed and cannot be carried over to the next Competition. The joker tyre form must be sent by electronic means (email or team messaging)

29.6 Chassis & Car Number

Throughout the season, tyres are registered to a specific car number, via the barcodes which are allocated by Pirelli.

- 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.

29.7 Tyre limitations for Case A: three-hour races

For each car, at their first round of the season, five sets of new tyres may be registered by the time specified in the Official Timetable and may be used during the Competition.

For subsequent Events, all returning cars competing in the GT Challenge Europe powered by AWS may register four sets of new tyres at the time specified in the Official Timetable which may be used during the Competition. Two sets of used tyres from previous Competitions may be used during Free Practice and Pre-Qualifying.

Teams competing in the Silver, Pro-Am or Am categories of the GT Challenge Europe powered by AWS or the GT Challenge Europe powered by AWS Sprint Cup may, at their first Endurance race of the season, choose between five new sets of tyres or four sets plus two sets of used tyres from Sprint Competitions. This choice must be made by the deadline of orders for the Endurance round in question.

Three sets of new tyres, S1, S2 and S3, must be designated for use during Qualifying. S1 must be used by Driver 1 during Q1, S2 for Driver 2 during Q2 and S3 for Driver 3 during Q3. No other tyres may be used than those designated for each session, unless the session is declared wet and wet-weather tyres are used. Any Team failing to comply with this will be reported to the Stewards.

In case of a puncture or other damage, another tyre from those registered for the Competition may be used to replace it. This replacement must be notified to the Technical Scrutineers.

Cars which are entered as full-season entrants in the GT Challenge Europe powered by AWS Sprint Cup only may choose, at their first Endurance Cup race, to be treated as a new Entrant or a returning Entrant.

29.8 Tyre limitations for Case B

For free practice, pre-qualifying, night practice and warm-up, the number of tyres to be used is free as long as they conform with Article 29.1. Used and marked sets from previous Competitions may be used.

For the qualifying sessions no more than three sets of dry-weather tyres per car may be used, four for cars in the Silver, Pro-Am or Am Cups with four drivers. These tyres must be marked before the start of the qualifying session.

For cars with four drivers, S1 must be used by Driver 1 during Q1, S2 for Driver 2 during Q2, S3 for Driver 3 during Q3, and S4 for Driver 4 during Q4. For cars with three drivers, Driver 1 and S1 will be void, and S2 will be allocated for Driver 2, S3 for Driver 3, and S4 for Driver 4. No other tyres may be used than those designated for each session, unless the session is declared wet and wet weather tyres are used.

In case of a puncture or other damage, another tyre from those registered for the Competition may be used to replace it. This replacement must be notified to the Technical Scrutineers.

One set of new tyres (Set 0) purchased at the race will be marked specifically for the Superpole and a separate barcode list will be issued for this set.

For 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 Endurance Competitions only.

29.9 Tyre limitations for Case C: 6-hour races

For the 6-hour race, for returning cars competing in the GT Challenge Europe powered by AWS or GT Challenge Europe powered by AWS Endurance Cup, eight sets of new tyres may be registered at the time specified in the Official Timetable and may be used during the Competition. Used tyres from previous events may be used during Free Practice and Pre-Qualifying. For new Competitors, or for cars competing in the GT Challenge Europe powered by AWS Sprint Cup only, ten sets of tyres may be marked at the time specified in the Official Timetable and may be used during the Competition.

Three sets of new tyres, S1, S2 and S3, must be designated for use during Qualifying. S1 must be used by Driver 1 during Q1, S2 for Driver 2 during Q2 and S3 for Driver 3 during Q3. No other tyres may be used than those designated for each session, unless the session is declared wet and wet weather tyres are used. Any Team failing to comply with this will be reported to the Stewards.

In case of a puncture or other damage, another tyre from those registered for the Competition may be used to replace it. This replacement must be notified to the Technical Scrutineers.

29.10 Tyre Limitations for Case D

29.10.1 Events with two Races

a) Full-Season entrants in the GT World Challenge Europe – Pro Category

	First Event
New Tyres to be used throughout the event	4 sets S1-S2-S3-S4
Carryover to be used in FP / PQ only	2 sets S5 - S6
Bronze/Silver	S7 optional

b) GT World Challenge Europe Sprint Cup full-season entrants (not competing in Endurance)

	First Event	Subsequent Events
New Tyres to be used throughout the event	6 sets S1-S2-S3-S4-S5-S6	4 sets S1-S2-S3-S4
Carryover to be used in FP / PQ only	No	2 sets S5 – S6
Bronze/Silver	S7 optional	S7 optional

c) Race by Race entrants at their first race only. For further races, see a) or b).

	First Event
New Tyres to be used throughout the event	6 sets S1-S2-S3-S4-S5-S6
Bronze/Silver	S7 optional

Notes :

- 1: Full-Season entrants in the GT World Challenge Europe in the Pro-Am/Silver/Am Categories, or who are in Pro in the Endurance Cup but Pro-Am or Silver in the Sprint Cup, may choose between options a) and b) above for the first Sprint race of the season
- 2: All quantities given are the maximum. Competitors do not have to take all the possible tyres.
- 3: Full-season Competitors in the Endurance Cup taking part in their first Sprint Cup event as a race-by-race competitor may choose between options a) and c) for their first event.

29.10.2 Events with Three Races

The number of tyres and their usage will be determined by a Bulletin from the Stewards

29.10.3 Silver/Bronze Tyres

For cars with two drivers including a Bronze or Silver driver, an additional set of new tyres (S7) may be purchased as shown in the tables in article 29.10.1 to be used only by the Bronze or Silver driver during Free Practice (Free Practice 1 for events with three Races). This set may not be used at any other time during the Event. However, it may be used as S5 or S6 at subsequent events.

29.11 Tyre Limitations for Wet Weather Tyres

There is no limitation on the number of wet-weather tyres that can be used during any Competition.

For free practice, pre-qualifying and qualifying, wet-weather tyres may be used only after the track has been declared wet by the Race Director, his Deputy or the Clerk of the Course.

For the race, the use of wet-weather tyres is free.

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

Any infractions will be penalised by the Stewards.

29.12 Camber and Pressure

Values for the Maximum Camber and Minimum Pressure of tyres may be issued or modified during any Event and monitored at any time.

In particular, the maximum negative value for the camber of both rear wheels of the car may be monitored in static condition anytime during the event, including in parc fermé after qualifying and the race(s), and must not exceed -3.5° . This figure may be altered for any race, in particular should there be any changes to the circuit configuration. Any such changes will be announced before the Event but values may be further modified by Stewards' bulletin during an event.

Any car failing to abide by these values will be reported to the Stewards, who will give any available sporting penalty, including a stop-and-go penalty to be taken at the start of the next session, cancellation of times during qualifying or a time penalty after a race.

29.13 Force Majeure

In cases of force majeure and subsequent calendar changes, the precise information concerning tyre use at any particular event will be given in the form of a Sporting Note from the Sporting Board, and may amend or supersede the information on tyre limitations given in article 29.

30 BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING

30.1 Balance of Performance

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 GT Challenge Europe powered by AWS Series.

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

All manufacturers whose cars will be competing in the 2021 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 any 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.

The SRO Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of the Race for cases A, B and C, 120 minutes before the start of Race 1 for case D. Teams will be notified of any such changes during the Event via a Bulletin from the Stewards.

If the Stewards are satisfied that any Competitor or manufacturer has provided information which was misleading or has inappropriately influenced the BOP process or where a Competitor's or manufacturer's subsequent performance is higher than the expected result, they may impose sanctions or penalties before, during or after any Competition.

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.

Cars must comply at all times during each competition with the information and instructions given in the Balance of Performance document for the relevant category of Track, the current version of which will be validated by the Stewards for each Competition via a Bulletin.

30.2 Official Test Sessions

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 GT Challenge Europe powered by AWS Series, the GT Challenge Europe powered by AWS Endurance Cup and GT Challenge Europe powered by AWS Sprint Cup are obliged to be present in the first Official testing session with at least one of the cars they intend to enter in the season. Except for Teams receiving derogation in writing from the SRO Sporting Board, failure to attend will be reported by the SRO Sporting Board to the Stewards for the first Competition of the season for Sprint and/or Endurance Competitions, and may result in a penalty. Any additional Official testing sessions before the start of the season will be non-mandatory.

30.3 Official Paid Test Sessions

Additional paid private testing sessions may be authorised by the Promoter before certain events. Any such official paid test sessions will be open to all Competitors but will not be mandatory. These sessions will not be considered as part of the Event. Please see Appendix 4 for the provisional schedule.

There will be no limitations on the number of tyres for these event test sessions, but they must be in conformity with the principles laid down in article 29.1, namely either new tyres or used tyres from previous events of the GT Challenge Europe powered by AWS Series. Tyres used during these sessions may not be marked for use during an Event.

The price per car and the instructions for any such tests will be made available before the relevant Event. Test sessions organised by Curbstone do not constitute Official tests, and they will be subject to the same testing deadlines as other private tests.

30.4 Spa Official Test Session

An Official test session will be organised by the Promoter before the Total 24 Hours of Spa. This session will be mandatory for all Competitors, except for Teams receiving a derogation in writing from the Promoter.

30.5 Official test sessions (mandatory or non-mandatory) will not be regarded as being part of any Event or Competition, and drivers and cars which are not registered for the Series may be permitted to take part at the sole discretion of the Promoter.

