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# BLANCPAIN GT WORLD CHALLENGE AMERICA

## 2019 Draft Sporting Regulations – FINAL

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FOREWORD
The Blancpain GT World Challenge is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), Appendix J, the International Series General Prescriptions and the present Sporting Regulations specific to the 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 Blancpain GT World Challenge (hereinafter "the Challenge") reserved for FIA-homologated Grand Touring cars (hereinafter "GT3").

The Challenge comprises the title of Blancpain GT World Challenge winner for Manufacturers.

It also includes Cups for Drivers and Teams competing in the Overall, Silver, Pro-Am and Am categories which will be awarded in each continental series: the Blancpain GT World Challenge Europe, the Blancpain GT World Challenge Asia and the Blancpain GT World Challenge America.

The following regulations relate to the Blancpain GT World Challenge America, which will be referred to as “the Series”.

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). Additional terms are defined in Appendix 12 of this document.

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. Regional variations in the spelling of certain words shall not nullify or amend any regulation.

1.2 These Sporting Regulations come into force on 1 January 2019 and replace all previous Sporting Regulations regarding this Series.

2 GENERAL UNDERTAKING
2.1 All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the 2019 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 USAC.
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.

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 the Competition, he must nominate his representative in writing to the Stewards of the Meeting. A person having charge of an entered car during any part of 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 appropriate clothing along with the proper pass (credential) at all times as stated in Article 12.2. Any infractions will result in penalties according to the following provision:

<table>
<thead>
<tr>
<th>Offence</th>
<th>Penalty</th>
</tr>
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<tbody>
<tr>
<td>First Offence</td>
<td>Three Hundred Dollars ($300.00)</td>
</tr>
<tr>
<td>Second Offence</td>
<td>Four Hundred Fifty Dollars ($450.00)</td>
</tr>
<tr>
<td>Third Offence</td>
<td>Six Hundred Dollars ($600.00)</td>
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</tbody>
</table>

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 an International license 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.
4 ELIGIBLE CARS

4.1 Competitions are first and foremost reserved for the following categories of cars:

4.1.1 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.

e) Brake discs are open subject to the brake disc specifications corresponding to the homologated discs on condition that either the manufacturer has approved them and signed a “Drivers Acknowledgement of Risk”

f) Requests for the use of any alternate brake discs must be submitted two weeks before the first use. Any request or any listed options may be rejected by the Technical board with immediate effect at any time.

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

h) 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.

i) 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 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.

4.1.2 GT3 cars fitted with adaptations solely for the purpose of allowing their use by Disabled drivers 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. (See article 11.2 of Appendix L to the 2019 International Sporting Code)
4.1.3 Cars with permission from the SRO Technical Board.

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 Blancpain GT World Challenge America is intended for FIA GT3 cars according to the FIA Homologation form competing in the following Series and Cups:

4.3.1 The Blancpain GT World Challenge America includes the following Cups and Classifications
   a) The Blancpain GT World Challenge America Overall Category
   b) The Blancpain GT World Challenge America Silver Cup Category
   c) The Blancpain GT World Challenge America Pro-Am Cup Category
   d) The Blancpain GT World Challenge America Am Cup Category

5 SERIES COMPETITIONS

5.1 Each Competition will have the status of a National Competition.
Competition means any race registered on the annual calendar of the Blancpain GT World Challenge America including 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: Reserved for future use
   ➢ Case B: Competitions included in the Blancpain GT World Challenge America, consisting of two races, each with a maximum duration of 90 minutes
   ➢ Case C: Reserved for future use

For the avoidance of doubt, the two races at each event are considered as a single Competition for the purposes of these regulations.

5.3 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 known as the control 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 8

5.6 The definitive list of Competitions is published by the Promoter before January 1st, 2019. However, in case of force majeure, the Promoter reserves the right to modify this date as well as the format of the Event. The list is given in Appendix 4.

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.
6 THE BLANCPAIN GT WORLD CHALLENGE AMERICA

6.1 The following overall title will be awarded:

The Blancpain GT World Challenge Series title will be awarded to the manufacturer who has scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place, according to the specific sporting regulations of the Blancpain GT World Challenge 2019, issued by the RACB.

6.2 Blancpain GT World Challenge America

6.2.1 Team Cup

The Blancpain GT World Challenge America 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 B 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.

6.2.2 Drivers Cup

The Blancpain GT World Challenge America PRO 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 (races) run according to Article 5.2 case B which have taken place.

6.2.3 Manufacturer Trophy.

After the last Competition on the annual calendar, the SRO Motorsports America Manufacturers trophy will be awarded to the Manufacturer with the highest points in each of the series listed Below. Eligibility requires participation by the manufacturer joining manufacturer council. Points will be awarded according to the highest placed car of a manufacturer using the points table under Article 7.2

6.2.4 Additional Trophies may be awarded each year. A summary are listed below:

RACE AWARDS

A. VP Racing Lubricants Pole Award

Awarding the pole winner for each series with a special award from VP Racing Lubricants including product and exclusive marketing promotions. The pole winner is expected to accept the award where instructed by SRO staff and partake in marketing deliverables.

B. VP Hard Charger Award

In each race, the driver/s who overtake the most positions in the contest will receive the VP Racing Fuels Hard Charger Award. The award will be given out during the podium ceremony following each race.

C. Optima Battery Best Start Award

The Optima Battery Best Start Award is awarded to the driver who overtake the most positions on the opening lap in each series. The award will be given out during the podium ceremony following each race.

D. Fastest SHYFTR

The driver with the fastest lap in each race per series will receive the SHYFT Capital Fastest SHYFTR award. The award will be given out during the podium ceremony following each race.
SEASONAL AWARDS

E. Jerome Zimmermann Award
Honors Jerome Zimmermann (1967-2003) for exemplary performance, and passion to motor sports. The Award may be given to crew member, or crew.

F. Jim Cook Memorial Trophy
Honors James Edwin Cook (1939-1985) for sportsmanship and significant promotional contributions to SRO Motorsports America. The award may be given to a Driver or Team.

G. Rookie of the Year
Rookie of the Year rewards the top finishing rookie in the Driver’s Championship based on points in Blancpain GT World Challenge America (Sprint, SprintX) series. Rookie of the Year applications must be submitted before the first race of the season.

H. Crew of the Year
Honors the crew/team that receives the most votes from their peers in a respective class. The award Honors the Crew (team) in each respective series that their peers felt were the most successful within the series. It does not have to go to the winner of the series. Each team within the series may vote once prior to the last event. The Crew with the most votes will be announced at the series awards banquet.

I. VP Racing Fuels Hard Charger Award
The VP Racing Fuels Hard Charger Award for the season will award the driver with the most overtakes over the course of the year.

J. Business Mechanic of the Year Award
The Purple Monkey Garage Business Mechanic of the Year awards a team member, owner, manager, crew member - for showcasing excellence in the business side of racing, performing at a high level for its team.

K. Kavana Cup
The Kavana Cup, is a $150,000 prize purse for Pirelli GT America national series, (Sprint or SprintX) and a separate $100,000 prize purse for TC America. The Kavana Cup seeks to inspire teams and drive excellence for participants competing. The Kavana Cup will seek out a driver or driver pairing that executes at the highest level throughout the season. The performance based award of will be awarded to an entrant
- Who successfully wins both races for a minimum of four (4) events (8 races in total)
- AND successfully wins both race 1 and race 2 for the Season Finale in TBD
- AND earns seven (7) pole positions during the season
- AND earns seven (7) fastest laps for (7) separate races during the season

All races must have a minimum of 5 competitors in the class to be eligible. Successful entrants will be paid the award in a 40 year annuity fulfilled by Purple Monkey Garage and Kavana Rum. Full terms and eligibility are available with a written request.

L. Crew of the Year
Honors the crew/team that receives the most votes from their peers in a respective class. The award Honors the Crew (team) in each respective series that their peers felt were the most
successful within the series. It does not have to go to the winner of the series. Each team within the series may vote once prior to the last event. The Crew with the most votes will be announced at the series awards banquet.

6.3 For each title, there will be a separate classification. A title or Cup will only be awarded if a minimum of three competitors take part during the season and score points.

6.4 Eligibility for Points

Teams and Drivers entered in a round of the Blancpain GT World Challenge America will score points towards the Blancpain GT World Challenge America Teams and Drivers titles, with the exception of Race-by-race Competitors in the final two Competitions, who will not score points towards the Teams classifications unless they have been entered in at least one previous Blancpain GT World Challenge America Competition during the season.

6.5-6.9 Reserved for future use

6.10 For team titles, the name on the FIA Competitor’s (also known as Entrants) licence will be used to determine points for the overall title, independently of the commercial team name used in individual events. Competitors may use different commercial team names in different events. 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.

6.11 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.
7 POINTS

7.1 Points classifications will be published on the series website after the end of each Event. In case of any disputes concerning point attributions, these will be decided by the Sporting Board. Any queries or challenges concerning point attributions must be submitted to the SRO Sporting Director within 14 days of the first publication of the points in dispute. The point classifications will be considered final 14 days after the end of the last Event 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 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, points will be awarded equally to all drivers sharing one car.

7.5 Reserved for future use

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

a) No points will be awarded to the competitors or driver crews if less than two laps have been completed by the leader
b) Half points will be awarded if two or more laps have been completed by the leader, but less than 75% of the original race time, on condition that at least one full lap has been completed by the leader with no safety car or full course yellow procedure in operation.
c) Full points will be awarded if the leader has completed more than 75% of the original race time.

Points will be awarded equally to all drivers, including any who did not comply with the minimum driving 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.
7.7 **Dead Heats**
Prizes and points awarded in accordance with the classification to competitors who tie will be added together and shared equally.

7.8 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 drivers, then whoever finishes ahead in the final race of the season will be deemed to have finished ahead of the other.

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.

8 **ORGANISER, ORGANISATION AND INSURANCE**

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

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

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 the Event, the organiser must send the Promoter details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors.

8.5 Third party insurance arranged by the organiser of an Event shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.

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: (Note officials may be involved in more than one (1) series at a Competition):

➢ A Race Director and when applicable, an Assistant
➢ A Series Technical Delegate
➢ A Series Scrutineer
➢ A Chairman of the Stewards
➢ 2 National Stewards (one may be a Driver steward)
➢ A Chief Timekeeper
➢ A Pit-lane official (Minimum of 1)
➢ Safety Car Driver(s)
➢ Pace Car Driver(s) (optional)

Note: The Driver Steward is an experienced racing driver, with no connection of dependency with any manufacturer, make of car, or Competitor entered in the Championship. A Sporting Board according to Appendix 5 will be nominated for each event.

10 CONDITIONS FOR PARTICIPATION OF DRIVERS AND COMPOSITION OF THE CREWS

10.1 Driver Line-ups per Category

10.1.2 Blancpain GT Challenge America

a) The Blancpain GT Challenge America PRO Category
No driver categorisations are applied.

b) The Blancpain GT Challenge America Pro-Am Category
Driver categorisations will be applied and pairings with no fewer and no more than one Bronze driver will be accepted.

c) The Blancpain GT Challenge America Am Category
Driver categorisations will be applied and the following maximum pairings will be accepted:
• Bronze / Bronze

d) The Blancpain GT Challenge America Silver Cup
Driver categorisations will apply and the following maximum pairings will be accepted:
• Silver / Silver
10.2 The Blancpain GT World Challenge America is primarily intended for driver crews competing together throughout the season to claim the title.

During the final round of the Blancpain GT Challenge America, the following situations will not be authorised, except in a case of force majeure recognised as such by the Stewards of the Meeting:

a) To move a driver who has raced in one car throughout the Blancpain GT Challenge America to another car entered by the same Team.

b) To split a pair of drivers who have competed and/or scored points together throughout the Blancpain GT Challenge America and who otherwise cannot be separated by the terms of Article 7.8, between two cars entered by that same Team.

c) For a manufacturer to move a driver who has raced in one car throughout the Blancpain GT Challenge America to another car of the same manufacturer.

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 Blancpain GT Challenge America will be removed from the final classification of that Series or Cup.

10.4 Drivers wishing to compete in the Blancpain GT Challenge America 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, using the link available via the www.blancpain-gt-series.com website or the FIA website under 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 Racing. Any drivers given a temporary categorisation derogation will be indicated in the entry list with an asterisk.

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

Upgrades increasing a driver’s FIA Categorisation for the Blancpain GT World Challenge America may also be issued, independently of the driver line-up.

No more than one derogation will be given to any line-up of drivers competing in any round of the Blancpain GT World Challenge America. There are no limits on the number of upgrades in a line-up.
Drivers with derogations may receive additional restrictions on their driving time which will be decided by the SRO Sporting Board.

Additional weight penalties or pit stop times may also be given.

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

In particular, should any driver’s performance, calculated by the average of their ten best lap times in the race, be equal or superior to the average time of the top ten best drivers from the category in which they have been racing, their derogation will be examined by the SRO Sporting Board within 5 days of the end of the event.

The Sporting Board may take any decision it considers appropriate concerning the continuation of the derogation but a first infraction will normally result in a warning plus additional weight penalties or pit stop times, and a second infraction is likely to result in the immediate removal of the derogation.

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

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

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

The Stewards of the Meeting will provisionally categorise drivers who announce themselves with their record of achievements after the Event has already begun. A fee shown in the table will be payable to the SRO Motorsports Fund for any such requests for late categorisation. Any such provisional categorisations will not constitute an FIA categorisation and will only be valid for one event.

