

Pure McLaren GT Series
2021 Sporting and Technical Regulations



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FOREWORD

McLaren Automotive Events Limited ("McLaren") has the aim of providing racing opportunities for the owners of McLaren GT4 and Trophy race cars. These opportunities will take place within the existing Pure McLaren Drive events at iconic venues throughout the world.

To this end, McLaren have appointed the British Automobile Racing Club Limited to assist in the organisation and operation of these events, being a long standing club within the world of motorsport.

Therefore McLaren, hereafter known as "the Promotor", will organise the Pure McLaren GT Series ("the Series"), which is the property of McLaren, together with the British Automobile Racing Club ("BARC"), collectively and separately known as "the Organisers".

Only the McLaren 570S GT4 and 570S TROPHY (and relevant evolutions) as per the specifications contained in the Technical Regulations and the special Technical Homologation Sheet, hereafter known as the "Cars" may compete in the Series.

GENERAL REGULATIONS

1.1 Rules of Competition

- 1.1.1** The Series is organised with the approval of the Motorsport UK and is governed by:
- The FIA International Sporting Code and its appendices, hereinafter known as “the Code”
 - These Sporting and Technical Regulations specific to the Series
 - Any Sporting and Technical Bulletins issued by the Series Coordinator
 - The Specific Regulations of the individual race meetings
- 1.1.2** Any changes to the Sporting and Technical Regulations are subject to the approval of the Organising Committee, as defined below and which shall in turn be lodged with the FIA. Each Entrant and Driver (collectively known as “the Competitor”) registered for the Series shall be informed of any change and the date at which that change come into force. In the event of any conflict between the FIA Sporting Code and these regulations then the FIA Code shall prevail.
- 1.1.3** All the participating parties (McLaren, BARC, ASNs, local organisers, Competitors and venues) undertake to apply, as well as observe, the rules governing the Series
- 1.1.4** The Organising Committee which holds the powers to organise the Series is made up of the following members:
- | | |
|-----------------|---|
| Chairperson: | Ian Morgan |
| Voting members: | Bob Bassett, Danny Buxton, Michael Down, Darioush Gheissari, Karl Patman, Ian Watson, Elliot Weir |
- 1.1.5** The Series Coordinator will be Darioush Gheissari.

1.2 Officials

- 1.2.1** The following officials will be nominated for each race meeting by the Organisers:
- A Steward to act as the Chairman of the panel of Stewards
 - A Steward to act as the second steward on the panel of Stewards
 - A Race Director
 - A Technical Delegate
 - A Secretary to the Stewards panel
 - A team of McLaren technicians
 - A Safety Car driver
 - A Chief timekeeper and timing team
- 1.2.2** The local organisers will nominate the following officials, who must hold the required licences:
- A Steward
 - A Clerk of the Course
 - A Starter
 - A Secretary of the Event
 - A Chief Medical Officer and a suitably qualified medical team
 - A Safety Car Observer, who must also have a good command of English
 - Judges of Fact
 - Scrutineers to assist the Series Technical Delegate
 - Other officials as may be required for the safe and smooth running of the race meeting at the level required for an FIA International Series

- 1.2.3** The Race Director must be in contact with the Clerk of the Course, the Chairman of the Stewards, the Chief Medical Officer and the Chief Timekeeper at all times. In addition the Clerk of the Course must be in Race Control and in radio contact with all marshals posts at all times when cars are permitted to run on track.
- 1.2.4** The Stewards may take the decision to request that the Clerk of the Course show the Black and white flag to a driver in accordance with Appendix H, Article 2.5.4.1.f) of the FIA International Sporting Code.
- 1.2.5** The Series Technical Delegate is empowered to carry out whatever checks of Automobiles he deems necessary during an Event and will prepare and sign reports for the Stewards accordingly.

1.3 Meetings and Rounds

- 1.3.1** The Series will take place over a maximum of 2 Events as per the calendar below:

<u>Event:</u>	<u>Date:</u>	<u>Country:</u>	<u>Circuit:</u>
1	24-25-26 September 2021	Portugal	Portimao
2	12-13-14 November 2021	USA	CoTA

The Organisers reserve the right to modify these dates as well as the Event format and this will usually be done with the approval of the FIA and all Competitors and confirmed via a Series Bulletin. An Event may be cancelled if fewer than 10 cars are entered.

- 1.3.2** Each Event will have the status of a restricted International Event (see art. 2.2.7 of the Code) and all Events will take place at circuits with a minimum FIA Grade T2 Homologation
- 1.3.3** Each Event will usually comprise of:

Friday and Saturday Format:

Two 25 min official practice sessions, one 20 min qualifying session and one 30 minute race on each day.

Sunday Format:

One 40 min official practice session, one 15 min official practice session, one 20 min qualifying session and one 45 min race with a mandatory pit stop.

For all races, the leader will be shown the chequered flag when he or she crosses the control line ("the Line") at the end of the lap during which the prescribed period ends. The Line is a single line which crosses the track and not pit lane.

1.4 Series Awards and Titles

At the end of the season the following titles and trophies will be awarded:

- 1.4.1** Pure McLaren GT Series Champion – this title will be awarded to the Driver who has scored the highest number of points in the Pure McLaren GT Series class, taking into consideration all the results obtained in the Events which have taken place.

- 1.4.2** McLaren reserve the right to provide additional awards at their discretion and any such awards will be notified by Bulletin.

SPORTING REGULATIONS

The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. These Sporting Regulations will come into force on 1st August 2021 and will replace any and all previous Sporting Regulations of the Series.

2.1 Drivers

2.1.1 All Drivers must be registered for the Pure McLaren GT Series and must be in possession of:

- a) a valid race licence a minimum International D grade licence (570S GT4 drivers) and a minimum International C grade licence (570S Trophy drivers) or where applicable, valid licences and authorisations issued by their ASN;
- b) a current medical certificate of aptitude; and
- c) the starting permission from their ASN to compete in an international event.