30.6 Bronze Tests

Private test sessions reserved exclusively for drivers who have been categorised as Bronze or Bronze* may be organised as part of a Series Event by the Promoter.

There will be no limitations on the number of tyres for these private sessions, which must be new tyres in conformity with the principles laid down in Article 29 or used tyres registered at a previous GT Challenge Europe powered by AWS Competition. Tyres used in the Bronze Test may not be used in any other session.

Requests to take part in the Bronze session must be registered by the deadline given at each event. The cost per car for a one-hour Bronze test session during the GT Challenge Europe powered by AWS Endurance Cup Competitions (except for Spa) is 900 € excl VAT. The full-season cost per car (4 events) is 5000 € excl VAT (all prices provisional).

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 the Silver Cup or the Pro-Am Category, 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 or official test session, in any car whatsoever, in a track configuration including the majority of the corners used for the Competition. Permission will be given on a case-by-case basis by the SRO Sporting Board.

30.7 Case B Bronze Test

A specific Bronze Test will be organised for the Total 24 Hours of Spa. This session will be open to all Bronze drivers as well as any Silver drivers competing in the Silver Cup, Pro-Am or Am who have never previously driven at Spa in race conditions. The price will be TBC per car. The Test may include a briefing and may include training sessions or track walks. Participation in this test is highly recommended but is not mandatory. The SRO Sporting Board may insist on the participation of specific drivers in this test for safety reasons.

30.8 Hardship Laps

In exceptional circumstances, Teams may request a hardship lap in order to check a car after significant repairs or other issues. Any such requests must be made to the Stewards. If authorised, any such laps will

be scheduled, when possible, at the end of a previous session and will consist of a single lap from pit out to pit in without crossing the timing line.

30.9 Private Testing

Private testing on any circuit which will host a Series Competition is forbidden as from 8 days before the start of the season and until the date scheduled for that event.

Private testing means any testing carried out by any Team entered in the GT Challenge Europe powered by AWS and any driver(s) entered for any event, with GT3 cars homologated by the FIA.

This applies to all full-season entrants in the GT Challenge Europe powered by AWS as well as full-season entrants in the Endurance Cup and/or Sprint Cup.

For race-by-race entrants, the rules on private testing apply as from the deadline of entries before the first round they take part in during the season.

Participation in Competitions counting towards other Championships or Series is not considered as private testing. This includes any official test sessions and all official practice sessions. However, participation in any additional (optional) sessions during these Competitions is not authorised

Exception : participation with a GT3 car in any Series taking place at the Spa-Francorchamps circuit within the two-week period before the start of the Total 24 Hours of Spa is excluded from this authorisation, with the exception of Teams and drivers taking part in any such Series on a full-season basis, or with special derogation from SRO.

Development test sessions organized by the official tyre supplier, Pirelli, are not considered as private testing. Permission will be granted for teams and drivers, nominated by the Car Manufacturer of reference, to take part in any such tests when requested by Pirelli to the SRO Sporting Board.

Drivers competing on a full-season basis in another GT3 series are allowed to test for that series in accordance with its rules for private testing, but must inform the SRO Sporting Board and may face restrictions on official testing or other penalties before the GT Challenge Europe powered by AWS events. Any intention to take part in any such testing must be announced in advance to the SRO Sporting Board.

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 GT Challenge Europe powered by AWS Event. 'Significantly' would normally mean using fewer than half the same corners.

Drivers working as coaches must request permission from the SRO Sporting Board for any activity with GT3 cars at circuits on the 2021 calendar and may be given restrictions on their track time.

Written permission for any testing during the season must be obtained from the SRO Sporting Board.

Any breaches of these rules will be reported to the Stewards at the relevant Competition of the Series. Penalties may go as far as disqualification from that Competition.

31 PROMOTIONAL ACTIVITIES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS

31.1 In order to retain a level of equality between Teams and drivers, the following restrictions apply during all Events:

a. Additional laps with the race cars and drivers entered in the Competition 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.

b. 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. Drivers competing in the GT Challenge Europe powered by AWS Competition may take part in any such activities.

c. Promotional activities with race cars which are not eligible for the GT Challenge Europe powered by AWS Series may be authorised with permission from the Promoter. Drivers competing in the GT Challenge Europe powered by AWS Competition may take part in these activities.

d. There are no restrictions on drivers and Teams competing in other races taking place at the same Event, as long as this does not impact on their participation in the mandatory elements of the main GT Challenge Europe powered by AWS Competition, including briefings, podiums, press conferences etc.

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

31.2 Cars are expected to remain at the track from the time they are scheduled to undergo Scrutineering until the end of the Competition.

Exceptions, as specified in advance by the Promoter, may include Parades, Car exhibitions and Demonstrations taking place outside the circuit or neighbouring areas.

Should a parade be scheduled as part of any Event, any cars not attending will be under parc fermé conditions while the remainder of the cars are absent. Cars not attending any mandatory parades will be reported to the Stewards.

31.3 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 by drivers competing in the Pro category may be reported to the Stewards.

31.4 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 must 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.

32 GENERAL CAR REQUIREMENTS

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 must 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 must 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 must 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, GPS, radio or TV systems.

No equipment may be positioned on top of the pit wall or any adjacent structure, unless securely fixed to the satisfaction of the Officials.

33 GENERAL SAFETY

33.1 Official instructions will be given to drivers by means of the signals set out in Appendix H of the Code. Competitors are responsible for observing and complying with these at all times and must not use flags similar in any way whatsoever to these. At circuits where flag signals are supplemented by light panels/signals, both means of signalling will be deemed to have regulatory value.

33.2 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.

33.3 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.

33.4 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.

33.5 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.

33.6 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 47. 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.

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

33.8 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.

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

33.10 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) deleted during qualifying and may receive a drive through penalty during the race. The Stewards can apply any other penalty available.

At the absolute discretion of the Race Director, a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

Notifications will be for the car, not the driver. During the Total 24 Hours of Spa (Case B) notifications for track limits will be reset every six hours (i.e. after the first 6, 12 and 18 hours of the race).

33.11 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 a Competition, a driver may join the track, including the pit lane and the grid, only after starting the engine alone and unaided, and leaving his 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.

33.12. 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 and Article 26.7.

33.13 A driver coming into the pits must not 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 must 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.

While driving in the fast lane of the pits, the driver must have at least one hand on the steering wheel at all times. He may unplug the radio or disconnect the drinks bottle and other such items but should not be distracted from watching the road ahead while doing any of these things. Tension in the belts may be loosened but the belts must remain in contact with the driver so that they are considered to still be properly restrained in accordance with ISC Appendix L chapter III article 4. The driver's safety harness must be securely fastened before the car leaves the Team's working area but, on exiting the pits, the driver may further tighten the belts or adjust them. Any infractions noted by the pit lane marshals or the driver-facing safety camera may be reported to the Stewards.

For the avoidance of doubt, the dispensation granted under Article 33.13 for the adjustment of safety harness belts does NOT extend to the positioning of belts in relation to the FHR. The driver must ensure that the harness and FHR are correctly positioned before leaving the working area and that the fitting of the harness and FHR meets the standards laid out in the International Sporting Code Appendix L Chapter III Article 5 at all times when the driver is seated in the vehicle either on track or moving in the pit lane.

33.14 Extrication and Recovery exercises may take place before the Competition. Selected Teams will be notified by the Stewards and must make their car available at the stated time.

33.15 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, the pit lane or the pit exit.

33.16 The car's regulatory lighting system must function at all times during each Competition. 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.

33.17 Drivers may not flash their headlights (main beams) 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 Competition will result in a drive-through penalty.

33.18 During any period of mandatory lighting :

In terms of a failure of any part of the obligatory lighting, including the illuminated door panels, the Race Director and/or the Technical Delegate may stop a car using the mechanical flag should they consider that this is causing an immediate safety issue.

Should they consider that the failure is not causing an immediate safety issue, the Team will be informed and they will have to make the repair at the next scheduled pit stop, and will be not allowed to leave until a Scrutineer has given their approval.

The following principles apply throughout any event :

One front headlight not functioning	Repair at next pit stop
Both front headlights not functioning	Mechanical flag to stop
One rear light not functioning	Repair at next pit stop
Both rear lights not functioning	Mechanical flag to stop
One or both direction indicators not functioning	Repair at next pit stop
One stop light / brake light not functioning	Repair at next pit stop
Both stop light /brake lights not functioning	Mechanical flag to stop
Rain light not functioning in rain conditions	Mechanical flag to stop
Number illumination not working	Repair at next pit stop

33.19 The car's headlights, red rear lights and rear rain light 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 Competition 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.

33.20 For Competitions run according to Article 5.2 case B or C, or to any other Competitions with night running, the following additional lights are authorised :

- a maximum of four additional lights are allowed in the front bumper or front fascia. 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 or equivalent which must be approved by the Scrutineers. These may be placed on the roof, on the rear view mirrors, on the windscreen pillar, behind the passenger side of the windscreen or in any other location such as the radiator grille, 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 as identification 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, subject to the same limitation as for flashing headlights in Article 33.17.

33.21 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 12.2. 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)

33.22 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.

33.23 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.

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

33.25 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 Competition.