<table>
<thead>
<tr>
<th>Series</th>
<th>Late Categorisation Fee</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Not Used at this time</td>
</tr>
<tr>
<td>B</td>
<td>Blancpain GT World Challenge America</td>
</tr>
<tr>
<td>C</td>
<td>Not Used at this time</td>
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</tbody>
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Drivers who have not been categorised will not be allowed to take part in a Competition in the Silver, Pro-Am or Am categories of the Blancpain GT Challenge America.
11 COMPETITORS’ APPLICATIONS AND CONDITIONS OF ENTRY

11.1 Limitations on entries – Pre-registration
The series may limit the maximum number of full-season entries that will be accepted. If required this number will be published in a bulletin.

11.2 Eligibility for Points
Race-by-race Competitors will not score points towards the Teams classifications in the final two Events of the Blancpain GT Challenge America season unless they have been entered in at least one previous Blancpain GT World Challenge America event during the season.

11.3 Conditions of Entry
Full-season and race-by-race Competitors are accepted.
An Entrant may enter a maximum of three cars per category in any event of the Blancpain GT Challenge America under one Competitor’s licence.

Application to enter the Blancpain GT Challenge America on either a full-season or race-by-race basis can be downloaded from the Teams section of the website:

11.3.2 Blancpain GT World Challenge America
a) Full-season applications to compete in the Blancpain GT World Challenge America must be submitted to the Promoter, on the entry form available on the Series website before January 18th 2019. The entry form for each event must be submitted fourteen days before the start of the Competition in question. The full season entry fee is set at $44,100 (Forty Four thousand one hundred dollars) per car. This season entry fee includes mandatory entry in all the Competitions in the Blancpain GT World Challenge America. Information is available in the Blancpain GT Series Sporting Regulations.

b) Race-by-Race entries are set as follows, per car per Competition is set at $8,300 (eight thousand three hundred dollars). The deadline for entries is fourteen days before the start of the Competition in question refer to Article 5.6 and Appendix 4

c) New for 2019 – Premium “Racer Select” Program
The Racer Select Program requires the purchase of one (1) Racer Select package per vehicle entered. The premium program offers discounted entry fees, vehicle registration, entrant license, crew credentials, VIP Paddock parking pass, vehicle decal kit, 8 complimentary tyres, eligibility for per Competition prize money, Driver spotlight, full colour page in SRO fan guide, banquet passes, in car camera. Full features of each programme can be found at the links below. Blancpain GT Racer Select Package cost:- $30,000
d) The entry form must be accompanied by the payment in advance of the entry fee mentioned below. The Promoter reserves the right to refuse an entry for the entire Series or for any individual Competition. Applications for all entries and entry fees (including prepaid season) shall be submitted via the SRO Motorsports America online registration system. Race by Race entries shall be sent no later than 14 days before any Competition mentioned in article 5.6 and Appendix 4 at the following link: http://www.wcenter.com

Cheques should be mailed to the address below
SRO Motorsports America
Attn Staci Langham
PO Box 633
Arlington, NE 68002
Ph. +1 (531) 777-0153
Contact: Staci Langham
E-mail: slangham@wcvision.com

11.3.5 Entries are not transferable and entry fees are not refundable.
All amounts are excluding any applicable taxes which may be added according to applicable rules depending on the Competitor’s tax status.

11.3.6 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.

11.3.7 The application shall include:
A. 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.
B. The name of the Competitor (as it appears on the licence).
C. The name of the official team representative, authorised to sign on behalf of the team.
D. A copy of the Competitor’s licence issued by the ASN.
E. The make and model of the competing car(s).
F. The category in which the car will compete.
G. The names of the drivers.
H. The commercial name the team wishes to use, (This does not have to be the entrant license name).
I. **APPLICABLE FOR FULL SEASON ENTRIES**: Competitors only, an undertaking by the applicant to participate in every Event with the number of cars entered.
J. The full payment of the entry fees.

11.3.8 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). Any sponsorship from a watch manufacturer or an associated company must be approved in writing by SRO. No sponsorship from companies associated with the manufacture, re-treading, sale or distribution of tyres is authorised.

11.3.9 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 of the Meeting and the team in question may be refused permission to take part in the Competition.
11.3.10 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.

11.3.11 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 event 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 (CREDENTIALS), ACCESS TO THE SITE AND ARMBANDS

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. A pass may be used only by the person and for the purpose for which it was issued.

12.2 The following passes will be issued:

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

12.2.2 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 case B, 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 at all Events. 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 in the table below

<table>
<thead>
<tr>
<th>Offence</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Offence</td>
<td>Three Hundred Dollars ($300.00)</td>
</tr>
<tr>
<td>Second Offence</td>
<td>Four Hundred Fifty Dollars ($450.00)</td>
</tr>
<tr>
<td>Third Offence</td>
<td>Six Hundred Dollars ($600.00)</td>
</tr>
</tbody>
</table>

12.2.3 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.

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

12.2.5 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 case B.

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 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 for case B)
- Orange armbands for Driver Changer, Windscreen Cleaner, Data download (where permitted)
- Yellow armbands issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions in article 12.2

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

13 DRIVER DESIGNATIONS AND CHANGES OF DRIVER

13.1 Driver Numbers and Limits
13.1.1 Case A - Reserved for future use
13.1.2 Case B – Blancpain GT World Challenge America
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 sporting checks. The following rules will apply:

a) When both drivers have the same FIA Driver Categorisation, the most experienced / fastest driver will be Driver 2.
b) When one driver is Platinum and one is Gold, the team may choose Driver 1 / Driver 2
c) 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 of the Meeting.

Drivers holding an International licence for drivers with disabilities, may be allowed to race alone. In this case, the driver in question would be both Driver 1 and Driver 2. The driver may be given a minimum time for the mandatory pit stop, which would not include a driver change. Permission for any such drivers will be given on a case-by-case basis and will be given by the Sporting Board in writing.

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

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 of the Meeting, Race Director or Sporting Director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all the competitors, who must acknowledge receipt. The signature of the Competitor or of his designated representative is mandatory.

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 both the digital and official notice boards.

14.3 If available, all teams must be connected and are required to monitor the Team Messaging System at all times during the Event.

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 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 refer to Appendix 8 for the provisional 2019 frequencies. A radio check will take place at the start of each day and teams must reply using the 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

Any incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats or unsportsmanship-like behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of Blancpain GT World Challenge spirit, which is committed by a Team member or a person under the responsibility of a Competitor, may be reported to the Stewards of the Meeting who will take an 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
a) Grid penalty
b) Loss of all qualifying times
c) Stop and go penalty of a duration up to 5 minutes

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 of the Meeting by the Race Director (or noted by the Stewards of the Meeting and referred to the Race Director for investigation) and which:
   a) Necessitated the stopping of a practice (Official [free], practice or qualifying) session or the suspension of a race under Article 47
   b) Constituted a breach of these Sporting Regulations or the Code;
   c) Caused a false start by one or more cars;
   d) Caused a collision;
   e) Forced a driver off the track;
   f) Prevented a legitimate overtaking manoeuvre by a driver;
   g) Impeded another driver during overtaking;
   h) Caused a pit lane infringement.

16.2 Unless, in the opinion of the Race Director or Stewards of the Meeting, it was completely clear that a driver and/or team member was in breach of any of the above incidents they 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 It shall be at the discretion of the Stewards of the Meeting to decide, upon a report or a request by the Race Director, if drivers and/or team members involved in an Incident shall be penalised. If an Incident is under investigation by the Stewards of the Meeting, a message informing all teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit). If a driver is involved in a collision or Incident (see Article 16.1) and has been informed of this by the Stewards of the Meeting no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards of the Meeting.
16.4 The Stewards of the Meeting may impose one or more of the following four penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident:

a) A 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 & Go time penalty. The driver must enter the pit lane, stop in the penalty zone for the given time and then re-join the race.
d) A drop of grid positions at the driver's next race.
e) Disqualification of the driver from the next race or competition of the Series.

16.5 Should either of the penalties under Article 16.4 a), 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 of the Meeting, Article 16.6 below shall not apply and an additional time penalty of a minimum of 30 seconds in case a) and a minimum of 40 seconds in case b) shall be added to the elapsed time of the car concerned.

Fines will normally be imposed for items relating solely to the conduct of a driver or a team member having no direct sporting application. These include missing a drivers' briefing or press conference without force majeure or prior agreement, speeding in the pit lane during free practice or qualifying, or other items considered by the Stewards of the Meeting to fall under this category. Any sums paid as fines will be placed in the SRO Motorsports Fund as authorised by the RACB further to Article 12.7.3 of the International Sporting Code.

Incidents occurring during official (free) practice may result in a Stop & Go penalty during that session or the next session of this nature, of a length to be determined by the Race Director or 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 of the Meeting decide to impose the penalty provided for in Article 16.4 (a) the following procedure shall be applied:

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 article 36 may begin.

Where a minimum time from pit in to pit out applies to the pit stop in question, this minimum time will be extended by the penalty time imposed, unless the team uses a joker pit stop (if authorised), when only the minimum time penalty will be observed. This includes any stop the driver makes whilst an FCY or safety car procedure is in operation.

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

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

a) The Stewards of the Meeting shall give written notification of the penalty that has been imposed to the Competitor concerned and shall make sure that this information is countersigned, with a note of the time, and that it is also displayed on the timing monitors. From the time the Stewards of the Meeting's decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 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 of the Meeting, Stop-and-Go and Stop-and-Go time penalties 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 36.8. If the driver is unable to start his car by himself, it may be evacuated to its pit garage by its mechanics.

c) When the time penalty period has elapsed, the driver may re-join the track.

d) No penalty can be taken by a team until it has been notified in writing, either on the timing monitors or by document issued by the Stewards of the Meeting.

16.7 The penalties given in these regulations are guidelines only. The Stewards of the Meeting 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 of the Meeting may issue suspended penalties at their discretion.

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

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

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

a) Formal reprimand 1 Behaviour Warning Point
b) Drive-through penalty 1 Behaviour Warning Point
c) Pit lane speeding 1 or 2 Behaviour Warning Points depending on the speed
d) Stop and go penalty 2 Behaviour Warning Points
e) Causing a collision 1 or 2 Behaviour Warning Points depending on the severity of the offence

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

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

The number of BWP will be calculated per driver:

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

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

Penalty points will be carried forward to the next event in which the driver takes part.

For each Competition in which the driver participates but gains no additional penalty points, two points will be deducted. Negative scores will not be taken into account.
18  PROTESTS AND APPEALS

18.1  Protests shall be made in accordance with the FIA International sporting Code. Appeals will be heard by the parent ASN for the series. The appeal fee (shown below) to be paid by bank transfer to the parent ASN which is USAC for America; the protest fee must be paid in cash

<table>
<thead>
<tr>
<th>Protest Fee</th>
<th>Seven Hundred Fifty Dollars ($750.00)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appeal Fee</td>
<td>Three Thousand Dollars ($3000.00)</td>
</tr>
</tbody>
</table>

18.2  Protests lodged after Race 1 may be heard after Race 2.

18.3  Appeals may not be made against decisions (either the determination of breach or the consequent penalty imposed) concerning the following penalties:
   a)  Drive through penalties.
   b)  Stop & Go penalties.
   c)  Penalties implying the cancellation of a number of qualifying laps being applied by the Stewards or the Race Director during/or at the end of a qualifying session.
   d)  Penalties implying a drop of positions at the starting grid.
   e)  Time penalties added to the whole race time.
   f)  Any penalty that has been served

18.4  The Appeal process will not be handled at the circuit but through the sanctioning body USAC and the delegated Court of Appeal.

18.5  The rights of Appeal against a decision of the Stewards or the Race Director can only be made by a person or body who was a direct party (not a third party) in the proceedings in which the decision appealed against was made. The only grounds for lodging an Appeal against a decision of the Stewards or the Race Director are that a gross miscarriage of justice has occurred or that a penalty is wholly inappropriate for the breach of regulations.

18.6  A written Notice of Intention to Appeal against a decision of the Stewards or the Race Director, accompanied by the correct fee of $3,000.00 (a minimum of $750.00 of which will be retained by USAC) must be lodged with the Chairman of the Stewards within 30 minutes of the time of the first communication of the decision. An appeal may be withdrawn without penalty only with the approval of the USAC President.

18.7  Within 3 hours of the Notice of Intention to Appeal the written Confirmation of the Appeal, signed by both the Appellant and the Entrant (if appropriate), must be submitted to the Chairman of the Stewards. This Confirmation must specify the Grounds of Appeal and the arguments in support.

18.8  The Chairman of the Stewards will refer the matter to the President of USAC who will advise within 72 hours as to whether the Appeal is considered to meet with either of the permitted grounds of Appeal (1.33.1). If the Appeal is considered not to comply or is withdrawn, it will lapse and the Appeal fee will be forfeited. If the Appeal is considered to meet either of the specified criteria, the President will arrange for the Court of Appeal to be convened.