34 PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION

34.1 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 GT Challenge Europe powered by AWS Series
 - 3) For Sprint Competitions, the Team which is currently leading the GT Challenge Europe powered by AWS Sprint Cup
- For Endurance Competitions, the Team currently leading the GT Challenge Europe powered by AWS 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.

34.2 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.

34.3 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 consultation with the Race Director. No Team may exceed the marked limits with their equipment.

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 during the Event.

34.4 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".

34.5 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 authorisation from the Promoter.

34.6 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.

34.7 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:

First offence: Three hundred euros (300 euros)

Second offence: Four hundred and fifty euros (450 euros)

Third offence: Six hundred euros (600 euros)

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

34.9 Teams must be considerate towards other Series taking part in the same Event. Equipment must not be left outside the garages between GT Challenge Europe powered by AWS sessions. Unless

otherwise indicated by the Organisers or Stewards, garage doors must be left open. Regulations concerning access to pit wall and garage equipment will be clarified for each event.

34.10 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 must not face the oncoming traffic. It must 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 Organisers.

34.11 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. 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. Any further offence will be penalised at the discretion of the Stewards.

34.12 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.

34.13 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.

34.14 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.

34.15 A maximum of five minutes before the start of any practice session or qualifying session, 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.

34.16 It is the responsibility of each 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. Cars must move completely from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop. Cars may only leave the fast lane to move into the working lane a maximum of three pit garages / working areas before their own working area.

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

34.18 During the race, cars may only leave their working area when they are ready to rejoin the race. They must proceed down the pit lane at a suitable pace, respecting the pit lane speed limit. Except for safety reasons, they may not stop in the fast lane, or proceed at low speed.

34.19 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 in 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 out 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, they 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.
- 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) During Qualifying, any car which stops around the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to take part in the rest of the session. This applies even if the car, for any reason, is returned to the Team. Cars which are able to rejoin after external assistance and return to the pit lane via the track may take part in the rest of the session.
- h) During any Race, a car which is removed from the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to rejoin the Race. This applies even if the car, for any reason, is returned to the Team. Cars which are able to rejoin the track after any authorised external assistance and return to the pit lane via the track may take part in the rest of the race.
- i) For the Total 24 Hours of Spa 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.

35 FUEL, FUEL RIGS, FUEL CELL & FUEL CIRCUIT

35.1 Fuel & Fuel Supplier

Total/Elf is designated as the official fuel supplier for the 2021 season and only the fuel purchased according to the method indicated in Appendix 7 may be used by any Competitor at any point during the Competitions, including official test sessions held before and during the season, and official paid test sessions held at an Event. The specification of the fuel is given in Appendix 7. No other fuel is authorized for use in the cars entered in the Competition.

The onus will be on the Competitor to ensure that there are no residual traces of non-approved fuels remaining in tanks/fuel systems at an event.

All fuel used during each Competition must be purchased from Total/Elf on site. Fuel samples will be checked at random. Correlations between the amount of fuel purchased and the kilometres driven on track during the Competition may be analysed.

Any infractions will be reported to the Stewards with penalties which may go as far as disqualification.

35.2 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. Fuel may only be transported in accordance with the paddock regulations in force at each Event.

35.3 Fuel Rigs

Fuel rigs are defined by drawing 252-7 of ISC Appendix J Article 257A and described in article 6 of ISC Appendix J Article 257 A.

Further to Article 6.1.2 of ISC Appendix J Article 257A, 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.

35.4 Couplers

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

The couplers held by the Technical Department are those used during the BOP refuelling test. Only couplers that are the same as those used by the Technical Department can be used by the Teams in the GT Challenge Europe powered by AWS Endurance Cup (see Appendix 11). Teams are reminded that these couplers may not be modified.

In case of any doubts, Teams may ask the Technical Delegate to have their couplers checked.

If requested, a sensor provided by SRO for measuring the amount of fuel must be fitted to the tank. The Competitor must ensure it is functioning fully and correctly throughout each Event.

35.5 Fuel Cell & Fuel Circuit

In accordance with article 6.3 of ISC Appendix J Article 257A, 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.

36 PIT STOPS – GENERAL

Note : Pit stop procedures may be altered by the Safety Protocol in operation at an Event. In this case revised procedures given through a Sporting Note will apply.

36.1 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.

36.2 For any pit stop, cars must stop a minimum of 50 cm from the white line designating the start of the working area.

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.

36.3 Only the car controller and the replacing driver are allowed in the working area before the car has stopped, and a maximum of one lap before the pit stop of the car. If applicable, the Vent man may enter the pit lane shortly before the arrival of the car (see article 37.1)

36.4 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.

36.5 Number of personnel

No more than four mechanics may be in the working lane at any one time.

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.

36.6 Clothing

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. Eye protection in the form of visors or safety glasses is highly recommended for all personnel in the working lane, and mandatory for those wearing armbands.

36.7 Carry-on / backpack compressed air bottles for tyre changes are not permitted. Air bottles 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.

36.8 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. A drop-start system, if installed, may be used on condition that this is used in conjunction with a positive action from the driver. Should no such system be installed, the driver must start the engine from his seat, using only those means available on board.

Other than for tuning or regulating, 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.

36.9 Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance will entail penalties at the discretion of the Stewards, up to the disqualification of the car and driver(s) concerned from the Competition. 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.

36.10 Cars may be placed on skates in the working lane when they need to be moved.

36.11 All personnel in the working lane during pit stops must wear an armband. If not otherwise specified in the regulations, this will be an orange armband. This does not include personnel crossing between the pit wall and the garage.

37 REFUELLING

37.1 Refuelling for 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 35.

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 Competition and a maximum of two independent tanks per garage. 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.

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, and which may not be combined with the air jack. This must be placed by a mechanic with a red or orange armband, who 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 driver may stay in the car, or driver changes may take place, but the engine must be switched off. The car must remain on all four wheels during the whole refuelling process.
- 3) The refuelling of the tower is prohibited while the car is being refuelled.
- 4) Personnel for refuelling:
 - a. 1 Car Controller with a white armband.
 - b. A maximum of 2 mechanics, to include:
 - a) The fuel attendant, identified with a red armband, wearing a helmet with a visor, incapable of being confused with drivers' helmets and homologated to one of the standards recognised by the FIA in Technical List n°25.
 - b) 1 mechanic who 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. Removing a tear-off film is considered to be cleaning the windscreen. No additional mechanics are allowed in the working area during the refuelling period.

As well as the following who are not considered among the working mechanics

- c) 1 'fire' attendant, whose presence is compulsory, standing behind the line throughout refuelling and holding an extinguisher of a minimum capacity of 5 kg ready for use. He is not considered to be one of the four mechanics and as such does not wear an armband. He cannot perform any other activity.
- 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 n°25.
- 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'. The vent man should wear a green or blue armband and is not considered as one of the four working mechanics.
- c. The driver exiting the car may assist the driver replacing him.
- d. A data technician may download data from the car by cable, card or data stick without performing any other task. The data technician does not require an armband.
- e. All other Team members standing in the working area ('working lane', Article 34.4), as defined in the briefing notes at that event and separating the pit from the fast 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.
- f. 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 12.4.

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.

37.2 Refuelling for events run according to Case D

37.2.1 Free Practice, Pre-Qualifying and Installation Laps

During the free practice and pre-qualifying sessions, refuelling is allowed only in the Teams' pit garages with all necessary safety procedures in place. Cars may refuel in their pit garages during the installation laps before proceeding to the starting grid.

37.2.2 Qualifying

Refuelling in the qualifying practice session is forbidden for all cars.

37.2.3 Races – GT3 Cars

For GT3 cars, refuelling is forbidden during the races.

38. TYRE CHANGES

38.1 Tyre changes may be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane, after refuelling, if applicable, has finished and the personnel in charge of refuelling have cleared the working area.

Only ambient air, pressurised, 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.
- Either a mechanic, with an orange armband, or one of the tyre mechanics with a red armband, may bring and connect the air hose to the air jacks. Once the wheels have been changed, either the hose must be removed in order to bring the car down, or the car may be released via releasing the in-car non-return valve. No other systems may be used to bring the car down onto its wheels. For cars using a non-return valve, the air hose may be disconnected as soon as this is in place.
- A maximum of 2 mechanics, clearly identified for the whole procedure wearing red armbands (the same two mechanics must carry out the whole operation, having no possibility to swap their 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, with the engine off.

- They must:

- o bring only one gun onto the working area,
 - o take the new wheels and put the replaced ones inside the pit,
 - o 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. **Note that for Case D, only one wheel may be carried by a mechanic at any time.**
 - o not throw the wheels or drop them,
 - o 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 34.4) 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, add fluids (not fuel) or assist the drivers during the driver change. Removing a tear-off film is considered to be cleaning the windscreen.

- A data technician may download data from the car by cable, card or data stick, without performing any other task. The data technician does not require an armband.
- 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 12.4.

38.2 The car cannot leave the pit working area until all personnel and equipment are no longer in the working area. 'Personnel' includes the tyre and refuelling and other pit stop personnel, but does not include the Car Controller (who has to be in the working zone for the release of the car) or the exiting driver.

39. OTHER OPERATIONS IN THE PITS

39.1 Other operations, including replenishment of lubricants and various fluids, may be carried out on the car when any refuelling and/or tyre changes have finished and personnel in charge of refuelling and 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 39.2 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 36.8.