18.9  The USAC President shall solely determine whether an appeal shall be heard by the Court of Appeal, the decision whether to hear an appeal and any decisions by the Court of Appeal shall be final, binding and not subject to further appeal or legal process. The President may request a bond for costs involved with holding the hearing.
18.10 The lodging of an Appeal against a decision of the Stewards, the Race Director, or the giving of Notice of Intention to Appeal against a decision of the Stewards or the Race Director, does not suspend any penalty that may have been applied or endorsed, during the competition in which the decision has arisen. Thus, no Competitor may continue to compete ‘under appeal’. After the conclusion of the Competition out of which a decision has arisen, if Notice of Intention to Appeal against a decision of the Stewards and/or the Race Director has been given, the operation of any sentence or decision will be suspended until the disposal of the Appeal by the Competition Board. If a sentence of suspension is upheld, the Competitor concerned will be excluded from the results of any competition in which he has competed pending the hearing of the Appeal. In coming to a judgement, the Court of Appeal can consider any benefit the Appellant may have gained through appealing.

18.11 The Court of Appeal has the authority to extend the time limits for admission of appeals in such circumstances as are considered, at its sole discretion, to be appropriate in the interests of justice.

18.12 The USAC President, or his designee, shall appoint the Court of Appeal which shall consist of a chairman plus at least two additional members. No member of the appeal board shall have taken part as a Competitor, or official, in the Competition which the board will render a decision on, or shall have been directly interested, or involved, in the matters under consideration. The appointment of the board, and written notice to the appellant, or appellants, shall occur within three (3) days (or such other time as designated by the President of USAC) of the decision to hear the appeal. USAC will notify all included parties, including the Competition Director, of the time and place and contact details/phone number for the appeal hearing.

18.13 The court shall here the Appeal within two (2) weeks from the given notice. USAC may specify shorter timeframes where necessary for the prompt adjudication of the matter and a conclusion of controversies. The Court will determine what witnesses and evidence it will hear at its discretion. The parties may present their information to the Board directly, via their Team representative, or in written documents. The Court of Appeal may hear such evidence in such manner as it deems appropriate, relevant, and necessary under the circumstances. Cross examination shall not be permitted. The Competition Director shall be heard by the Board of Appeals under all circumstances.

18.14 After consideration of material, deemed relevant, the Court of Appeal shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty, or other decision appealed against should be nullified, mitigated, affirmed, increased, or that a different penalty should be imposed, but shall not order a competition to be rerun. The Court shall order the return, or forfeiture, of appeal fees. The Court shall direct the disposition of protest fees and equipment examination bonds, if any, in those cases where the original Court's decision is nullified.

18.15 USAC and the SRO Motorsports Group reserves the right to publish any details including names from the Court of Appeal decisions. Persons, entrants, or organizations referred to in each said decision shall have no right, or action, against any person publishing such notice, and shall agree that said decision shall be final and binding. A copy of the final decision shall be sent to all parties of the appeal after the decision becomes final. Any penalties imposed by the Court of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the Competition involved. Where the Court of Appeal upholds or amends (but does not nullify) any penalty imposed by the the Stewards or the Race Director, then the penalty shall be effective from the date of its initial imposition and not the date of the decision of the Court of Appeal. Appendix 7 will give the details of which of these items are mandatory in competitions according to each Case, A, B or C.
19  TRANSPONDERS, POSITION PANELS, PIT GANTRY CAMERAS AND ADR UNITS

19.1 Each driver must use the driver timing transponder specified by the promoter of each series of competitions (case A, B and C) throughout the Competition. It is the responsibility of each competitor to obtain this transponder as noted in APPENDIX 7 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 and must be correctly changed before the car crosses the pit exit loop. If an incorrect driver ID is recorded at pit entry or pit exit, a penalty may be imposed by the Stewards according to the following scale:

<table>
<thead>
<tr>
<th>Offense</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Offense</td>
<td>Five Hundred Dollars ($500.00)</td>
</tr>
<tr>
<td>Second Offense</td>
<td>Seven Hundred Fifty Dollars ($750.00)</td>
</tr>
<tr>
<td>Third Offense</td>
<td><strong>One Thousand Dollars ($1000.00)</strong></td>
</tr>
</tbody>
</table>

** Minimum fine and may incur a penalty up to disqualification

19.2 If so instructed, a light panel approved by the Promoter, (shown in Appendix 7) 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.

19.3 If so instructed, teams will be required to install data units 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. Note: Blancpain GT World Challenge America customers will continue to provide GPS through the datalogger. Any additions or changes will be specified in a bulletin

19.4 Pit Gantry Cameras
If so instructed, 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. After Qualifying and the Race(s), 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. Infractions may be presented to the Race Director or the Stewards of the Meeting. Failure to provide the images or to deposit the card may result in a penalty. Appendix 10 applies.

19.5 Onboard Safety Cameras
If so instructed, for safety reasons, Teams must install onboard camera(s) facing towards the driver events, so that the seat belts can be clearly seen. Blancpain GT World Challenge America competitors must also install a second rearward facing camera with clear view through the rearward window. The camera should be a Go-Pro or similar approved model and mounted in accordance with Appendix 7 of the regulations. The SD card will be supplied by the Promoter. The cards and the images remain the property of the Promoter. The location and fixation of the camera must be checked and confirmed to be safe during Scrutineering. The camera must be switched on throughout all sessions. The cards may be collected and checked at random, and any infractions may be reported to the Stewards of the Meeting.
19.5.1 Camera Mounting and Copyright
All recording devices are deemed part of the car and subject to safety inspection. All data from onboard camera system(s) is property of the SRO Motorsports and will be returned to the Team after the Competition. SRO may place additional cameras in vehicles for use with television and digital media. Section seven (7) of the team commercial agreement outlines the criteria and regulations regarding use and rights.

The onboard camera must always be turned on and set to record mode when the car is on track or in the pit lane. Access to the device is prohibited during any official session (including races) and Parc Ferme unless instructed by an SRO Official. Failure may result in the following fines (cumulative over the season):

- **First Offense**: Five Hundred Dollars ($500.00)
- **Second Offense**: One Thousand Dollars ($1000.00)
- **Third Offense**: Disqualification from the competition

19.6 Marshalling System
If so instructed, a Marshalling Light system must be obtained by all competitors and installed in accordance with the instructions given. It will be the responsibility of each team to ensure that this is working correctly at all times.

20 DRIVING STINTS AND MANDATORY PIT STOPS

20.1 A mandatory pit stop for changing drivers and all 4 tyres is to be carried out during each of the 2 races. The car must cross the pit entry line from 40:00:00 after the official start of the race until 49:59.99 after the official start of the race. Only one driver change may take place during a single race. During each mandatory pit stop, the car must be refuelled and all four tyres must be changed. For the avoidance of doubt, Refueling and the changing of tyres may occur at the same time.

20.2 A limitation on the length minimum time of the mandatory pit stop will be imposed. The total duration of the mandatory pit stop, measured from pit in to pit out, must not be under a given time. This time, based on the length of the pit lane and the minimum refuelling time, will be issued in a Bulletin from the Stewards of the Meeting. During the time that the car is being refuelled, the tyre changes and driver change may take place in accordance with Articles 37-38.

Any other pit stops will be free in terms of duration. Should any pit stop including refuelling be under the given time, a penalty may be awarded by the Stewards of the Meeting. There will be a one-second tolerance, which may be used once per competition.

20.3 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 of the Meeting at each event.

20.4 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 (40:00 after the start of the race) the pit window will be delayed. When the green flag is shown at the end of the SC or FCY period, the pit window will open. All cars must take the green flag and cross the start finish line on the racetrack before entering the pitlane for the mandatory pitstop. The pits will then remain open for 10 minutes for the mandatory stops. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop. Should the Safety Car be called on track, or a Full Course Yellow period be declared, during the pit window, the race director may extend the pit window.
20.5 If the Race Director decides for any other reason than given in clause 20.4 above that the pit window cannot be opened at the scheduled time then he may take the decision to delay the pit window. In this case, the teams will be informed via the monitors and the radio. A new pit window will be communicated in terms of the time remaining. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

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 event, the Competitors will be selected according to the following criteria:

a) Full season Competitors
b) Additional entries from full-season Competitors
c) Race-by-race Competitors who have already taken part in a previous round of the Blancpain GT Series
d) Any other criteria decided by the SRO Sporting Board.

Any 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 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 (hood) or roof which could be confused with a car’s racing number is prohibited.

22.2 For any Competitions with night running, numbers on the doors must be backlit.

22.3 Reserved for future use

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 11.3.8. Any infractions will be reported to the Stewards of the Meeting. Please see Appendix 3.
23 ADMINISTRATIVE CHECKS

23.1 At each Event, the Parent ASN, Series manager (or its designated representative) will check the licences of all teams 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 drivers must have authorisation to compete abroad from their ASN.

Any driver or team failing to complete their administrative checks during the allotted time will be reported to the Stewards of the Meeting.

Any driver or team who is unable to attend at the given time must inform the Stewards of the Meeting in writing. Unless duly authorized to do so by the Stewards any failure to observe the timetable for Signing On will result in the issuing of a fine of three hundred dollars ($300.00) that must be paid by the offending party.

The organiser will ensure that they have 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 first Official (Free) Practice Session. Teams and Drivers who are not in compliance with Article 22.5 will not be listed or allowed to take part in the competition.

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 Blancpain GT World Challenge must complete the Sean Edwards Foundation assessment test before taking part in their first Competition of the season. Furthermore, the Stewards of the Meeting may insist that any driver take the test at any point during any event.
25 BRIEFING

25.1 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.

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 of the Meeting in writing. Any driver or competitor representative found using a portable electronic device (mobile phone, etc.) for any other purpose than to take a copy of a slide / map as part of the briefing presentation will be considered to be absent from the briefing.

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

<table>
<thead>
<tr>
<th>Offense</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Offense</td>
<td>Five Hundred Dollars ($500.00)</td>
</tr>
<tr>
<td>Second Offense</td>
<td>Seven Hundred Fifty Dollars ($750.00)</td>
</tr>
<tr>
<td>Third Offense</td>
<td>One Thousand Dollars ($1000.00)</td>
</tr>
</tbody>
</table>

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

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

26 SCRUTINEERING

All measurements must be taken while the car is stationary on the Scrutineering Bay flat and horizontal surface as defined by the Technical Delegate.

26.1 Initial scrutineering of the car and of the Drivers’ equipment will take place in accordance with the timetable, specific to the Competition.

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 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. Blancpain GT World Challenge America entries with a previous electronic passport (annual vehicle inspection) will be updated to 2019 and known as the Technical Passport.

Only approved vehicles will be permitted. The approved vehicle list is posted on the technical section of the SRO website.
26.3 Cars must be presented to scrutineering at the time indicated on the Scrutineering timetable in the following condition:
   a) With homologation forms and the car passport,
   b) With fuel cell and safety cage certificate,
   c) Without fuel,
   d) With restrictors, ready for sealing, wire to be provided by the team,
   e) With ballast, ready for sealing, wire provided by the team,
   f) 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,
   g) For cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired,
   h) With identification and additional lights installed if applicable,
   i) With all mandatory stickers (technical / safety / series sponsors) in accordance with the Graphical Charter (see Appendix 3),
   k) On 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 up to the competitor to provide, at any time during the event, proof that his car and equipment are in conformity with the regulations and current BOP decisions.

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

26.6 For Competitions with refueling (article 5.2 Case B), 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 257 (A) and Article 35.

26.6.1 Blancpain GT World Challenge America customers will be permitted to use the “RPX” style two piece fuel restrictors in replacement of the Article 252-7 single piece restrictor ,where listed in BOP decisions.

26.7 All drivers competing in the Blancpain GT World Challenge America 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 meets the FIA Standard FIA 8856-2000. Helmets and clothing must pass scrutineering before the first time any driver takes part in a round of the Blancpain GT World Challenge GT America, 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 11.3.8

26.8 At any competition which will include 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 and approved during the scrutineering checks by an ASN or designated official before the car is allowed on track.
26.9 The official series and sponsors patches provided by the Promoter must be fully stitched or embroidered on the drivers and mechanics overalls in the respect of the FIA safety rules. Any breach of this Article may lead to sanctions imposed by the Stewards.

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:

<table>
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</tr>
</tbody>
</table>

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

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,

b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,

d) Require a competitor to supply them with such parts or samples as they may deem necessary. At the end of qualifying, and of the races, the car must contain at least 2 kg of fuel. The 2 kg of fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.

e) Check the air restrictor diameters:

f) Competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J and in Article 4.1 b), and modifications throughout made by the SRO Technical Board

g) The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout made by the SRO Technical Board, at all times and in all temperatures.

h) Any restrictors to be checked must be accessible during the scrutineering of the cars.

i) 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.

j) Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number will also appear in the technical passport. The diameter must be engraved on the restrictor. It will be up to the competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

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

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

26.17 The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked. Furthermore, any car re-entering the circuit from the paddock during a session must stop in their pit box prior to entering the track.

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

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 sensors, approved by the Promoter, must be installed in all cars at all Competitions. The minimum required channels are specified in Appendix 12. It will be the responsibility of each team to obtain this data-logger and sensors, to install the data logger, loom and antenna, and to have correct operating red and green check lights during the Competition. SRO Data Technicians will check all data loggers prior the first free practice. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards of the Meeting. The 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 2019 SRO Official BOP test or those collected during other tests and races with the current BOP decisions.

27.3 If Data cards are supplied to be used with the Data Logger or by the data technician they are the only authorised cards to be used during the 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 will be accepted concerning these controls and removed components. If a case of non-conformity is noted (either during or after the Event), this may be reported to the Stewards of the Meeting.

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

27.7 The GPS antenna of the data logger should be mounted on the roof - 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 will also supply any technical means needed to swap the ECU belonging to a competitor with the reference ECU as supplied. The SRO Technical Board or the scrutineers will not be held responsible for any consequences linked to a change of ECU and any subsequent failure.

28 WEIGHING

At any time during the Event, the Technical Delegate or Scrutineers may select cars to be weighed. To identify which driver is on board the car, each driver will bear a numbered sticker on the side of the helmet facing the drivers window plus any other identification mark required by the organisers of the Event in agreement with the Stewards of the Meeting and the Technical Delegate.

28.1 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 28.7, save where the deficiency in weight results from the accidental loss of a component of the car.

28.2 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.

28.3 No one other than scrutineers and officials may enter or remain in the Scrutineering garage without the specific permission of the Technical Delegate.

28.4 A car must carry an official on-board camera(s) 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.
28.5 A competitor may fit one or more personal cameras in the car. The competitor must obtain written
permission from the Promoter and from the Technical Delegate for each camera. The installation must be
presented at the time of scrutineering. Any cameras considered unsafe will be removed. The weight of the
complete equipment is not included in the minimum weight of the car. Cameras transmitting live video
footage are not authorised. Cameras affixed to helmets are not authorised.

28.6 The average weight of the drivers in any car competing in the Series must be at least a given weight
specified for each individual series, namely X kilograms.
For Blancpain GT World Challenge Europe and America, X will be 85 kg

Procedure
Should the average weight of the drivers in any specific car be less than X, the car will be expected to carry
Driver Ballast to compensate. The following procedure will be followed:
a) Each Competitor must declare the weight of his drivers, including overalls, underwear, shoes, gloves,
helmet and HANS, at the time of the administrative checks
b) The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W)
c) If W < X, then the Driver Ballast to be carried by the car will be X–W
d) The Driver Ballast must be installed in the ballast box and sealed before qualifying.
e) The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point
during the event. Any anomalies will be reported to the Stewards of the Meeting. Penalties may go as far as
cancellation of times in Qualifying or Disqualification from the race.
f) The Driver Ballast is not included in the minimum BOP weight of the car.
g) Exception: for cars competing in the Am category only, if W > X then the weight of W–X may be removed
from the minimum BOP weight of the car.

28.7 In the event of any breach of these provisions for the weighing of cars, the Stewards of the Meeting
may drop the competitor as many grid positions as they consider appropriate or disqualify him from the race.
29 SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

29.0 Tyre Supply
Only tyres from Pirelli, approved and registered by the Promoter and sold at the Event, will be accepted. Tyres must be ordered and paid by the deadlines set by Pirelli, failing which tyres will not be supplied. Only one type (specification and dimensions) of dry-weather tyre and one type of wet-weather tyre will be registered per car.

29.1 The list of the approved tyre specifications will be published at the latest two weeks prior to the first Event in the Series. Teams are strongly recommended to adhere to the limits detailed in the technical booklet issued by Pirelli, as well as to any other Technical Bulletins received during the season. For Scrutineering Checks the ride height at the specified points for each series will be measured at the following pressures.

<table>
<thead>
<tr>
<th>Class</th>
<th>Ride Height measured at following Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>GT3</td>
<td>1.5 Bar  FIA Appendix 257a Article 10</td>
</tr>
</tbody>
</table>

All tyres must be used as supplied at the event by the tyre manufacturer specified by the Promoter. They must comply with the specifications determined by Article 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 tyre or any traceability means is forbidden. This includes the barcode, manufacturer serial number, type of tyre, dimensions and any other relevant items.

Teams must adhere to the limits detailed in the technical booklet issued by Pirelli and received from the Promoter before the first official Event, as well as to any other Technical Bulletins received during the season. Any failure to do so may be penalised by the Stewards of the Meeting.

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

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

A used tyre is a tyre that has been registered for a car at a Competition during a previous Competition with the same car number. For race-by-race Competitors “a previous Competition” is considered to be any previous Competition of the Blancpain GT World Challenge America in which the car was entered. Used tyres must be presented to the tyre manufacturer for safety checking and re-registration following the process defined by the Promoter and the Tyre Manufacturer. This presentation of used tyres to Pirelli must be done before any new tyres for the Competition are fitted. Pirelli maintains a list of the tyres which have been recorded during the season.
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

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

29.3 Control of tyres
a) The control of the tyres will be carried out according to a process defined by the Promoter and managed by Pirelli.
b) The outer sidewall of all tyres which are to be used at a Competition must be marked with a unique identification.
c) Other than in cases of force majeure (accepted as such by the Stewards of the Meeting), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate for allocation prior to the end of initial scrutineering.
d) 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 the tyre manufacturer for checking and re-registration following the process defined by the Promoter and the Tyre Manufacturer. Pirelli maintains a list of the tyres which have been recorded during the season. Used tyres must be taken to Pirelli for re-registration before any new tyres are fitted.

29.4 Tyre-heating devices
Tyre heating prior to use is not permitted.

29.5 Joker Tyres
Each car competing in the Blancpain GT World Challenge America has an allocation of one joker tyre per Competition (as noted above “a competition” includes the two races), 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. This tyre will be retained by Pirelli.

A formal request must be made in writing and must include the reference of the damaged tyre and the reference of the tyre replacing it. If a Joker tyre is not requested during a Competition, this joker tyre option is considered to have lapsed and cannot be carried over (or added) to a request at another Competition.
29.6 Change of Chassis & Car Number
a) 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
b) 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.
c) 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 Reserved for future use

29.8 Tyre limitations for the Blancpain GT World Challenge America

For all cars at the first event of the season, and for race-by-race Competitors, at their first Competition of the season, six new sets (S1 to S6) may be registered, to be used as follows:

a) S1 and S2 to be used in Official Practice 1 and 2 only
b) S3 – S4 – S5 – S6 to be used throughout the competition.
c) S7 for use in the Bronze test if applicable.

From the second Competition onwards for full season Competitors and for returning race-by-race Competitors, two used sets (S1, S2) and four new sets of tyres (S3 to S6) may be registered as follows: The used sets MUST be from a previous competition and registered in the database.

a) S1 and S2: two used sets for use in Official (Free) Practice 1 and 2 only
b) S3 – S4 – S5 – S6 to be used for throughout the competition
c) S7 for use in the Bronze test if applicable

If authorised, set seven (S7) is only to be used by the bronze driver(s) in free practice 1. This set may not be used at any other time during the event however it may be used as S1 or S2 at subsequent events.

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

29.10 Reserved for future use

29.11 Tyre Limitations for Wet Weather Tyres

Wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course / Race Director for the session (practice 1, practice 2 and qualifying). 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.

In all cases, any infractions will be penalised by the Stewards.
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 Blancpain GT World Challenge. Balance of Performance testing sessions of the FIA GT3 models will be held before the start of the season.

All manufacturers whose cars will be competing in the 2019 season must enter at least one of their cars for the purposes of Balance of Performance Testing. A penalty may be imposed by the SRO Technical Board on any team which does not attend, except for force majeure accepted as such by the Board.

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

The SRO Technical Board is allowed to modify any parameter required to establish the SRO Balance of Performance.

The SRO Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of Race 1. Teams will be notified of any such changes during the meeting 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 a 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.

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.

30.3  Event Test Sessions
Additional official paid testing sessions may be authorised by the Promoter before certain events. Any such tests will be open to all Competitors but will not be mandatory. The price per car and the instructions for any such tests will be made available before the Event.

30.4-30.6  Reserved for future use
30.7 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 of the Meeting. If authorised, any such laps will be scheduled, when possible, at the discretion of the Race Director / Clerk of the Course and will consist of a single lap from pit out to pit in without crossing the control line. Any car granted a Hardship lap will be positioned at the back of the grid for the next race.

30.8 Private Testing
Private testing means any testing carried out by a Team or Driver. Private testing on any circuit which will host a Series Competition is forbidden at the event location from Monday 12:01 AM of the calendar week of the event. Race tracks are prohibited from this time to rent or otherwise provide track services to any team or Driver(s), that allows the collection or gain of information from a vehicle on the racing surface. USAC and/or WCV are NOT responsible for any accident, or injury, occurring during unsanctioned testing. Participation in Competitions including official test sessions, counting towards other Championships or Series is not considered as private testing.

30.9 Private testing at a circuit on the calendar may be authorised if the circuit configuration used is significantly different from that being used for the Blancpain GT World Challenge Event. “Significantly” would normally mean using fewer than half the same corners. 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. Penalties may go as far as disqualification from the 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 the Event:
a) Additional laps with the race cars 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 Blancpain GT Series Competition may take part in any such activities.

c) Promotional activities with race cars which are not eligible for the Blancpain GT World Challenge may be authorised with permission from the Promoter. Drivers competing in the Blancpain GT World Challenge Competition may take part in these activities providing they have written permission from the race director.

d) There are no restrictions on drivers and teams competing in other races taking part at the same Event, as long as this does not impact on their participation in the mandatory elements in the main Blancpain GT World Challenge competition, including briefings, podiums, press conferences etc.

e) Reserved for future use
f) Any breaches of these rules will be reported to the Stewards. Penalties may go as far as disqualification from the Competition.

g) All and any promotional or media on track activities must adhere to the following conditions below.

1) All participants shall be briefed by a SRO manager concerning the rules and requirements
2) All participants must wear the approved safety clothing for the vehicle including a helmet.
3) All emergency Vehicles, including ambulance(s) and track safety staff, shall be on duty.
4) All other on-track activities are prohibited whilst promotional rides take place
5) All vehicle(s) used requires radio communication with their driver
6) All incident(s) that occur must be documented following FIA Appendix O Article 11
7) All SRO sporting officials reserve the right to terminate or shorten the activities

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.

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 from drivers may be reported to the Stewards of the Meeting.

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 or awning for the whole period. Garage doors must be up. Cars should not be manoeuvred during the pit walk. Under no circumstances can refuelling take place during this period. Teams may place their Tensa barriers at the front of the garage. Any infringements will be reported to the Stewards of the Meeting.

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:

a) Legible messages on a pit board;
b) Body movement by the driver;
c) Lap trigger signals from the pits to the car; Lap marker transmitters shall be battery-powered and, once operating, must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point and shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
d) Verbal communication between a driver and his team by radio;
e) Electromagnetic radiation between 2 and 2.7 GHz is forbidden, without written consent of the Promoter.
f) Telemetry: one-way (car to pit) telemetry is allowed.
g) 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.
33 GENERAL SAFETY

33.1 Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these.

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 at the sole discretion of the Race Director / Clerk of the Course.

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

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.**
33.11 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:

a) Marshals (corner workers) or other authorised personnel in the execution of their duty;

b) Drivers when driving or under the direction of the marshals;

c) 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.

e) 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 its working area with no external assistance.

f) During a race, the engine may only be started with the starter on the grid or after a Stop and Go penalty. Except where the use of an external starting device is allowed (example practice sessions). The car must leave its position in the pit lane with no external intervention (example pushing the car). 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.

g) 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 any official sessions (e.g. practice qualify, warmup race) must always wear the clothes, underwear, helmets, and FIA-approved head restraint specified in ISC Appendix L to the Code.

33.13 A driver coming into the pits cannot unfasten his safety harness or racing net until his car is completely stopped in front of its pit box or pit garage. After a pit stop, the car can only start moving after the driver’s safety harness and racing net have been fastened. It is the car controller’s responsibility to ensure that a driver is properly buckled in before the car leaves its working area to enter the track.

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 (case D only) may be reported to the Stewards.

33.14 Extrication and Recovery exercises may take place before the Competition. Selected teams will be notified by the Stewards of the Meeting 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 or the pit lane.

33.16 The car’s regulatory lighting system must function during the 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: Minimum - 1 headlight.
- At the Rear: Minimum - 1 Brake light.
- Also, the illumination of the numbers (including position panel) 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 meeting will result in a drive-through penalty. Automated headlight flashing programs linked to the pit speed limiter are permitted.

33.18 Reserved for future use

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 Reserved for future use

33.21 A maximum of TWO 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 shown in the table below:

<table>
<thead>
<tr>
<th>Offense</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Offense</td>
<td>Three Hundred Dollars ($300.00)</td>
</tr>
<tr>
<td>Second Offense</td>
<td>Four Hundred Fifty Dollars ($450.00)</td>
</tr>
<tr>
<td>Third Offense</td>
<td>Six Hundred Dollars ($600.00)</td>
</tr>
</tbody>
</table>

33.22 Animals, except certified guide dogs or 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 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, (of which there may be a charge) will be done according to the following order:
   a) Specific requests from the Promoter or Event Organiser
   b) The team (not driver) currently leading the points in Blancpain GT World Challenge America.

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.

34.1.1 The allocation of the paddock layout will be done according to the following order:
   a) Specific requests from the Promoter or Event Organiser
   b) The team which is currently leading the Blancpain GT World Challenge America

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

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) when allocated, and in its allocated space when no pit garages are allocated. This 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 of the Meeting 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 outer 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 or Pit wall where there is no 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 authorization 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: Fines will be awarded according to the following provision:

<table>
<thead>
<tr>
<th>Offense</th>
<th>Fine Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Offense</td>
<td>Three Hundred Dollars ($300.00)</td>
</tr>
<tr>
<td>Second Offense</td>
<td>Four Hundred Fifty Dollars ($450.00)</td>
</tr>
<tr>
<td>Third Offense</td>
<td>Six Hundred Dollars ($600.00)</td>
</tr>
</tbody>
</table>
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 should not be left outside the garages where applicable. Items left behind the wall on the pit lane should be placed in a location that enables other series to use this space during their sessions, between Blancpain GT World Challenge America sessions. Unless otherwise indicated by the Organisers or Stewards of the Meeting, garage doors should be left open to allow access to TV monitors. TV screens on pit wall installations should also be accessible to support series competitions.