At all other times, the following apply :

Personnel authorised in the pit lane working area after refuelling and 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 data technician does not require an armband.
- The driver exiting the car may assist the driver replacing him.
- Any other Team members standing in the working area (working lane, Article 34.4) 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 will wear an armband in accordance with Article 12.4.

39.2 Brake Operations or other operations needing access behind the wheels in the pit lane during case B – Total 24 Hours of Spa.

During the tyre changes, the following procedure must be followed :

- 1: Once the refuelling has finished and the refuelling personnel and their equipment have been removed from the working zone, 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 then 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 38.
- 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 39 may take place.

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

40. REPLACEMENT OF MECHANICAL PARTS

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.

Requests for changes which take place before Qualifying may be subject to lower penalties, at the discretion of the Stewards.

41. FREE PRACTICE, PRE-QUALIFYING PRACTICE, QUALIFYING PRACTICE AND WARM-UP

41.1 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.

41.2 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 to take part in the race.

41.3 During the free and qualifying practice sessions and the warm-up if applicable, 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 detailed in Article 34.15. 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.

41.4 Event format for Cases A and C – three 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, 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 race.

Cars with permission to race with two drivers according to Article 13.1.1 b must follow the requirements detailed in that article concerning the designation of Driver 1, Driver 2 and Driver 3, as well as any requirements in the confirmation document from the SRO Sporting Board.

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 using the tyres nominated as S1. The best time for each Driver, which must be within 120% of the best time of the Q1 session, will be considered as T1.
- b) From 0.22 to 0.37 (Q2) all cars driven by 'Drivers 2' will be permitted on the track using the tyres nominated as S2. The best time for each Driver, which must be within 120% of the best time of the Q2 session, will be considered as T2.
- c) From 0.45 to 1.00 (Q3) all cars driven by 'Drivers 3' will be permitted on the track using the tyres nominated as S3. The best time for each Driver, which must be within 120% of the best time of the Q3 session, will be considered as T3.

Important : Driver 1, Driver 2 and Driver 3 must be in accordance with the driver order declared
For cars which set qualifying times in all three sessions, their qualifying time will be the average of T1, T2 and T3 and their Qualifying Ranking (QR) will be 1.

For cars where drivers fail to set a qualifying time in one of the sessions, the qualifying time will be the average of the two remaining times and the car's Qualifying Ranking (QR) will be 2

For cars where drivers fail to set a qualifying time in two of the sessions, the qualifying time will be the remaining time (T1, T2 or T3) and their Qualifying Ranking (QR) will be 3.

For cars which fail to set a time in any of the sessions, their Qualifying Ranking (QR) will be 4 and they will be subject to receiving permission to start from the Stewards, with their respective order determined by the Stewards.

The results of the Qualifying Session will be determined first by QR, and then by the average time set by each car as listed above.

In cases where two or more cars with the same QR set the same average time, the order will be determined by the faster individual time between the cars, set in Q1, Q2 or Q3.

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

- Any car which is pushed into its pit garage during that time will have all its times deleted until that point 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 from the team/pit to the car.
- No blowers or fans may be used on or near the car.

- Skates may be used to move cars in the working lane during or between qualifying sessions but may not be used to put the car into parc fermé at the end of Q3. Should the Q3 session be stopped by a red flag and not resumed, cars which were on skates before the session is declared over must remove the skates to put the car in parc fermé.
- No external batteries may be plugged in.
- Only the following work can take place on the car;
 - o Cleaning windscreens (inside and outside) and mirrors.
 - o Changing tyres.
 - o Changing drivers.
 - o Checking and adjusting tyre pressures.
 - o Engine Fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
 - o Removing dirt, gravel or grass from the radiator.
 - o Adjusting mirrors or other similar adjustments for safety reasons.
 - o Repair of genuine accident damage with the approval of the technical delegate.
 - o Sanitising cockpit & steering wheel in line with Covid-19 procedures.

Should any other work be performed on the car, all times set until that point during the qualifying session (i.e. from the start of Q1 up until that point) will be deleted.

After the completion of Q3, all cars will be immediately under Parc Fermé conditions.

41.5 Event format – Case B : Total 24 Hours of Spa

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

b) There will be one Night Practice session, during which all drivers must satisfy the following criteria, regardless of the times achieved during the pre-qualifying session :

All drivers must complete at least two timed laps from Timing Line to Timing Line during the Night Practice session, not including in and out laps, which must be within 130% of the best time in the session.

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

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

c) There may be one warm-up of a maximum duration of 20 minutes which will take place on the day before the race.

d) There will be one qualifying practice session, divided into four periods with a break between each one and the next. Except for cases of force majeure, recognised as such by the Stewards, 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 race.

All cars competing in the Pro category, as well as those competing in other categories which have chosen to race with three drivers, will compete with drivers 2, 3 and 4 in sessions Q2, Q3 and Q4 only.

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 using the tyres nominated as S1. The best time for each Driver, which must be within 120% of the best time of the Q1 session, will be considered as T1.

- b) From 0.22 to 0.37 (Q2) all cars driven by 'Drivers 2' will be permitted on the track using the tyres nominated as S2. The best time for each Driver, which must be within 120% of the best time of the Q2 session, will be considered as T2.
- c) From 0.44 to 0.59 (Q3) all cars driven by 'Drivers 3' will be permitted on the track using the tyres nominated as S3. The best time for each Driver, which must be within 120% of the best time of the Q3 session, will be considered as T3.
- d) From 1.06 to 1.21 (Q4) all cars driven by 'Drivers 4' will be permitted on the track using the tyres nominated as S4. The best time for each Driver, which must be within 120% of the best time of the Q4 session, will be considered as T4.

For cars which set qualifying times in all the sessions in which they are due to compete (3 or 4 according to category and entry), their qualifying time will be the average of the times (either T1, T2, T3, T4 or T2, T3, T4 for cars with three drivers) and their Qualifying Ranking (QR) will be 1.

For cars where a driver fails to set a qualifying time in one of the sessions, their qualifying time will be the average of the remaining times and the car's Qualifying Ranking (QR) will be 2

For cars where drivers fail to set a qualifying time in two of the sessions, the qualifying time will be the average of the remaining times for cars with four drivers, or the remaining time for those with three drivers and their Qualifying Ranking (QR) will be 3.

For cars with four drivers who fail to set a time in three of the sessions, their qualifying time is the time set in the remaining session and their Qualifying Ranking (QR) will be 4.

For cars which fail to set any qualifying times in any sessions, their Qualifying Ranking will be 5 and they will be subject to receiving permission to start from the Stewards, with their respective order determined by the Stewards.

The combined results of qualifying will be determined first by Qualifying Ranking, and then by the average time set by each car as listed above.

In cases where two or more cars with the same QR set the same average time, the order will be determined by the faster individual time between the cars, set in Q1, Q2, Q3 or Q4.

The top 20 cars according to the combined qualifying results will be eligible for the Superpole session according to the specific regulations listed below.

From the start of Q1 until the end of Q4 the following principles will apply :

- Any car which is pushed into its pit garage during that time will have all its times deleted until that point 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 Q4. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the team/pit to the car.
- No blowers or fans may be used on or near the car.
- Skates may be used to move cars in the working lane during or between qualifying sessions but may not be used to put the car into parc fermé at the end of Q4. Should the Q4 session be stopped by a red flag and not resumed, cars which were on skates before the session is declared over must remove the skates to put the car in parc fermé.
- No external batteries may be plugged in.
- Only the following work can take place on the car;

- o Cleaning windscreens (inside and outside) and mirrors.
- o Changing tyres.
- o Changing drivers.
- o Checking and adjusting tyre pressures.
- o Engine Fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
- o Removing dirt, gravel or grass from the radiator.
- o Adjusting mirrors or other similar adjustments for safety reasons.
- o Repair of genuine accident damage with the approval of the technical delegate.
- o Sanitising cockpit & steering wheel in line with Covid-19 procedures.

Should any other work be performed on the car, all times set until that point during the qualifying session (i.e. from the start of Q1 up until that point) will be deleted.

After the completion of Q4, all cars will be immediately under Parc Fermé conditions.

41.6 Superpole for the Total 24 Hours of Spa

a) Eligible Cars: the first twenty (20) cars in the combined qualifying classification based on the average of the fastest lap set by each driver entered in the car during the Qualifying sessions, 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 average 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 participating in the Superpole but without setting a time in the Superpole will be placed in front of them. Their best average time in qualifying will determine the order of any such cars.

e) One set of new tyres purchased at the race (S0) will be authorised for the Superpole. This set of tyres must be marked specifically for the Superpole and a separate barcode list will be issued for this set. 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 average times set in qualifying.

g) Should the Race Director request it, a specific briefing may 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 must be ready in their working area. Each car will be given a pit exit time starting with the car having set the 20th fastest average time, at one-minute intervals. Each car must 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, which will be equivalent to the time by which the car missed the window, and which will be added to the car's fastest lap.

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, a maximum of two timed laps and one in-lap. The timed laps will start from the first crossing of the timing line on the F1 pit straight. 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, 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. In case of any infractions duly noted, the times in question will be deleted.

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 thirty minutes after the publication of the provisional classification, except for any cars which have been selected for further examination by the Technical Delegate or ordered by the Stewards.

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

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

n) Should two or more drivers set identical times in the Superpole, the fastest average times set in qualifying will determine the order between the cars in the final classification of the Superpole.

o) 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 authorised 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 authorised 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.

p) 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.