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 should not face the oncoming traffic. It should be low-temperature, flame-proof and must not be located less than 50 cm away from the refuelling pipes and tower. Halogen lights are not authorised. The equipment must be sufficiently rigid, be made from translucent material and may not extend beyond the base of the signalling wall. Sunshades, parasols and umbrellas are prohibited. Material fixed onto the signalling wall must not cause any damage. All advertising or promotional material on the signalling wall or the sides or top of the competitors’ boxes is prohibited, with the exception of the equipment from the Organisers.

34.11 Pit Lane Speed
A speed limit of 50 km/h will be enforced in the pit lane. Any driver exceeding the limit above will be reported to the Stewards of the Meeting. Penalties will be normally imposed according to the following schedule:

- During the Bronze test session, Free Practice, Pre-Qualifying (official practice 2) and Qualifying Sessions: A fine of 50 dollars 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 of the Meeting.

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 the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane. Cars must move from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop.

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, proceed at low speed or impede another competitor.

34.19 At all times when the cars are allowed onto the track:
   a) Visibility from the outside towards the inside of the teams pit setup and/or 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. Additionally
   b) Officials shall have free access into the pits.
   c) Except for the gantries, and refueling 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, or allocated paddock workspace
   e) At the start of any session, cars should be at an angle of 45 degrees, nose towards pit exit. Except during qualifying, cars should stop parallel to the pit building for pit stops, .
   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.
35 FUEL AND REFUELLING, FUEL RIGS, FUEL CELL & FUEL CIRCUIT

35.1 Only the fuel supplier designated by the Promoter may be used by all the Competitors at the Competitions. The specifications of the fuel may be provided upon request to the Promoter. The maximum quantity of stock authorised per car in each pit garage is 240 litres (approx. 63 gallons). This fuel must be stored near the door, on the paddock side.

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

35.3 Fuel Rigs
Fuel rigs are defined by drawing 252-7 of Article 257 A of Appendix J and described in art 257 A section 6 of Appendix J. Further to art 257a 2018 appendix J art 6.1.2, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow. The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the suppliers.

35.4 Couplers
The SRO Technical Department has acquired couplers from the different suppliers supplying the couplers to the manufacturers for reference. The couplers the Technical Department has are those used during the BOP refueling test. Only couplers that are the same as those used by the Technical Department can be used by the teams in the Blancpain GT Series 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 its proper function during the entire Event.

35.5 Fuel Cell & Fuel Circuit
In accordance with Article 257a appendix J 2018 6.3, the fuel cell must be equipped with the mandatory foam supplied by and installed following the directives from the manufacturer of the fuel cell. The full fuel circuit (including piping and hoses) and refuelling nozzles must be as indicated in the homologation file and as designed and supplied by the Manufacturer.
36  PIT STOPS – GENERAL

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 painted line designating the start of the working lane or on the pit wall.

36.2  Should a car overshoot its pit box, it may be pushed back to its location by a up to of 4 mechanics.

36.3  Only the car controller, and the replacing driver and if applicable the vent man (refer to article 37.1b) are allowed in the working area shortly before the pit stop of the car.

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. For events without garages a painted line approximately 1 metre from the pitwall will be available for the staging of mechanics and equipment prior to the car coming to a stop. Team personnel and equipment must withdraw behind the marked line as soon as the work is complete. All equipment must then be moved back over the pitwall.

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.

Each Competitor must ensure that its mechanics and car controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks, 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 and 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 Stewards’ discretion 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 During sessions, cars may be placed on skates in the working lane when they need to be moved.
37 REFFUELLING

37.1 Blancpain GT World Challenge America

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 event and a maximum of two independent tanks per pit. These tanks must not move, either independently or through any other means, during any sessions, with the sole exception of allowing a car to be pushed into the garage. Cars may refuel at any tower belonging to their team.

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, wearing either a red or orange armband. The earthing (ground) wire may be removed once refuelling is finished by a mechanic wearing either a red or orange armband.

While refuelling is being carried out, the driver may stay in the car but the engine must be switched off. If tyre changes will also take place, the coupling and uncoupling of the fuel hose to the car may only take place when the car is up on its jacks. The refuelling of the tower is prohibited while the car is being refuelled.

37.2 Personnel for refuelling:

a) 1 Car Controller with a white armband.

b) A maximum of 4 mechanics, to include:

1) 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.

2) 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.

3) 1 mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change.

4) 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.

5) 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 does not need to wear an orange 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) 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.

e) 1 ‘tyre’ technician and 1 ‘brake’ technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 12.4.

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.
38   TYRE CHANGES

38.1   Blancpain GT World Challenge America
Only one pneumatic wheel gun or torque wrench may be brought into the working area at any one time.

38.2   Tyre changes may be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane. Only pressurised air or nitrogen can be used to fill the tyres or operate the air guns.

Personnel authorised in the pit lane working area for tyre changes:
1. 1 Car Controller with a white armband.
2. A mechanic, with Red or Orange armband (only), may bring and connect the air hose to the air jacks. Once the wheels have been changed, the hose must be removed in order to bring the car down. No other system may be used to bring the car down onto its wheels.
3. 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 tabard or armband) are allowed to carry out any operations needed to change the tyres, using only the tools specified in articles 38.1, 38.2 or 38.3 below. 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:
   a) bring only the tools allowed as specified in articles 38.1, 38.2 or 38.3 below
   b) take the new wheels and put the replaced ones inside the pit
   c) carry permanently (not throw or roll to another mechanic) the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is permissible to lay them flat on the ground near the car,
   d) They must never cross or climb over the refuelling hose
   e) The driver exiting the car may assist the driver replacing him.
   f) 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.
   g) One mechanic (orange armband) 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.
   h) A data technician (orange armband) may download data from the car by cable, card or data stick, without performing any other task

38.3   1 'tyre' technician and 1 'brake' technician (yellow armband) 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.

The car cannot leave the pit working area until all personnel and equipment are no longer in the working area.
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 the refuelling has finished and personnel in charge of refueling and the mechanics in charge of the wheel changes and their equipment are no longer in the working area. These operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane.

Personnel authorised in the pit lane working area after refueling and /or tyre changes, for maintenance, repairs and driver changes:

a) 1 Car Controller.
b) 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).
c) A data technician may download data from the car by cable, card or data stick without performing any other task.
d) The driver exiting the car may assist the driver replacing him.
e) 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.
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 wear an armband in accordance with Article 12.4.

39.2 Reserved for future use

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.

41 PRACTICE SESSIONS

41.1 Event format

Unless specified in a bulletin of because of a force majeure, the practice sessions will follow the event format below.

a) There will be two Official (free) practice sessions, each lasting a maximum of 60 minutes.

b) There will be one Paid Bronze Test session (Practice), lasting a maximum of 30 minutes, reserved for drivers categorized as Bronze or Bronze*. Permission maybe given by the promoter to allow Bronze drivers and vehicles competing in the Pirelli GT4 series to take part in the Bronze practice session. Only vehicles which have passed all scrutineering checks will be permitted on track.

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

41.3 No driver may take the start of a race without having taken part in practice, except in a case of force majeure duly recognised as such by the Stewards. Drivers who fail to set a time within 110% of the fastest time during the official practice sessions may be authorised by the Stewards of the Meeting to take part in the race.
41.4 During the 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 officials by using a green light (or flag) and a red light (or flag) at the pit lane exit.

Cars may only leave their working area according to the procedure listed in Article 34.15. Cars may only leave the pit lane when the green light is on (or green flag is shown) at the start or restart of a session. Further, a blue flag or a blue flashing light may be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

41.5 In the event of a driving infringement during any practice session, the Stewards of the Meeting may drop the driver as many grid positions as they consider appropriate. Unless that 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.

41.6 - 41.8 Reserved for future use

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.

41.10 Any driver taking part in any practice session who, in the opinion of the Stewards of the Meeting, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties in accordance with Article 41.4. Furthermore if, in the opinion of the Stewards of the Meeting, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

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

41.12 Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or, in his absence, his Deputy or the Clerk of the Course shall order a red flag. Simultaneously, red flags will be shown at all the marshal posts. If red lights are available, these will be switched on as well.

41.13 When the red flag is deployed, all cars shall immediately reduce speed to a maximum of 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.

41.14 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. All cars abandoned on the circuit will be brought back to the paddock as soon as possible and may participate in the subsequent session.

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.
42 QUALIFYING

No driver may take the start of either Race without completing one timed lap (not including in and out laps) in either the Q1 or Q2 qualifying sessions, except in a case of force majeure duly recognised as such by the Stewards.

42.1 There will be one 35-minute qualifying practice session, divided into two fifteen minute periods with a five minute break between each one and the next.

42.2 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all qualifying sessions. This session will take place as follows:

a) From 0.00 to 0.15 (Q1), all cars driven by the Drivers 1 will be permitted on the track. The fastest time set by each car in Q1 will set the grid for Race 1.

b) From 00.25 to 00.40 (Q2), all cars driven by the Drivers 2 will be permitted on the track. The fastest time set by each car in Q2 will set the grid for Race 2.

Drivers who fail to set a time within 110% of the fastest time during qualifying may be authorised by the Stewards of the Meeting to take the start of the race. Permission must be requested to the Stewards of the Meeting for any such drivers in order to be allowed to take the start of the race.

42.3 Reserved for future use

42.4 During the qualifying sessions, controls on the tyre markings may be carried out before the cars take to the track under the orders of the officials, and there may be a green light (or flag) and a red light (or flag) at the pit lane exit. Cars may only leave their working area according to the procedure listed in Article 34.15. Cars may only leave the pit lane when the green light is on (or green flag is shown) at the start or restart of a session. Further, a blue flag or a blue flashing light may be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

42.5 From the start of the Q1 until the end of Q2, the following principles will apply:

a) No fuel may be added to or removed from the cars.

b) Cars may only leave their working area according to the procedure in Article 34.15. Cars may only leave the pit lane when the pit exit is open at the start or restart of the session.

c) No computers can be connected to the cars, including data sticks, adding or removing data cards or wireless connections of any kind.

After the end of Q2, all cars will be under Parc Fermé regulations. Except for the cars selected for scrutineering by the Technical Delegate, they will be placed on their (qualifying and not transporter) wheels. The Technical Delegate may seal the doors and bonnet. Any alternate arrangements will be given via a Bulletin.

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

42.7 In the event of a driving infringement during any qualifying session, the Stewards of the Meeting may drop the driver as many grid positions as they consider appropriate unless that 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.
42.8 Reserved for future use

42.9 If a car stops during qualifying, 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.

42.10 Any driver taking part in any qualifying session who, in the opinion of the Stewards of the Meeting, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties. Furthermore if, in the opinion of the Stewards of the Meeting, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties).

42.11 The Race Director or the Clerk of the Course may interrupt qualifying as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car.

42.12 Should it become necessary to stop the qualifying 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. Simultaneously, red flags will be shown at all the marshal posts. If red lights are available, these will be switched on as well.

42.13 When the red flag is deployed, all cars shall immediately reduce speed to a maximum of 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.

42.14 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. All cars abandoned on the circuit will be brought back to the paddock as soon as possible.

42.15 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.

43 GRID

43.1 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

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

43.2-43.4 Reserved for future use

43.5 The pole position on the grid will be the position designated on the FIA circuit licence. Any changes to this position will be published in a bulletin.
43.6 Any driver who has not qualified for the race and who has failed to set a time in either practice or qualifying sessions within 110% of the fastest time in the relevant session may nevertheless be allowed by the Stewards of the Meeting to take part in the race. Permission must be requested to the Stewards of the Meeting for any such drivers in order to be allowed to take the start of the race. Should more than one driver be accepted in this manner, the Stewards of the Meeting will determine their order. In neither case may a team appeal against the Stewards of the Meeting's decision.

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

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

43.9 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

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

45 STARTING PROCEDURE

45.1 A time may be specified in the official schedule before the green flag/start to allow for reconnaissance laps. The cars will leave the pits to cover a reconnaissance lap. At the end of this lap they must stop on the grid in starting order with their engines stopped. Only the nominated starting driver may drive the car for the reconnaissance laps.

45.1.1 If multiple reconnaissance laps are permitted in the supplementary regulations, any competitor that chooses to cover more than one reconnaissance lap, must drive through the pit lane, respecting the pit lane speed limit, between laps. The following regulations also apply

➢ Cars wishing to refuel may do so according to the refueling 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.

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 remains in the pits can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start. The remainder of the starting procedure will take place in accordance with the Official Timetable of the Event until the 10-minute board.
45.3 Wheels may only be brought onto the grid before the pit lane closes. This may be altered by a stewards Bulletin depending on the official timetable of the Event. Any wheel changes must occur before 5 minute signal.

45.4 The approach of the start will be announced by signals shown at ten minutes, five minutes, three minutes, one minute and fifteen seconds.