41.7 Case D : Event format for Competitions with two or three one-hour races

41.7.1 Free Practice and Pre-Qualifying

There will be one free practice session in events with two races, two free practice sessions in events with three races, each of a minimum of 60 minutes and a maximum of 80 minutes.

There will be one pre-qualifying session 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. There may be Parc Fermé after Pre-Qualifying if so requested by the Race Director or Stewards.

a) Bronze/Silver Session

If there are more than 12 cars entered in the Competition which include at least one driver categorized Bronze or Silver in the line-up, the first half of the Free Practice session (or Free Practice 1 session for Events with three races) will be reserved for drivers who have been categorised as Silver or Bronze, including drivers with derogations as Silver* or Bronze*.

Silver or Bronze drivers who have been given exceptional permission to race alone in accordance with article 13.1.3 will not be authorised to take part in this session.

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 authorised to take part in the session 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 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 Competition, will be reported to the Stewards.

Should fewer than 12 cars be eligible for such a session, then all cars will be authorised to take part in the full session. Only Bronze or Silver drivers may use the S7 set of tyres.

b) Pre-Qualifying

There will be a pre-qualifying session for the races.

In the case that, for any reason, the Qualifying session cannot take place, or Q1, Q2 or Q3 if applicable, are stopped before times can be set, the best time from each driver during the pre-qualifying session will be used to set the grid.

If Q1 is so affected, the best time from Driver 1 will set the grid for Race 1

if Q2 is so affected, the best time from Driver 2 will set the grid for Race 2.

If Q3 is so affected, the second-best time from the starting driver will set the grid for Race 3.

c) Qualifying

No driver may take the start of either Race without completing one timed lap (not including in and out laps) in the relevant Qualifying Session 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 Pre-Qualifying or Free Practice may be authorised by the Stewards to take the start of the race. Permission must be requested from the Stewards for any such drivers in order to be allowed to take the start of the race.

Only in the most exceptional circumstances can a delay or other difficulty on race morning result in a change to the starting time of the races.

41.7.2 Qualifying for Events with Two Races

There will be two 20-minute qualifying practice sessions, Q1 to take place on Saturday and Q2 on Sunday.

Driver 1 will take part in Q1
Driver 2 will take part in Q2
In accordance with article 13.1.3

The fastest time set by each car in Q1 will set the grid for Race 1.
The fastest time set by each car in Q2 will set the grid for Race 2.

41.7.3 Qualifying for Events with Three Races

There will be three 20-minute qualifying practice sessions. The sessions may be separate, or two of the three sessions may be joined with a 10-minute gap between the sessions as follows :

- a) From 0:00 to 0:20 - First session
- b) From 0:30 to 0:50 – Second session

Note that the order of the sessions may be changed in accordance with the timetable.

Driver 1 will take part in Q1
Driver 2 will take part in Q2
For the first three-race event of the season, Driver 1 will take part in Q3
For the second three-race event of the season, Driver 2 will take part in Q3
Driver 1 and Driver 2 will be set in accordance with article 13.1.3.

The fastest time set by each car in Q1 will set the grid for Race 1.
The fastest time set by each car in Q2 will set the grid for Race 2
The fastest time set by each car in Q3 will set the grid for Race 3.

41.7.4 Qualifying

At the latest, all competing cars must be in position in the working area of the pit lane when the qualifying session starts. Throughout each session, they must remain in the pit lane when not on the track.

A qualifying session is defined as starting from the green flag for the start of the first session, until the end of the final session if multiple qualifying sessions are combined into one session.

At no time will competing cars be allowed in their pit garage or the paddock areas until the relevant qualifying session (or combination of sessions) has ended.

The following principles will apply, either from the green flag at the start of the session until the chequered flag at the end for single sessions, or from the green flag at the start of the first session until the chequered flag at the end of the second joined session, including during the gap in between sessions :

- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of the session until the end of the session or combination of sessions. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the team/pit to the car.
- No blowers or fans may be used on or near the car.

- Skates may be used to move cars in the working lane during or between the sessions. However, no skates may be used at the end of the session to move the car into parc fermé.
- No external batteries may be plugged in.
- Only the following work can take place on the car;
 - o Cleaning windscreens (inside and outside) and mirrors.
 - o Changing tyres.
 - o Changing drivers.
 - o Checking and adjusting tyre pressures.
 - o Engine Fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
 - o Removing dirt, gravel or grass from the radiator.
 - o Adjusting mirrors or other similar adjustments for safety reasons.
 - o Repair of genuine accident damage with the approval of the technical delegate.
 - o Sanitising cockpit & steering wheel in line with Covid-19 procedures.

Should any other work be performed on the car, all times set until that point during the Qualifying session (ie from the start of the Session or combination of sessions up until that point) will be deleted. These regulations also apply during any red flag period during Qualifying, unless otherwise indicated by the Race Director or Stewards.

After the end of each qualifying session, all cars will be under Parc Fermé regulations. Except for the cars selected for Scrutineering by the Technical Delegate, they will be placed in their pit garages with the nose towards the pit lane. Skates may **NOT** be used to put the cars in the garages. 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.

41.8 In the event of a driving infringement during any practice session, the Stewards may drop the driver as many grid positions as they consider appropriate. Unless it is absolutely clear that a driver committed a driving infringement, any Incident will normally be investigated after the relevant session. Any determination of breach in this respect, or the consequent penalty imposed, shall not be subject to appeal.

41.9 If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

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

Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties in accordance with Article 41.8.

41.10 The Race Director, his Deputy 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 for recovery of a car. In the case of free practice, he may decline to prolong the practice period after an interruption of this kind, with the agreement of the Stewards.

If any qualifying session or part of a qualifying session (Q1, Q2, Q3, Q4) is interrupted with less than 2 minutes remaining, the Race Director may decide, with the agreement of the Stewards, that the session will not be resumed. This time may be adjusted by Bulletin from the Stewards.

If any qualifying practice session is subject to repeated interruptions the Race Director may, depending on the constraints of the Event timetable and with the agreement of the Stewards, decide that the session will not be resumed.

However, if repeated interruptions to any qualifying session mean that the majority of cars/drivers have not been able to set a qualifying time the Race Director may, if the Event timetable permits it and with the agreement of the Stewards, extend the length of the session by up to 5 minutes to allow further opportunity for times to be set. This time may be adjusted by Bulletin from the Stewards.

Should circumstances arise during any qualifying session where not all cars/drivers have set a qualifying time and for which specific provision is not made elsewhere in these regulations, then the starting order of any cars/drivers which have not set a qualifying time will (subject to receiving permission from the Stewards to start the race) be determined by the Stewards, whose decision will not be subject to appeal.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session deleted (in substitution or in addition to other available penalties).

41.11 Should the qualifying sessions be thus interrupted, no protest or appeal can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

41.12 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. During Qualifying, if a car is brought back to the paddock on a truck or other recovery vehicle it will be placed in parc fermé and will not allowed to take any further part in Qualifying. This applies even if the car is returned to the team.

41.13 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.

41.14 In all qualifying sessions, the driver designations as Driver 1, Driver 2, Driver 3 and Driver 4 must be in accordance with the driver order declared by the Team before the end of Administrative checks. Changes to this order once published may only be authorised by the Stewards in accordance with article 13.2 d). Only one driver may compete in any one qualifying session. No driver may compete in more than one qualifying session. Any changes from the declared order will be reported to the Stewards and the qualifying times may be deleted.

42. STOPPING A PRACTICE SESSION

42.1 Should it become necessary to stop any practice session 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. If red lights are available, these will be switched on as well.

When the red flag is deployed, all cars shall immediately reduce speed to 80 km/h. The cars shall proceed back to the pits (or any other place indicated by the Race Director) with extreme caution and no overtaking .

After a red flag has been deployed, cars may only leave their working area in accordance with Article 34.15.

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

42.2 The fastest lap set so far in the session by the car determined to have been responsible for causing an incident or situation which resulted in a Red Flag may be removed by the Race Director or Stewards.

43. GRID

43.1 Grid for Case A and C : for three-hour and six-hour races

At the end of the qualifying practice, the average time calculated according to the times 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 article 41.4.

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 related offences were committed.

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 average time from each car based on 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 time in free practice or pre-qualifying according to Article 41.2.

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 41.2.

43.2 Grid for Case B : for the Total 24 Hours of Spa

At the end of qualifying practice, the best time set by each driver in 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 accordance with articles 41.5 and 41.6, with precedence given to those cars which qualified for the Superpole.

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. In this case, a Competitor may not appeal the decision of the Stewards.

Should two or more cars set identical average times, priority will be given to the car with the fastest individual time among the drivers of the car.

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 related offences were committed.

Should, for any reason, it be impossible to hold the Qualifying session, or the Qualifying session is curtailed before times have been set, or the Qualifying session is curtailed during or after the end of Q1, the results of the Pre-Qualifying session will be used to set the starting grid.

If any one of the sessions Q1, Q2, Q3 or Q4 cannot take place, the qualifying results will be based on the average time from each car based on 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 time in free practice or pre-qualifying according to Article 41.2.

If two of the sessions Q1, Q2, Q3 or Q4 cannot take place, qualifying will be based on the results of the two remaining sessions. 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 41.2.

43.3 Grid for Case D – Events with two or three one-hour races

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

The grid of Race 1 will be drawn up according to the results of Q1.

The grid of Race 2 will be drawn up according to the results of Q2.

If applicable, the grid of Race 3 will be drawn up according to the results of Q3.

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 related offences were committed.

In case of the impossibility to hold either Q1, Q2 or Q3 if applicable, or should the sessions be curtailed before times have been set, the grid will be set in accordance with 41.7.1 b).

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

43.5 Any driver who has not qualified for a race and who has failed to set a time in either free practice sessions or pre-qualifying at that Competition within 120% of the fastest time in the relevant session may nevertheless be allowed by the Stewards to take part in the warm-up (if applicable) and/or in the race(s). Where such a driver has set a lap time within the 120% limit in a free practice session, pre-qualifying or warm-up during a previous Competition this may be taken into consideration. Should more than one driver be accepted in this manner, the Stewards will determine their grid order. In neither case may a Competitor appeal against the decision of the Stewards.

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

43.7 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 pit lane.

43.8 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.

44. STARTING DRIVERS

44.1 Case A and Case C : for three-hour races and six-hour races

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 request to change the starting driver after the deadline must be submitted to the Stewards, who will decide if the request can be accepted and who may impose a penalty.

Should the starting driver be changed without notification this will be reported to the Stewards 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).

44.2 Case B : for the Total 24 Hours of Spa

Before the time indicated in 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. Should any Team Manager fail to nominate their starting driver by the deadline, the driver setting the individual fastest time in Qualifying must start the race.

44.3 Case D : for events with two or three one-hour races

Driver 1 must take the start of Race 1. Driver 2 must take the start of Race 2.

In events with three races, Driver 1 will take the start of Race 3 in the first three-event race of the season, and Driver 2 will take the start of Race 3 in the second three-event race of the season.

Any unauthorised changes to this order will be reported to the Stewards.

45 STARTING PROCEDURE

45.1 At the time stipulated in the official timetable, 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 Competition according to Article 37.

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 and, if able to do so, must start from the pit lane.

45.2 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 pit lane, 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 signal/board.

45.3 Wheel changes on the starting grid will 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 depending on the Official Timetable of the Event.

45.4 The approach of the start will be announced by signal boards 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 signal.

When the ten-minute signal is given, everybody except drivers, Officials and Team technical staff must leave the grid.

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

After this signal, wheels may only be removed in the pits, except under Article 47.

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.

45.5 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, unnecessarily overtook another car during the formation lap.

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

45.6 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.

45.7 When all cars are lined up side-by-side for the start, the Official Leading Car will reduce the speed of the field to 50 km/h before pulling off the track into the pit lane. From that moment, the car on pole position will be in charge of the speed. The leader must then slowly increase his speed to a maximum of 110 Km/hr by the moment of the start.

During the briefing the Race Director may define a 'Starting Zone' from which point the start can be given. In this case, the cars will only be authorised to race and overtake once they have entered the zone.

Any divergence from the prescribed instructions 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.

45.8 There will be a rolling start as described in the Code. Race timing will commence at the point that the race start signal (green light or other start signal as specified in the Drivers' Briefing) is given. Should an additional formation lap be carried out, Article 45.9 will apply.

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.

The official race start time will be posted on the timing screens by the Timekeepers. All subsequent times in the race (pit stops etc) will refer to this time.

45.9 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.

The car on pole position will set the pace and the cars will continue for another formation lap.

Should such an additional formation lap be carried out, the race timing will commence at the end of the first formation lap.

45.10 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.

45.11 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.
- 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 46.8 will apply.
- d) In certain cases, according to the Supplementary Regulations of the Event or by decision of the Race Director and/or the Promoter, a shortened starting procedure may be stipulated. If decided on site, it will be distributed by Bulletin from the Stewards.

45.12 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting

Regulations relating to starting procedure may result in any penalty up to and including the disqualification of the car and drivers concerned from the Competition.

46. THE RACES

46.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 47)

46.2 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.

46.3 During the race, drivers leaving the pit lane must 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

46.4 Full Course Yellow

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.

A Full Course Yellow period will be deemed to be in operation from the moment a Full Course Yellow countdown is declared on the Team Radio or on the Screen.

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. At this point, all cars must be at 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards, 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 and a penalty may be imposed.

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 on track 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 46.5 and 46.6

46.5 Safety Car

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.

46.6 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 46.7.

46.7 Safety Car Procedure (in accordance with Appendix H of the ISC, article 2.10, varied only in respect of the flag signals shown at the end of the intervention period which will be as detailed below.) 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 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 first 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, the pit lane or the pit exit.

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 the moment the Safety Car switches off its lights, the yellow flags and SC boards (lights) at the marshal posts will be withdrawn. 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, waved green flags with green lights will be shown at the Line only. 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.

46.8. 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.

If the Race Director determines that the race should start behind the Safety Car, the start procedure and countdown may be adjusted to ensure that, as far as is practicably possible, the green lights and, therefore, the race start, will be at the time scheduled in the Official Timetable for the Event.

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 Leading 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.

47. SUSPENDING AND RESUMING THE RACE

47.1 Suspending the race for Cases 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 Race Director / 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, cars must slow to a maximum of 80 km/h and 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 single file and will be placed under Parc Fermé conditions.

The Safety Car will be placed in front of the cars lined up behind the red flag line.

While the race is suspended :

- Driving stints will all stop at the time of the red flag and will resume when the race restarts.
- the length of the race suspension will be added to the remaining time for the race, subject to the approval of the Stewards and the constraints of the Event timetable.
- Only Officials are allowed on the grid
- The drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars
- No driver changes are permitted
- The drivers must obey the marshals' instructions at all times

a) For cars on the grid

All interventions on the cars are prohibited on the grid, unless authorisation is given from race control, who may authorise checks on tyres, covering the car in case of rain and the use of a maximum of two fans to cool the brakes. If authorised, this may be carried out by a maximum of two Team members.

b) Any cars which were in the pits before the signal to suspend the race was given are also under Parc Fermé conditions and all work must stop when the red flag signal is given. Once the three-minute signal is given work may resume on these cars. At any point after the three-minute signal and before the green flag, any such car may move to the end of the pit lane and after the green flag may join at the back of the line of cars behind the Safety Car.

c) Any cars which entered the pit lane after the red flag signal was given must proceed to their working area under Parc Fermé conditions. Once the three-minute signal is given for the race to resume, work may commence on these cars. They may move to the end of the pit lane when the race has been resumed, and may join at the end of the first lap after the race has been resumed. This also includes any cars pushed off the grid after the 10-minute signal.

Special Case D : Should a red flag be deployed during the mandatory pit window, all cars must return to the pit lane, where they will be under Parc Fermé conditions until the Race Director instructs otherwise. The race will be restarted using the race order at the end of the last full lap before the opening of the pit window, with the second driver behind the wheel. Further instructions will be given by the Race Director. On the instructions of the Race Director, cars which have not made their pit stop will be released from Parc Fermé only to change tyres and driver. Should it not be possible to resume the race, the final classification will be that of the race order at the end of the last full lap before the opening of the pit window.

47.2 Suspending the race for 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 Race Director, his Deputy or 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, cars must reduce their speed to 80 km/h and all cars must proceed slowly to the pit lane where they will be in Parc Fermé conditions in front of their garage.

If any cars are already in the pit lane when the signal is given (i.e. they have crossed the pit entry timing loop), they may complete their refuelling and/or tyre change but no further work may take place. As soon as any refuelling and/or tyre changes are completed and all equipment is removed they will be in Parc Fermé conditions.

Any cars which were in the pit lane before the red flag was declared and which have already left their working area to go to the pit exit, or are waiting at pit exit, will, when it is safe to do so, be allowed to leave the pit lane and complete one slow lap of the track at the back of the field to return to the pit lane and their working area, where they will be in Parc Fermé conditions.

The drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars. No driver changes are permitted. The Teams and drivers must obey the marshals' instructions at all times

All interventions on the cars are prohibited, unless authorisation is given from Race Control, who may authorise checks on tyres, covering the car in case of rain and the use of a maximum of two fans to cool the brakes.

The length of the race suspension will not be added to the remaining time for the race. Time spent in the pits during any red flag period does not constitute a technical pit stop. Any car which has commenced a technical pit stop prior to the red flag must cease work until Parc Fermé conditions are lifted in accordance with Article 47.4. The car must then remain in the pit lane until the balance of the 4-minute technical pit stop time has resumed and been completed, commencing from the moment the race resumes behind the Safety Car. Any questions concerning cars which were already in the pit lane before the red flag will be checked by the Race Director after the restart and any unauthorised work will be reported to the Stewards.

All stints will be paused at the time of the red flag and the same stint will resume when the race restarts. The time spent in the pit lane under red flag will not be counted towards the driving time of any driver. The Stewards will take any further decisions about specific driving times depending on the circumstances.

47.3 Resuming the race for 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, Team messaging and Team radio; in all cases at least ten minutes' warning will be given.

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

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

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

A Team may, with permission from the Race Director, remove a car from the grid. In this case, they will be allowed to rejoin the race with the cars according to article 47.1 c).

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

At some point after the three-minute signal, which will depend on the expected lap time, any cars between the 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.

For cars in the pit lane, the information in article 47.1 b) and c) must be followed.

When the one-minute signal is given, engines will be started. 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 all cars are not yet lined up behind it, or the Safety Car may continue until the Race Director decides it is safe to resume the race.