<table>
<thead>
<tr>
<th>Signal</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 minute</td>
<td>Everybody except drivers, officials and team technical staff must leave the grid.</td>
</tr>
<tr>
<td>5 minute</td>
<td>All cars must have wheels fitted except when Article 47 applies.</td>
</tr>
<tr>
<td>3 minute</td>
<td>All cars must be resting on their wheels. No more work can be performed (including tyre pressure measurements) on the car. Wheels may only then be removed in the pits, except under Article 45.12</td>
</tr>
<tr>
<td>1 minute</td>
<td>The last mechanic must leave the grid. A ceremonial command of “Drivers Start Your Engines” (DSYE) will be given. This command will be from a dignitary. If no dignitary is used it will be from the Race Director.</td>
</tr>
<tr>
<td>15 Seconds</td>
<td>A green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap (or laps) behind the Pace Car, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible</td>
</tr>
</tbody>
</table>

45.5 Formation Laps - The amount of formation laps prior to the start of the race will be determined by the official circuit length in km taken from FIA track license. Two (2) formation laps will occur for any circuit less than three (4) km. For circuit lengths greater than four (4) km, there will be a single formation lap.

45.6 Overtaking during the formation lap(s) 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 by the point on the circuit as specified in the driver briefing must enter the pit lane and start 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(s). If the Line is not situated in front of the pole position, for the purposes of this article only, it will be deemed to be a white line one metre in front of pole position. A drive-through penalty will be imposed on any driver who, in the opinion of the Stewards of the Meeting, unnecessarily overtook another car during the formation lap(s). The speed of the Pace Car must be around 80 km/h during the formation lap(s).

45.7 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.
45.8 When all cars are lined up side-by-side for the start, the Pace Car will reduce the speed of the field to 80 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 will then slowly increase his speed to a maximum of 110 Km/hr by the moment of the start. Drivers are not allowed to overtake before they see the green start lights or flag. During the briefing the Race Director may define a “Starting Zone” from which point the start signal 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. No car may overtake another one before the starting signal is given.

45.9 A rolling start, as described in the Code, will be used to start the race(s). 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.

45.10 If a problem arises when the cars reach the Line at the end of the formation lap, Yellow flags will be displayed at all marshal posts. The cars, with the pole position leading, will complete a new formation lap.

They may be joined and led by the pace car and will continue for another formation lap. If the pace car does not rejoin, the field will be led by the pole position car. Should such an additional formation lap be carried out, the start of the race will be considered to have been given at the end of the first formation lap.

45.11 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.

45.12 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 starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Article 45.5 will be followed.
   b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, 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 the Promoter, a shortened starting procedure may be stipulated. In this case, at specified time schedule or published bulletin, the cars will leave the pit lane to cover a single reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Any car coming into the pit lane at the end of this lap will not be allowed to go out onto the track again and will take the start from the pit lane only after the start has been given and the complete field of cars has passed the exit of the pit lane. The starting procedures will then continue with Article 45.4 onwards.

45.13 The Stewards of the Meeting may use any video or electronic means to assist them in reaching a decision. The Stewards of the Meeting may overrule judges of fact. A breach of the provisions of the Code or
these Sporting Regulations relating to starting procedure may result in the disqualification of the car and drivers concerned from the 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 (or flag) 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.

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.
The message FCY will be displayed on the monitors and the instruction Full Course Yellow will be given on the Team Radio after a countdown.

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

The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2.

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

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

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

46.7 Safety Car Procedure (in accordance with Appendix H of the ISC, article 2.9)
When the order is given to deploy the safety car, all marshal posts will display waved yellow flags, additionally “SC” boards and the yellow lights at the Line may be illuminated, for the duration of the intervention.

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

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

Overtaking will be permitted under the following circumstances:

a) If a car is signalled to do so from the safety car;
b) Any car stopping in its designated garage area whilst the safety car is using the pit lane may be overtaken;
c) 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 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 (or green flag) 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 yellow 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 yellow lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the safety car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. As the safety car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags and/or with green lights at the Line. These will be displayed until the last car crosses the Line.

For the avoidance of doubt on a restart, Overtaking is prohibited until after crossing the Control (start/finish) 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, the safety car’s yellow lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated (or green flag shown), 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 / green flag are illuminated.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the safety car.

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

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

a) Driving stints will all stop at the time of the red flag and will resume when the race restarts.
b) the length of the race suspension will be added to the remaining time for the race, subject to the approval of the Stewards of the Meeting
c) Only officials are allowed on the grid
d) The drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars
e) No driver changes are permitted
f) The drivers must obey the marshals’ instructions at all times

47.1.1 For cars on the grid

a) 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 (or paddock) 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 board is shown work may resume on these cars. At any point after the three-minute board 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 board is shown 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 board.

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 Reserved for future use
47.3 Resuming the race

The delay will be kept as short as possible and as soon as a resumption time is known, teams will be informed via the timing monitors, 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 board, 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, bringing and connecting 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 shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race.

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

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

At some point after the three-minute signal, which will depend on the expected lap time, any cars between the red flag line and the leader maybe 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 announcement is made, 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.

When the green lights (or green flag is shown) 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 2.9 of 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.

Either of the penalties under Article 16.4 b) or c) will be imposed on any driver who, in the opinion of the Stewards of the Meeting, unnecessarily overtook another car during the lap.

The Safety Car will enter the pits once the Race Director decides it is safe to resume the race.”

As the safety car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags and/or with green lights at the Line. These will be displayed until the last car crosses the Line.

For the avoidance of doubt on a restart, Overtaking is prohibited until after crossing the Control (start/finish) Line

If the race cannot be resumed, the results will be declared on the control line crossings on the lap preceding the lap which the red flag was shown.

47.4 Reserved for future use
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 (checkered flag) 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.

PARC FERMÉ

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.

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

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

CLASSIFICATION

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

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.

50.3 Cars having covered less than 75% 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 both the Digital and Official Notice Boards as soon as possible after the race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.
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.

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 Stewards of the Meeting’s discretion.

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

51.4 Qualifying Press Conference

After the end of qualifying, if so requested, the drivers must proceed to the Press Conference in the media centre or other location specified in Appendix 1.

Blancpain GT World Challenge America
1: Fastest driver, Blancpain GT Series in Q1 and Q2
2: Fastest driver, Blancpain GT Series Sprint Pro-Am Cup in Q1 and Q2
3: Fastest driver, Blancpain GT Series Sprint Am Cup in Q1 and Q2
4: Fastest driver, Blancpain GT Series Sprint Silver Cup in Q1 and Q2

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

51.6 Podium press conference

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

Race 1 and Race 2
1: 1st, 2nd and 3rd– Overall
2: 1st, 2nd, 3rd Bl Pro-Am Cup
3: 1st, 2nd, 3rd Am Cup
4: 1st, 2nd, 3rd Silver Cup

51.7 The team managers are responsible for ensuring that their drivers fulfil their obligations. A fine will be imposed on any competitor who is absent except in a case of force majeure recognised as such by the Stewards of the Meeting.
APPENDIX 1 – INFORMATION REQUIRED UNDER ARTICLE 8.1

PART A

a) Name and address of the National Sporting Authority (ASN).

b) Name and address of the organiser.

c) Date and place of the Event.

d) Start of the sporting checks and scrutineering on...... (date) at...... (time).

e) Time and Location of the Briefing

f) Start time of the race(s).

g) Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.

h) Details of the circuit, which must include:
   1. location and how to gain access,
   2. length of one lap
   3. direction (clockwise or anti-clockwise),
   4. location of the pit exit in relation to the Line.
   5. Grade of the FIA circuit homologation
   6. Date of the expiry of the licence

i) Precise location at the circuit of:
   Stewards' office, Race Director's office, sporting checks, scrutineering, flat area and weighing, Parc Fermé,
   Drivers' and competitors' briefing, official notice board, press conference, media centre and media
   accreditation centre.

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

k) Amount of the Protest fee

l) The names of the following officials of the Event, appointed by the ASN:
   Steward of the Meeting,
   Clerk of the Course,
   Secretary of the meeting,
   Chief National Scrutineer,
   Chief National Medical Officer.

Any other specific items.
PART B –
1: Organisation and Management of the Event
2: List of Officials nominated by the Promoter and the Parent ASN
   Permanent Chairman of the Stewards
   International Steward
   Race Director
   Deputy Race Director
   Technical Delegate
   Chief Scrutineer for the Series
   Sporting Director
   Pit Lane Officials
   Sporting Secretary
   Chief Timekeeper
   Safety Car Driver
   Leading Car Driver
   Press Delegate
   Driver Advisor
Any other Officials
3: Composition of the Sporting Board for the event
4: Appeal, Protest and fines,
5: Other information including link to the Digital notice board
PART C – Detailed timetable
PART D – Event Insurance

APPENDIX 2 – NOT CURRENTLY USED
APPENDIX 3 – GRAPHICAL CHARTER

The valid Graphical Charter for the Blancpain GT World Challenge is always the latest version, which will be distributed to the teams and which will replace the version hereunder.
Door Numbers and Partner Stacks

<table>
<thead>
<tr>
<th>Partner Stacks</th>
<th>Door Numbers</th>
<th>Left / Right / Front</th>
<th>Class Designator</th>
<th>Rear of Car</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td>PRO</td>
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<td></td>
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<td>PRO-AM</td>
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<td></td>
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<td></td>
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<tr>
<td></td>
<td></td>
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<td>AM</td>
<td></td>
</tr>
</tbody>
</table>

6.000in x 4.000in (152mm) x (102mm)
Font: BigNoodleTitling

No. Plates 15.000in (381mm) x 16.000in (406mm)
Numerics - - - - - in x 8.500in (216mm)
Font: BigNoodleTitling

<table>
<thead>
<tr>
<th>Sizes</th>
<th>Partner Stack</th>
</tr>
</thead>
<tbody>
<tr>
<td>Series Logo - Blancpain GT WC</td>
<td>7.125in (181mm) x 3.744in (95mm)</td>
</tr>
<tr>
<td>CrowdStrike</td>
<td>5.375in (136mm) x 3.284in (83mm)</td>
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<tr>
<td>Amazon AWS</td>
<td>5.125in (130mm) x 3.075in (78mm)</td>
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<tr>
<td>Opti-Coat</td>
<td>7.125in (181mm) x 1.331in (34mm)</td>
</tr>
<tr>
<td>Optima</td>
<td>5.375in (137mm) x 2.508in (64mm)</td>
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</tbody>
</table>
Purple Monkey Garage 6.125in (156mm) x 1.889in (48mm)
Skip Barber 5.750in (146mm) x 3.290in (84mm) (incl. white stroke area)
VP Racing Fuels 4.500in (114mm) x 3.280in (83mm) (incl. white stroke area)

Windshield Banner

Notes
Number Boards to be provided by series
Drivers Name - We recommend including the driver’s name and country flag where shown
Pirelli Decal x 4  all wheel arches
VP Racing Lubricants – Front Left Wheel Arch
Front Right Windshield Lumirank Position Panel
Class Designator – Rear Left of Vehicle
Drivers Suits

FRONT CHEST
BGTWC Logo - 3.50”(89mm) w X 1.84”(47mm) h
Pirelli - 3.50”(89mm) w X 0.96”(24mm) h

RIGHT SHOULDER
CrowdStrike 3.75”(95mm) w X 2.14”(54mm) h
Optima 3.00” (76mm) w X 1.40”(36mm) h
Purple Monkey Garage 3.00” (76mm) w X 0.93”(23mm) h
VP Racing Lubricants 1.75” (44mm) w X 2.21” (56mm) h

LEFT SHOULDER
AWS Amazon 2.50” (64mm) w X 1.50” (38mm) h
Opti-Coat 4.00” (102mm) w X 0.75”(19mm) h
Skip Barber 3.00” (76mm) w X 1.72” (44mm) h
VP Racing Fuels 2.50” (64mm) w X 2.00” (51mm) h

Team Apparel

Download from https://files.world-challenge.com/marketing/logos/2019/BGTWCA.zip
Team Transporter Layout

SPONSOR SCROLL 36” (457mm) width MINIMUM - NOT SHOWN TO SCALE
SIDE TRANSPORTER DECALS
Official series logos must be located on both left and right side of the transport trailer.
OTHER LOGOS/DECALS
No other decals required. Competing series’ logos and car descriptions MUST be covered and NOT
APPENDIX 4 – PROVISIONAL 2019 CALENDAR

USA Competitions Listed in left hand column

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<thead>
<tr>
<th>Round</th>
<th>Date</th>
<th>Track</th>
<th>Country</th>
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<tbody>
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<td>R1</td>
<td>March 3rd</td>
<td>Circuit of the Americas</td>
<td>USA</td>
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<td>April 7th</td>
<td>Sepang</td>
<td>Malaysia</td>
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<tr>
<td>R2</td>
<td>April 26th</td>
<td>Virginia International Raceway</td>
<td>USA</td>
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<tr>
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<td>May 5th</td>
<td>Brands Hatch</td>
<td>Great Britain</td>
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<tr>
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<td>May 12th</td>
<td>Buriram</td>
<td>Thailand</td>
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<tr>
<td>R3</td>
<td>May 19th</td>
<td>Canadian Tire Motorsport Park</td>
<td>Canada</td>
</tr>
<tr>
<td>R4</td>
<td>June 9th</td>
<td>Sonoma</td>
<td>USA</td>
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<tr>
<td></td>
<td>June 23rd</td>
<td>Suzuka</td>
<td>Japan</td>
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<td>June 30th</td>
<td>Misano</td>
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<td>August 4th</td>
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<td>Korea</td>
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<td>R5</td>
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<td>Watkins Glen</td>
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<td>Nürburgring</td>
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<td>Sept 8th</td>
<td>Budapest</td>
<td>Hungary</td>
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<tr>
<td>R6</td>
<td>Sept 22nd</td>
<td>Road America</td>
<td>USA</td>
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<td></td>
<td>Sept 22nd</td>
<td>Shanghai</td>
<td>China</td>
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<tr>
<td>R7</td>
<td>Oct 20th</td>
<td>TBD</td>
<td>USA</td>
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</table>
APPENDIX 5 – SRO BOARD RULES AND REGULATIONS

SRO SPORTING BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS

Article 1 – Purpose
The SRO Sporting Board is a body set up by the Series Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the sporting and technical regulations and the organisation of the Blancpain GT World Challenge Events, other than those which fall within the exclusive remit of the officials of the Event as defined by the provisions of the International Sporting Code.