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 cars which were in the pit lane before the red flag (article 47.1 b)) may then enter the track and join the line of cars behind the Safety Car. Cars which entered the pit lane after the red flag (article 47.1 c)) may move to the end of the pit lane after the race has resumed, and rejoin after the first lap behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the 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. During this lap, Article 2.10 of ISC Appendix H will apply.

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.

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

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

47.4 Resuming the race in Case B – Total 24 Hours of Spa

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, Team Messaging and Team radio; in all cases at least ten minutes' warning will be given.

When it is possible to restart, the Race Director will release the cars from Parc Fermé conditions and Team members may assist the driver, check tyres and brakes, bring and connect an external battery only for the purpose of restarting the engine and, if authorised by the Race Director, change the tyres from slick to wet-weather tyres only. At this point other operations in accordance with article 39 may be carried out, but refuelling and changing of tyres except as authorised specifically by the Race Director is forbidden.

Any cars which were in the pit lane before the red flag in order to perform a pit stop must then make their way to the pit exit, where they will be allowed to complete one slow lap and return to the pit lane to their box, where they will be able to rejoin with the other cars at the back of the pack.

Any cars which need to undergo repairs may, at this point, begin the repairs. Brake operations are not permitted.

A document will be issued giving the restart order based on the last passing of the Line before the Red Flag was declared. The marshals will call forward the cars to leave the pit lane in order, and they must continue to the grid. The line used for the restart will be the one that is 265 m further than the Line (finish line).

Once all the cars which are ready to rejoin have left the pit lane, the pit lane will be closed. Any cars remaining in the pit lane will only be able to join at the back of the grid after the race resumes.

Once the cars are on the grid, they must follow the orders given by the marshals and the Race Director, and will proceed to a Safety Car start.

The race will be resumed behind the Safety Car in accordance with Article 46.8 when the green lights are illuminated. The Safety Car will enter the pits after one lap unless all cars are not yet lined up behind it, or the Safety Car may continue until the Race Director decides it is safe to resume the race.

Any cars which were still in the pit lane may join behind the field when it has passed the pit lane exit behind the Safety Car

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

47.5 A car which is judged by the Race Director and/or the Stewards to have been responsible for causing an incident or situation which resulted in a Red Flag may be given a penalty up to and including disqualification from the Race.

48. FINISH

48.1 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.

If the leader is stopped, the signal will be given as soon as the next-best placed car crossed the line (Article 5.3).

48.2 Should for any reason (other than under Article 47) 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.

48.3 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.

49. PARC FERME

49.1 Only those Officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such Officials. Pirelli representatives, listed on a Stewards Bulletin, may enter Parc Fermé in order to check tyre pressures.

49.2 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.

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

49.4 Unless otherwise specified, the Parc Fermé will normally last for a maximum of one hour from the chequered flag for any qualifying session or the race(s). After this time, any cars which have not been chosen for further examination by the Technical Delegate or ordered by the Stewards will be released by way of an official communication from the Race Director or Stewards via Team Radio and/or the Team Messaging application.

49.5 Requests for early release from parc fermé after qualifying or the race(s), due to exceptional circumstances, must be submitted in writing to the Stewards. For races, these requests will only be considered if the car is not, or will not be, classified.

50. CLASSIFICATION

50.1 The car placed first will be the one having covered the greatest distance in the scheduled time. All cars will be classified (subject to article 50.3) 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.

For the purposes of this article only, the scheduled time means the period from the Official race start time up to and including the showing of the end-of-race signal in accordance with Article 48.1.

50.2 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.

50.3 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.

50.4 The final classification will be published and posted by the Organiser on the Digital Notice Board 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.

51. PODIUM CEREMONY AND PRESS CONFERENCES

51.1 There will be a podium ceremony after every race. Where there are at least six cars entered in a category or Cup and at least three cars finishing, 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 six cars entered or fewer than three cars finishing in a Category or Cup, but more than one, 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 GT Challenge Europe powered by AWS Endurance Am Cup
- 2: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Pro-Am Cup
- 3: 1st, 2nd and 3rd, GT Challenge Europe powered by AWS Endurance Silver Cup
- 4: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Cup Overall

Case B

- 1: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Am Cup
- 2: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Pro-Am Cup
- 3: 1st, 2nd and 3rd, GT Challenge Europe powered by AWS Endurance Silver Cup
- 4: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Cup Overall
- 5: Coupe du Roi

Case D – Race 1, Race 2 and Race 3 if applicable

- 1: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Sprint Cup – overall
- 2: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Sprint Pro-Am Cup
- 3: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Sprint Am Cup
- 4 : 1st, 2nd and 3rd, GT Challenge Europe powered by AWS Sprint Silver Cup

51.2 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 discretion of the Stewards.

51.3 A fine will be imposed on any required 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.

51.4 Qualifying Press Conference

If so requested, drivers must proceed to the Press Conference in the media centre or other location specified in Appendix 1.

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

51.6 Press Conferences

After the podium, the drivers must remain available for at least one hour for TV and Media interviews or any other activity specified in the Appendix 1 of the Event.

For Case B, the following drivers must proceed to the Press Conference

- 1: 1st, 2nd, 3rd, GT Challenge Europe powered by AWS Endurance Am Cup
- 2: 1st, 2nd, 3rd, GT Challenge Europe powered by AWS Endurance Pro-Am Cup
- 3: 1st, 2nd, 3rd, GT Challenge Europe powered by AWS Endurance Silver Cup
- 4: 1st, 2nd, 3rd, GT Challenge Europe powered by AWS Endurance Cup Overall

For the final round of the season in GT Challenge Europe powered by AWS Endurance and GT Challenge Europe powered by AWS Sprint, the Champions must proceed to the Press Conference.

51.7 The Team Managers are responsible for ensuring that their drivers fulfil their obligations.

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

51.8 Media Obligations

Teams and Drivers are obliged to take part in any media activities which are included on the Official Timetable for the Event. Any Driver or Competitor who is absent except in case of force majeure recognised as such by the Stewards may be reported to the Stewards who may impose any penalty they consider appropriate.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 8.2

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) Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.
- e) 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 FIA licence
- f) Precise location at the circuit of:
 1. Stewards' office
 2. Race Director's office
 3. Sporting checks
 4. Scrutineering, flat area and weighing
 5. Parc Fermé
 6. Drivers' and Competitors' briefing
 7. Media centre
 8. Media accreditation centre.
- g) List of any supplementary trophies and special awards in addition to those specified in these Sporting Regulations.
- h) 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 – TO BE COMPLETED BY THE PROMOTER

1: Timetable Information :

- Start of the sporting checks and Scrutineering on..... (date) at..... (time).
- Time and date of the Briefing
- Start time of the race(s).

2: Organisation and Management of the Event

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

- Permanent Chairman of the Stewards
- International Steward
- Race Director
- Deputy Race Director
- Medical Delegate
- 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

4 : Composition of the Sporting Board for the event

5: Appeal, Protest and fines,

6: Other information including link to the Digital notice board

PART C – Detailed Timetable

PART D – Event Insurance

APPENDIX 2

Not in use

APPENDIX 3

The valid Graphical Charter for the GT Challenge Europe powered by AWS is always the latest version, which will be distributed to the Teams and which will replace the version hereunder.

**APPENDIX 4
PROVISIONAL 2021 CALENDAR**

GT WORLD CHALLENGE POWERED BY AWS SERIES

R1	5 – 7 March	Sonoma	America
R2	16-18 April	Monza, Italy	Europe
R3	30 Apr-2 May	COTA	America
R4	1-2 May	Brands Hatch	Europe
R5	7-9 May	Magny-Cours	Europe
R6	21-23 May	CTMP	America
R7	28-30 May	Circuit Paul Ricard	Europe
R8	11-13 June	VIR	America
R9	19-20 June	Sepang	Asia
R10	18-20 June	Zandvoort	Europe
R11	2-4 July	Misano	Europe
R12	TBC July	Buriram or Autopolis	Asia
R13	TBC July	Motegi	Asia
R14	July 29-1 August	Total 24 Hours of Spa	Europe
R15	27-29 August	Road America	America
R16	TBC August	Suzuka	Asia
R17	4-5 September	Nürburgring	Europe
R18	TBC September	Shanghai	Asia
R19	17-19 September	Watkins Glen	America
R20	18-19 or 25-26 September	TBA	Europe
R21	8-10 October	Barcelona	Europe
R22	TBC October	China	Asia
R23	15-17 October	Indianapolis	America

GT CHALLENGE EUROPE POWERED BY AWS

	11-12 March	Paul Ricard, France	Test Days
R1	16-18 April	Monza, Italy	Endurance 3 hrs
R2	1-2 May	Brands Hatch	Sprint
R3	7-9 May	Magny-Cours	Sprint
R4	28-30 May	Circuit Paul Ricard	Endurance 6 hrs
R5	18-20 June	Zandvoort	Sprint
	21-25 June (TBC)	Spa	Official Test Days
R6	2-4 July	Misano	Sprint
R7	July 29-1 August	Total 24 Hours of Spa	Endurance
R8	4-5 September	Nürburgring	Endurance 3 hrs
R9	18-19 or 25-26 September	TBA	Sprint
R10	8-10 October	Barcelona	Endurance 3 hrs

IMPORTANT : The last day that private testing is authorised on the GT Challenge Europe powered by AWS Series circuits is set for April 6th.