Article 2 – Members
The SRO Sporting Board at each event will consist of the following people or their representatives:
• The Permanent Chairman of the Stewards
• The Race Director
• The SRO Technical Delegate
• The SRO Sporting Delegate
• The Series CEO or Series General Manager
• A parent ASN Representative.

Article 3 – Missions
The tasks of the SRO Sporting Board will include:
• Issuing clarifications on the regulations and their interpretation
• Taking decisions on the application of the regulations at the Events, in order to respond to specific situations (e.g. shortening of grid procedures, timetable issues)
• Responding to any situations involving the commercial management of the Series
• Deciding on the acceptance of requests for private testing.
• Deciding on exemptions for Driver Categorisations
• Deciding on requests for permission for Silver drivers to take part in the Bronze test
• Deciding on any questions concerning points or the classification of the Series.

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
- Series Technical Delegate
- A Parent ASN 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 any of the Blancpain GT Series will be placed in a Fund, the SRO Motorsports Fund.
This Fund will either be returned to the competitors in the form of a Prize Fund, or will be presented to a Charity.
The usage of the Fund in each championship any given year will be announced to the Teams by means of a Bulletin from the Sporting Board.

Article 2 – Administration
The SRO Motorsports Fund will be managed by the Chief Operating Officer of SRO Motorsports Group. The balance of the account may be requested in writing.
APPENDIX 7 – MANDATORY TECHNICAL EQUIPMENT

PART A DATA LOGGER
The Official Motec Data logger supplier is: Chris Brown, ph +1 503 804 3289 CB@CB-Racing.com

All vehicles with exception of TC America TCR DSG Cup vehicles the must use used the approved MoTeC datalogger channel configuration. WSC TCR DSG Cup customers will be monitored with the factory installed AIM data system.

Any alterations from the approved configuration including but not limited to CAN bus address’s, scaling, computed channels, manipulation of the values through gateways is prohibited. Violations will be inspected by the technical board and/or additional contracted specialists where required. In addition to the data logger a mandatory series pressure sensor and MoTeC GPS module must be installed. (refer to Motec installation guidelines document [enter link]

All mandatory channels shown below must be logged from the ECU in accordance with the regulations.

<table>
<thead>
<tr>
<th>Mandatory</th>
<th>Mandatory</th>
<th>Provisional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Rpm</td>
<td>4 x Wheelspeeds.</td>
<td>*Mass Fuel Rate</td>
</tr>
<tr>
<td>Throttle Pedal Pos</td>
<td>GPS Speed, Time</td>
<td>*Fuel temp</td>
</tr>
<tr>
<td>Throttle position plenum</td>
<td>GPS Heading, Lat, Long</td>
<td>* Engine Torque</td>
</tr>
<tr>
<td>Manifold Pressure</td>
<td>G Force (lateral, Longitude)</td>
<td></td>
</tr>
<tr>
<td>Ambient Pressure</td>
<td>2 x Brake Pressure (front, Rear)</td>
<td></td>
</tr>
<tr>
<td>Inlet Air Temp, Engine Temp</td>
<td>Steering Wheel Angle</td>
<td></td>
</tr>
<tr>
<td>Camshaft Pos. (Inlet + Exhaust)</td>
<td>Gear</td>
<td></td>
</tr>
<tr>
<td>Ignition, Lambda(s)</td>
<td>Lambda (separate from ECU)</td>
<td></td>
</tr>
</tbody>
</table>

PRESSURE SENSOR
All vehicles require an additional SRO MOTORSPORTS AMERICA series calibrated pressure sensor, which can be checked at any time. The Installation must be at the approved location specified on the homologation or by competition department.

Sensors must be connected directly with an uninterrupted continuous line of tubing to the manifold. Deliberate use of restrictive fittings, olives or adjustment of resistive measurement is prohibited. Example of Series sensor, fittings and calibration decals shown below.

Sensor displayed is the AEM 3.5 bar sensor with a 1% tolerance. (AEM # 30-2130-50).

The series reserves the right to adjust the offset of the sensor to the ambient pressure to allow for the sensor tolerance in the BOP calculations.
PART B- TIMING TRANSPONDER AND OTHER TIMING EQUIPMENT (ARTICLE 19)

All cars must be fitted with a My laps transponder (shown below). SprintX cars must be fitted with the multi driver type and include a working Driver switch of 4 or 5 positions.

Transponder Mounting
A. Transponders shall be directly connected to master electrical switch, with no other switches inline. Mounting must be less than 60cm (2ft) from the ground and front axle centerline.
B. Orientation must be vertical (arrow pointing to track “down”) with LED facing outboard.
C. Transponder must have clear view to track surface. If mounted above a carbon or metal floor, a 75mm x 75mm square hole is required. The hole can be covered with a Kevlar or Fiberglass patch.
D. As per sporting regulations, intermittent or failed transponders that prevent a competitor from being scored and must be fixed, or the competitor/team may incur a penalty. The transponder serial number links Car Number, Vehicle class, Driver Name and Team Name. Any changes to these must be made in writing to the competition department.

MyLaps USA - Balton Aulls  +1 (678) 816-4000, Balton.Aulls@mylaps.com
2030 Powers Ferry Road (South East) -Suite 110, Atlanta, GA 30339 U.S.A.
PART C- ONBOARD CAMERAS (ARTICLE 19)

All cars must be fitted with an on board camera in accordance with the details below

➢ Only cameras approved in the list may be used
➢ Add Location Camera 1
➢ Add Location Camera 2
➢ The front facing camera “in car” camera must also display the mandatory series in car template () showing “Vehicle Class” and “Car Number” in their view

2018 Approved In Car Cameras List:

<table>
<thead>
<tr>
<th>Camera Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>MoTeC V2 Camera</td>
</tr>
<tr>
<td>Aim Smarty Cam HD</td>
</tr>
<tr>
<td>Vbox Video HD</td>
</tr>
<tr>
<td>Go Pro Hero 3 or Newer</td>
</tr>
<tr>
<td>ReplayXD</td>
</tr>
<tr>
<td>360 Fly HD</td>
</tr>
<tr>
<td>Oli one.five 4K HDR</td>
</tr>
</tbody>
</table>

Note: If a camera is not listed above, please contact Competition Department for approval prior to the event the camera will be used.

PART D- OFFICIAL TYRE SUPPLIER (ARTICLE 26)
TYRES :- PIRELLI is the sole tyre supplier for the Blancpain GT World Challenge.

Please note that tyres for EVENTS must be ordered no later than 2 weeks before the Tuesday of the event week for American events and 4 weeks before the Tuesday of the event week for Non-America events.

The order forms, Pirelli supply agreement and driver responsibility document can be downloaded from the Teams section the series website of https://race.world-challenge.com/downloads-library/?tab=technical-forms

Official Tire Supplier - Pirelli
Frisby Performance Tire - Las Vegas, NV
PART E - OFFICIAL FUEL SUPPLIER (ARTICLE 35)

VP Racing Fuel Suppliers

<table>
<thead>
<tr>
<th>EVENT</th>
<th>VP Office</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Petersburg</td>
<td>South</td>
<td>706-335-3355</td>
<td><a href="mailto:vpsouth@vpracingfuels.com">vpsouth@vpracingfuels.com</a></td>
</tr>
<tr>
<td>COTA</td>
<td>Central</td>
<td>210-635-7744</td>
<td><a href="mailto:vphq@vpracingfuels.com">vphq@vpracingfuels.com</a></td>
</tr>
<tr>
<td>Long Beach</td>
<td>West</td>
<td>951-696-5100</td>
<td><a href="mailto:vppacific@vpracingfuels.com">vppacific@vpracingfuels.com</a></td>
</tr>
<tr>
<td>Virginia International Raceway</td>
<td>South</td>
<td>210-635-7744</td>
<td><a href="mailto:vpsouth@vpracingfuels.com">vpsouth@vpracingfuels.com</a></td>
</tr>
<tr>
<td>CTMP</td>
<td>East</td>
<td>302-368-1500</td>
<td><a href="mailto:vpatlantic@vpracingfuels.com">vpatlantic@vpracingfuels.com</a></td>
</tr>
<tr>
<td>Lime Rock</td>
<td>East</td>
<td>302-368-1500</td>
<td><a href="mailto:vpatlantic@vpracingfuels.com">vpatlantic@vpracingfuels.com</a></td>
</tr>
<tr>
<td>Road America</td>
<td>Midwest</td>
<td>812-466-1175</td>
<td><a href="mailto:vpmidwest@vpracingfuels.com">vpmidwest@vpracingfuels.com</a></td>
</tr>
<tr>
<td>Portland</td>
<td>West</td>
<td>951-696-5100</td>
<td><a href="mailto:vppacific@vpracingfuels.com">vppacific@vpracingfuels.com</a></td>
</tr>
<tr>
<td>Utah Motorsport Campus</td>
<td>Central</td>
<td>210-635-7744</td>
<td><a href="mailto:vphq@vpracingfuels.com">vphq@vpracingfuels.com</a></td>
</tr>
<tr>
<td>Watkins Glen</td>
<td>East</td>
<td>302-368-1500</td>
<td><a href="mailto:vpatlantic@vpracingfuels.com">vpatlantic@vpracingfuels.com</a></td>
</tr>
<tr>
<td>Mazda Raceway Laguna Seca</td>
<td>West</td>
<td>951-696-5100</td>
<td><a href="mailto:vppacific@vpracingfuels.com">vppacific@vpracingfuels.com</a></td>
</tr>
</tbody>
</table>

PART F RACE CONTROL FREQUENCIES

The following frequencies will be used as Race Control frequencies during the 2019 season.

RACE CONTROL FREQUENCIES

The following frequencies will be used as Race Control frequencies during the 2019 season.

<table>
<thead>
<tr>
<th>CH</th>
<th>RX Frequency</th>
<th>Channel Type</th>
<th>TX Mode</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>462.2250 MHz</td>
<td>Analog</td>
<td>DPL 723</td>
<td>Race Control Frequency</td>
</tr>
<tr>
<td>2</td>
<td>xxx.xxxx</td>
<td>Analog</td>
<td>TBD</td>
<td>Race Control Canada (CTMP event only)</td>
</tr>
</tbody>
</table>

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.

PART G LUMIRANK PANELS

LUMIRANK® 3-digit panels will be available for teams in the SRO offices and must be installed prior to the first official practice session. Panels must be returned at the conclusion of the race. Teams are required to complete the equipment receipt form and credit card authorization in case of loss or damage.

MOUNTING: Position panels must be installed on the inside of front windscreen on passenger side just below the banner. They are secured using VELCRO® strips (included). Windscreen banners may be trimmed to raise the display providing all series logos remain fully visible. A +12V DC power cable (available for purchase) is the only vehicle connection required.
APPENDIX 8 - FLAGS

Flagging will be the official method to communicate with ALL competitors during Events. Flags may be replaced or supplemented by lights and/or reflective panels; these shall have the same meaning as the flags.