Provisional Official Paid Test Sessions

Official paid Test Sessions (non-mandatory) will be organized at a number of 2021 Events.

TBC

The definitive list of official test sessions, the time available at each round and the prices of each session will be published before the start of the season

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 GT Challenge Europe powered by AWS 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 will consist of the following people or their representatives:

- The Series General Manager
- The Race Director
- The SRO Technical Director
- The SRO Sporting Director
- A Steward
- 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 including coaching and participants of other series, and on any penalties or restrictions in the GT Challenge Europe powered by AWS Series.
- Deciding on exemptions for Driver Categorisations
- Deciding on requests for permission for Silver drivers to take part in the Bronze test
- Deciding on any questions concerning points or the classification of the Series.
- Deciding on any questions concerning issues that cannot be dealt with by the Stewards.

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 GT Challenge Europe powered by AWS 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 SRO 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 GT Challenge Europe powered by AWS 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 final 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, Silver, Pro-Am and Am Cup categories according to the following criteria:

- GT Challenge Europe powered by AWS Endurance Pro category : the results from the three (3) best classified cars of each make will count towards the Cup
- GT Challenge Europe powered by AWS Endurance Silver Cup category : the results of the two (2) best classified cars of each make will count towards the Cup
- GT Challenge Europe powered by AWS Endurance Pro-Am category : the results of the two (2) best classified cars of each make will count towards the Cup
- GT Challenge Europe powered by AWS Endurance Am : the result of the best classified car of each make of the class will count towards the Cup.

The points scored by a manufacturer in all four 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 – GT CHALLENGE EUROPE POWERED BY AWS Series – SUPPLIER DETAILS

TYRES

PIRELLI is the sole tyre supplier for the GT Challenge Europe powered by AWS Series.

Please note that tyres for EVENTS must be ordered no later than the deadline given in the table below :

TBC

The order forms, Pirelli supply agreement and driver responsibility document can be downloaded from the Teams section of [http:// www.gt-world-challenge-europe.com](http://www.gt-world-challenge-europe.com)

Contact : Hanna Lehtinen (ordering)
Mobile +44 (0) 7815 652049
Email hanna.lehtinen@pirellif1.com

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

DATA LOGGER

The data logger for the 2021 season is the evo5-SRO, available from Memotec GmbH, Bauwaldstrasse 1, D-75031 Eppingen. The website is me-mo-tec.de, and the email info@me-mo-tec.de

All Teams must purchase or rent the data logger and install it according to the instructions given in the Product Information brochure from Memotec which is considered to form part of these regulations.

TRANSPONDER

Driver identification system and transponders are required to be fitted in cars for all sessions. The order form is available on the website. Contact Steffen Ruhl ruhl.s@st-sportservice.com.

The transponder to be used are either :

- MyLaps TranX 260 dpi
- MyLaps X2 Club

MyLaps X2 Club Transponders are available from Swiss Timing at a price of TBC €, Driver ID switch, X2 club cable set and one-year licence included. A replacement switch is TBC € for the switch with digital display (prices excl. VAT, packing and shipping costs) and TBC€ for the digital ID switch housing.

RADIO EQUIPMENT

TBC

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 and must be returned at the end of each event. See Appendix 10 for set-up and use.

LUMIRANK PANELS

The Lumirank panels will be distributed by Swiss Timing at the start of the season. It is the responsibility of the Team to install and take care of the panels, and to contact Swiss Timing in case of any problems or in case of a change of category. In case of damage or loss, the Team will be invoiced for the value of the panel.

The panel must be installed as seen below for all left-hand-drive cars, and on the opposite side for right-hand-drive cars.



Teams must purchase the necessary cables from Swiss Timing. Contact details and an order form will be provided.

IN CAR MARSHALLING LIGHT SYSTEM / ADR UNIT

The ADR unit and In-car marshalling system must both be rented from SRO Motorsports Group for the 2021 season.

SPORTING PACKAGE FOR RACE-BY-RACE COMPETITORS

A single price of 650 € per car will be charged to cover the rental of items such as the GPS, In-car marshalling and Lumirank, as well as and other sporting provisions including the live data streaming and Team messaging.

For full-season entrants, the cost is included in the entry fee.

ADR Unit

The unit which is mandatory for full-season entries or Endurance Cup cars entering at least three races, will be available to rent from SRO Motorsports Group. It must be fitted in power-only mode, in accordance with the fitting sheet that will be available for download. Teams must provide an Autosport double density female (red) connector (type MoTeC # 6810) to fit the unit.

FUEL

TBC

APPENDIX 8 RACE CONTROL FREQUENCIES

The following provisional frequencies will be used as Race Control frequencies during the 2021 season.

TBC

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

Please note that changes are possible to the above list.

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.

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.



AVAILABILITY OF TEAM PERSONNEL DURING SESSIONS

For purposes of television coverage, it is requested that Team personnel and co-drivers should, whenever possible, watch the race on the pit wall or in the front sections of the garages, within reach and sight of the pit lane TV cameras. This is to enhance the viewing experience by allowing the reactions to be seen.

DRIVER PORTRAITS

Each driver competing in the 2021 season must upload a portrait of themselves in overalls or team uniform, following the instructions given on the link

<https://sromotorsportsgroup.typeform.com/to/bHml0T>

APPENDIX 10

MANDATORY PIT GANTRY CAMERAS – SPORTING REGULATIONS

Each Team competing in the GT Challenge Europe powered by AWS Series (including in any of the Endurance or Sprint Cup Competitions) 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.

Cards will be distributed at the start of each event and must be handed back in at the end.

PIT GANTRY - CAMERA SET-UP

One pit-gantry camera must be affixed to each pit gantry to be used during the Competition. 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 pit gantry camera must be switched on for all pit stops. It may be switched off in between stops to conserve the battery. Failure to switch on the camera will be reported to the Stewards.

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

Whenever requested, all cards must be deposited in the correct slot in the box, at a location which will be specified during the briefing. All cards must be deposited within 10 minutes of the end of the session. Once Parc Fermé is open, any cards which are not under investigation will be available for collection, at which point Teams may examine the files and clean the cards before the next session. Failure to deposit the cards on time, or to collect them for the next session will be reported to the Stewards. These rules may be changed according to the Event by a Bulletin from the Stewards.

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 who may impose penalties for any breaches of regulations. 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 in accordance with the International Sporting Code.

SAFETY PROTOCOLS

Following the Safety Protocols in place at an event, instructions may be given to upload the pit gantry files to a website. Information will be given via Sporting Note.

APPENDIX 11

The valid list of authorised couplers (cf article 35.4) will always be the latest version, which will be distributed to the Teams via a Technical Note and which will replace the version hereunder.

Make	FIA GT3 Homologation	Model	Refueling Coupler Male
BMW	GT3-043	M6 GT3	Krontec RFC-88K-SL
Bentley	GT3-049	Continental GT3	Staubli SAF 45.1838
Ferrari	GT3-044	488 GT3	ATL RE-AG-003
Nissan	GT3-048	GT-R Nismo GT3 2018	ATL RE-AG-022
Porsche	GT3-041	991 GT3-R	Krontec RFC-88K-SL
Acura	GT3-047	NSX GT3	ATL RE-AG-003
LEXUS	GT3-046	RCF GT3	Staubli SAF 45.1838
McLaren	GT3-037	650S	ATL RE-AG-003
Aston Martin	GT3-032	Vantage GT3	ATL RE-153
Lamborghini	GT3-040	HURACAN GT3	Krontec RFC-88K-SL
Mercedes	GT3-042	AMG GT GT3	ATL HWA
Audi	GT3-038	R8 LMS	Krontec RFC-88K-SL
Bentley	GT3-035	Continental GT3	Staubli SAF 45.1838
Nissan	GT3-030	GT-R NISMO GT3	ATL RE-AG-022
McLaren	GT3-052	720S GT3	Krontec RFC 89K
Aston Martin	GT3-051	Vantage AMR GT3	Krontec RFC 89K
Porsche	GT3-050	991 GT3-R	Krontec RFC 89K

APPENDIX 12

The Product Information brochure concerning the Memotec Scrutineering Data Logger -SRO Series – forms an integral part of these sporting regulations.

The document will be available for download from the Team section of the GT Challenge Europe powered by AWS Series website.

APPENDIX 13

Lifting device (For cars homologated as from 01.01.2016)

The device must be that which has been homologated. The access to the bushes must be easy and the location must be marked as follows:

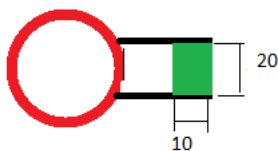
The two bushes must be marked with a ring approx. 5 mm wide, (of a distinctive and bright colour, standing out from the car's livery) around the opening.

In case the openings are not visible from the side, arrows (of a distinctive and bright colour) must be used to make them visible from the side (one per side).

The opening area must be covered to avoid the risk of possible track debris which would prevent the insertion of the lifting pin in case of need.

The covering sticker must allow the correct and complete insertion of the pin without any effort, and must be such as to be easily removeable by a marshal wearing gloves. Any kind of rigid cover is forbidden.

The covering sticker must have a pull-off tab of at least 20X10 mm which is not glued to the bodywork and which must have a distinctive bright colour.



APPENDIX 14