<table>
<thead>
<tr>
<th>FLAG</th>
<th>Note: Any flag signal may be accompanied by additional messages from Race Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREEN</td>
<td>When displayed by the starter, signals the beginning or resumption of a session. Also shown (waved) on track following a yellow caution area to indicate passing may resume when beyond the green flag</td>
</tr>
<tr>
<td>BLACK/WHITE DIAGONAL (Shown with Number Board)</td>
<td>Unsportsmanlike flag. Shown stationary to a competitor ONCE as a warning primarily for their driving conduct. Should further action be taken by the stewards, the team will be informed immediately</td>
</tr>
<tr>
<td>BLACK (Shown with Number Board)</td>
<td>Once displayed, the competitor must stop at his pit box WITHIN (2) laps of being shown. Should the driver pass the flag a third time, further penalties may be applied.</td>
</tr>
<tr>
<td>BLACK with ORANGE CIRCLE (Shown with Number Board)</td>
<td>Mechanical problem that may endanger the driver or other competitors. Competitor must report to pit lane immediately –failure to follow this instruction will result in a Black Flag being shown to the competitor.</td>
</tr>
<tr>
<td>SINGLE YELLOW</td>
<td>Danger: Reduce Speed. Incident in area which could be covering some of the track – overtaking is prohibited until competitor has passed a green flag. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. If waved, increased danger – be prepared to stop. During official practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap)</td>
</tr>
<tr>
<td>DOUBLE YELLOW (Full Course Yellow – FCY)</td>
<td>Danger: Reduce Speed, overtaking is prohibited throughout the circuit. Flags are displayed at all stations FCY may be used with or without a Safety Car. All drivers must gather in single file behind the leader or Safety Car. FCY shall remain until the race is resumed and a green flag is shown. May be used in conjunction with a board displaying the letters “SC”, informing competitors that a safety car is deployed on track.</td>
</tr>
<tr>
<td>RED</td>
<td>Session suspended. Use caution and proceed immediately to pit lane or a location as directed by Race Control. Overtaking is prohibited. Cars are considered under “Parc Fermé” conditions unless otherwise stated. Race Control will announce separately if the session will or will not resume.</td>
</tr>
<tr>
<td>SOLID BLUE OR BLUE WITH YELLOW DIAGONAL</td>
<td>Warning: faster/lapping cars are approaching. Use Caution. Exercise sportsmanship &amp; allow racing room. If waved, this signals that another driver is trying to overtake.</td>
</tr>
<tr>
<td>YELLOW WITH RED STRIPES</td>
<td>Caution, the racing surface may be affected by fluids or debris and may be slippery.</td>
</tr>
<tr>
<td>WHITE WAVED AT START/FINISH</td>
<td>Indicates the last lap of a competition (this flag is only advisory). If held STATIONARY, please use caution as you are approaching slow moving vehicle. May be replaced with a ‘LAST LAP’ board or sign.</td>
</tr>
<tr>
<td>WHITE WITH RED DIAGONAL AT START/FINISH</td>
<td>Emergency vehicles are on course.</td>
</tr>
<tr>
<td>BLACK &amp; WHITE CHECKERED</td>
<td>Indicates completion of a session or race. All cars shall exit the course once they have passed start/finish and received the checkered flag.</td>
</tr>
</tbody>
</table>
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 with a stable supply of power 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 10mm hole in the roof of the car. The position of this is to be agreed with the TV technicians for the camera transmitter.

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

For the 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.

APPENDIX 10 – PIT GANTRY CAMERA

Each team competing in the Blancpain GT Series must acquire a video camera which must be affixed to the pit gantry. The cards and the images remain the property of SRO Motorsports Group.

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

For races in the Blancpain GT Series Endurance Cup, the pit gantry camera must be switched on for all pit stops. It may be switched off in between to conserve the battery.

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

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

Immediately after qualifying and race(s), the 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 of the Meeting. 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 of the Meeting 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 of the Meeting according to the International Sporting Code.

APPENDIX 11 – FUEL COUPLINGS REFUELLING

The list of authorised couplers for GT3 Vehicles per Article 35.4. Note these are the homologated couplers and what was used for the Paul SRO BOP tests at Paul Ricard

<table>
<thead>
<tr>
<th>Make</th>
<th>FIA GT3 Homologation</th>
<th>MODEL</th>
<th>Refueling Coupler</th>
<th>Restrictor Size (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acura</td>
<td>GT3-047</td>
<td>NSX GT3</td>
<td>ATL RE-AG-003</td>
<td>35</td>
</tr>
<tr>
<td>Aston Martin</td>
<td>GT3-040</td>
<td>Vantage GT3</td>
<td>ATL RE153</td>
<td>34</td>
</tr>
<tr>
<td>Bentley</td>
<td>GT3-035</td>
<td>Continental GT3</td>
<td>Staubli SAF 45.1838</td>
<td>36</td>
</tr>
<tr>
<td>Bentley</td>
<td>GT3-049</td>
<td>Continental GT3 2018</td>
<td>Staubli SAF 45.1838</td>
<td>35</td>
</tr>
<tr>
<td>BMW</td>
<td>GT3-043</td>
<td>M6 GT3</td>
<td>Krontec RFC-88K-SL/Krontec RFC-89K or RFC-88K-SL-DF</td>
<td>36/34</td>
</tr>
<tr>
<td>*Ferrari</td>
<td>GT3-044</td>
<td>488 GT3</td>
<td>ATL RE-AG-003</td>
<td>32.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Staubli SAF 45.1838</td>
<td>32.5</td>
</tr>
<tr>
<td>McLaren</td>
<td>GT3-037</td>
<td>650S</td>
<td>ATL RE-AG-009</td>
<td>36</td>
</tr>
<tr>
<td>Mercedes</td>
<td>GT3-042</td>
<td>AMG GT3</td>
<td>ATL HWA</td>
<td>33</td>
</tr>
<tr>
<td>Nissan</td>
<td>GT3-030</td>
<td>GT-R Nismo GT3</td>
<td>ATL RE-AG-022</td>
<td>34</td>
</tr>
<tr>
<td>Nissan</td>
<td>GT3-048</td>
<td>GT-R Nismo GT3 2018</td>
<td>ATL RE-AG-022</td>
<td>TBD</td>
</tr>
<tr>
<td>Porsche</td>
<td>GT3-xxx</td>
<td>2019</td>
<td>Krontec RFC-89K</td>
<td>28</td>
</tr>
</tbody>
</table>

* Where more than one Refueling coupler is approved for the manufacturer, The Vehicle MUST run the fuel rig restrictor listed in the BOP for the specific coupler used. Any change of coupler after the fuel rig is inspected and sealed will be reported to the stewards as a violation of the regulations.
APPENDIX 12 – GLOSSARY OF TERMS

ASN (National Sporting Authority) - A national governing body of car competitions recognized by the FIA.
ACCELERATION ZONE - Defined area defined by cones adjacent to course, prior to the Start Stand.
ACCESSIBLE - Capable of easily being reached.
ACCUS-FIA (Automobile Competition Committee for the United States) - The ASN of the United States of America.
ACTIVE SUSPENSION - Electro-mechanical and/or feedback control to any suspension components.
ADHESIVE - A chemical liquid that fuses multiple components together without fusing into a single component.
AEROFOIL - Any device or part of a car, whose principal effect is to create additional positive or negative force.
ALTERNATE TRANSMISSION - A variant to the OEM transmission, casing, ratios, engagement, shift etc.
ALUMINIUM - Original pronunciation/spelling of Al3+ Non Ferrous lightweight metal. See the Competition Director.
ALUMINUM - Correct US pronunciation/spelling of Al3+ Non Ferrous lightweight metal.
ASSOCIATED PARTS - The parts, hardware, etc. needed to make a component, or system, work.
AUTOMOBILE - See “Car”. Used in reference to the automobiles approved for competition.
BLOCKING – A change of vehicle position “defending” driver’s current position. See Sporting Regulations 1.11.4.
BODYWORK - All entirely sprung parts of the car in contact with the external air stream, except parts associated with the mechanical functioning of the engine, and tractive power.
BOP - COMPETITIVE PARITY – Conformity between cars based on a variety of performance window criteria.
CAR – Land propelled vehicle running on four non-aligned wheels, with at least two being used for steering.
CHASSIS - The structural part of the automobile that the body and mechanical systems are attached to.
COCKPIT - The driver/passenger compartment. The Internal volume of the main cell of the car.
COCKPIT AREA
COLD AIR INDUCTION - Takes cold air into engine without pressurizing the air.
CONTROL LINE - A single line which crosses both the track and the pit lane
COMPETITION – An event where at its conclusion, separate individual positions are awarded.
CONTROL LINE – The plane across the track which the cars are officially timed.
DOOR – Hinged floor to roof bodywork component that gives access to cockpit, excluding windows, or rear hatch.
DOUBLE-FILE LINE - Two adjacent, single-file lines.
DRIVER - A person named as the driver of an automobile in any competition.
DUCT - A pipe, tube, or channel used for transportation of a fluid including air.
ELECTRONICALLY CONTROLLED - Any process, that utilizes semi-conductor or thermionic, technology.
ELECTRONIC DRIVER AIDS - Any system that may or may not be initiated by the driver that causes a parameter, component(s), to adjust independently, in order to increase efficiency, or help minimize driver error. (Examples include paddle shifting, stability control, launch control and traction control.)
ENCLOSED - Surrounded by a material.
ENTRANT - Person or organization who submits the entry for a competition. The entrant may also be the driver.
EVENT - Shall consist of official practice, qualifying and a race(s).
FAIRING – Any item whose primary function is to produce a smooth outline to reduce drag and air resistance.
FASTENER - Mechanism to maintain component in a fixed position serving no other purpose (Bolt, nut, screw).
FIA (Federation Internationale de l’Automobile) - The International Federation of National Automobile Clubs.
FINISHER – See Sporting Regulations Article 1.27.
FIREWALL – Sealed bulkhead providing separation of the cockpit area from the engine compartment,
FLOORPAN - Material that makes up the bottom of the cockpit, from the firewall rearward.

FOOTWELL - Areas of the floor pan occupants place their feet while seated. Excludes areas under OEM front seats.

FORCE MAJEURE - An event or effect that cannot be reasonably anticipated or controlled; an Act of God.

FREE PRACTICE – Also called Official practice. Timed Sessions which may or may not be used to form a grid

INDUCTION SYSTEM – Any attached part(s) from the outer face of the throttle body to the inlet port.

INTAKE - An opening through which fluid/air enters an enclosure.

INTERNATIONAL SPORTING CODE - Texts of the various regulations as published by the FIA.

JOKER TIRES - Substitute tire(s) that maybe used in a marked qualifying set without penalty.

LAP RECORD - The official fastest lap for each class, at each circuit. It can ONLY be classified for race time.

LUBRICANT – Friction reducing liquid used on any moving parts to prevent “sticking” between multiple surfaces.

MARKED TIRE SET- Tires uniquely marked by the series for use in qualifying or race.

MECHANICAL COMPONENTS - All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.

METALLIC – Typically opaque or shiny material with good electrical and thermal conductivity.

ORIGINAL - Also referred to as OE, OEM or STOCK, as fitted to a new car approved by the DOT, or equivalent, for sale and road use. By default, U.S. spec parts shall be used if car is sold in U.S.

ORIGINAL PROFILE of BODYWORK – Unmodified OE profile of PRODUCTION bodywork. Shall include all lines, creases, openings for ducts/vents, etc.

OUTLINE - A line marking the outer-limits of an object or figure.

PASS - The overtaking car being clear ahead of the overtaken car.

PWC - Pirelli World Challenge.

PWCR – Pirelli World Challenge Regulations

RACB – Royal Automobile Club Belgium

RAM AIR –Intake design which by vehicle motion increases static air pressure inside of the induction system above ambient pressure. Air tight systems using piping/hose from a duct or other sealed inlet source located in a high-pressure area of the vehicle are also considered ram air systems.

REAR SEAT PLATFORM - The raised area of the floor pan where the bottom cushion of rear seat is mounted.

REPLICA - Reproduction parts (excludes decals of parts) made to resemble the OE part or assembly.

RESTRICTIVE - Serving to restrict and regulate.

SANCTION - The documentary authority, granted by the official sanctioning body, to organize and hold a competition.

SEMI-AUTOMATIC GEARBOX – Transmissions where a gear change is aided by electro-mechanical components.

SEVERE BODY DAMAGE - Bodywork damage of multiple panels that require replacement, or significant repair.

SINGLE-FILE LINE - A line of cars arranged one vehicle behind another with no visible overlap as view from the front (not straddled behind).

SPECIFICATION – Detailed documentation of dimension, measurement, etc.

SPEED EVENT – Event(s) timed over a defined distance, or timeframe at vehicles maximum performance.

SPRUNG SUSPENSION - Whereby, all wheels are suspended from the body/chassis unit by a spring medium.

SR – Pirelli World Challenge Sporting Regulations

SRO – Stephane Ratel Organization

SUPERCHARGING - Increasing mass flow of the fuel/air mixture in the combustion chamber (over the mass flow possible by normal atmospheric pressure, ram effect and/or dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging.
SUPERFICIAL ACCIDENT DAMAGE - Minor damage on the chassis, drivetrain, or suspension not requiring component replacement.
SUPPLEMENTARY REGULATIONS - Additional to the general regulations which apply to a specific event.
SURROUND - To enclose on all sides.
SURVIVAL CELL - The area located inside of the roll cage structure located within the cockpit of the car.
SUSPENSION STABILIZER – A removable device that when added controls or limits suspension movement.
(Watt’s linkage, trailing arm, panhard rod, radius arm, traction rod, torque arm, lateral link, etc.)
TELEMETRY - The wireless transmission of data between a moving car and a third-party device.
TOOL - An implement for performing or facilitating mechanical operations. Cannot be a person.
TR – Pirelli World Challenge Technical Regulations
TRACK - Distance from outermost point on the passenger side wheel to equivalent point on the driver’s side
TURBOCHARGING - See “Supercharging”.
USAC – United States Auto Club – Official FIA sanctioning body of the Pirelli World Challenge.
VEHICLE - See “Automobile”. Used in rules in reference to the automobiles approved for competition.
VISIBILITY - Capability of being seen, perceptible to the eye, apparent, evident.
WCV - WC Vision, LLC
WELDING - The process of fusing one or more components into a single unit (e.g. TIG, MIG)
WHEEL - Center and rim. The addition of a tire constitutes a “Complete Wheel”.
WHEEL RIM WIDTH – Measurement from bead seat to bead seat.
WHEEL WICKERS OR PEELS – Any aero device that attaches to the body and sticks out in front of the tire.