2.2 Entrants

2.2.1.a Cars are prepared by McLaren who will transport these cars to the events, handle all entries for their drivers and will also act as the Entrant for their drivers. They will be in possession of a valid International Entrants Licence in their name.

2.2.1.b In addition, the Organising Committee may accept or reject registrations and entries from a McLaren Retailer or McLaren Customer Team as they see fit. The Organising Committee reserve the right to impose conditions upon any Entrants accepted under this regulation (for example, regarding the presentation of their pit garage, the design of race suits for their drivers and race overalls for their crew, staff uniform, etc.). Any such conditions will be confirmed in writing to the Entrant by the Series Coordinator at the time of registration. Any McLaren Retailer or McLaren Customer Team accepted under this regulation 2.2.1.b will also act as the Entrant for their drivers. They must be in possession of a valid International Entrants Licence in the name of McLaren "City" – for example, McLaren Bahrain.

2.2.2 Only one engineer and two technicians are permitted to work on each Car at each Event unless the use of additional personnel is authorised in advance by the Organising Committee. In exceptional circumstances, extra personnel may be allocated by McLaren to work on any Car.

2.2.3 The Driver will assume all responsibilities relating to their participation in the Event in accordance with the Code.

2.3 Drivers Eligibility

2.3.1 The Series is intended primarily for Owners of the McLaren 570S GT4 or 570S TROPHY, Owners of other McLaren vehicles or prospective Owners of McLaren vehicles. In the last two cases, it is possible for a Competitor to rent a vehicle from McLaren for their use at an event. In any such case the Driver must be approved by the Organising Committee before being able to take part in a race meeting.

2.3.2 The Organising Committee will permit a Driver to share a Car with another Driver during the course of the Series. The points scored by each Driver will not be amalgamated. Drivers must nominate to the Series Coordinator which Races they will compete in a minimum of 7 days prior to the start of each Event.

- 2.3.3.a** The Series is for Amateur ("AM") Drivers. As such Drivers categorized by the FIA below Silver category will be eligible to enter the Series or an individual Event. The Organising Committee reserve the right to accept Drivers categorized by the FIA in Silver category at their discretion.
- 2.3.3.b** Professional ("PRO") Drivers are only permitted to participate as second drivers in the pit stop race. Their entry is subject to the prior approval of the Organisers and their satisfactory completion of the registration process.
- 2.3.4** Drivers who are not categorised must send in a record of achievements to the Organisers at the latest fourteen days prior to the beginning of the first Event in which he or she wishes to take part.
- 2.3.5** The Organising Committee retains the right to make any amendments to the FIA categorisation of any Driver. Any Drivers given temporary categorisation derogation will be indicated in the entry list with an asterisk.

2.4 Drivers Categories

- 2.4.1** Drivers will compete in each race via two categories:
- Pure McLaren GT Series
 - The Bruce McLaren Cup
- 2.4.2** The Pure McLaren GT Series category will be open to Drivers who hold an International C race licence (or above). Drivers in this category will race the 530bhp McLaren 570S TROPHY and will compete for the overall title.
- 2.4.3** The Bruce McLaren Cup category will be open to Drivers who hold an International D (or above) race licence. The Bruce McLaren Cup will race the 420bhp 570S GT4 and compete for class honours at each Event.
- 2.4.4** Drivers who hold an International C race licence will be permitted to select their preferred category. The Organising Committee retains the right to move a Driver into a different category based on their previous experience, results and the below defined sporting spirit between the two classes:

Sporting Spirit

The Bruce McLaren Cup is designed for less experienced amateur Drivers with limited experience in motorsport.

Pure McLaren GT Series is designed for more experienced amateur Drivers who have previously competed in several full seasons of motorsport.

- 2.4.5** The Organising Committee will evaluate each individual entry application for the Series and will place the Drivers in the respective category. The Organising committee retains the right to accept or amend a Drivers category. The decision of the Organising Committee remains final.
- 2.4.6** Drivers who have applied for entry and are deemed unsuitable by the Organising Committee will be denied entry to the Series. The Organising Committee's decision in this regard is final.
- 2.4.7** The Organising Committee reserves the right to reject applications for entry to the full Series or for individual events in the Series. In respect of article 3.14 of the Code, the competitor will be notified of such a refusal, and with the statement of the grounds of such a refusal, within reasonable notice.

- 2.4.8** Guest Drivers may also be invited by McLaren to participate. These must, of course, complete the normal entry procedure for the Event in question. The Guest Driver will forfeit points-scoring but may still be requested to participate in the presentation of awards and media activity. In the case that the Guest Driver finishes a race in a points-scoring position, the points will be considered “invisible” and will pass down the race standings.

2.5 Drivers Responsibilities

- 2.5.1** All Drivers and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Circuit General Prescriptions, the Supplementary Regulations for the Event, the Technical Regulations (Article 257A of Appendix J), Bulletins and clarifications issued during the season, and the present Regulations. Series Bulletins will be approved by the parent ASN, which is the Motorsport UK.
- 2.5.2** All persons concerned in any way with an entered Driver or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear an appropriate pass and appropriate clothing at all times as stated.
- 2.5.3** It is the Driver’s own responsibility to ensure that they and their car are adequately insured to cover all eventualities which may arise at an Event in which they participate and the consequences thereof.

2.6 Registration and Entries

- 2.6.1** Registration and entry to the full Series or for an individual Event within the Series must be made by completing the registration form available from McLaren. An electronic version of the form must be submitted to the Series Coordinator at the following email address: Darioush.gheissari@mclaren.com
- 2.6.2** Full season registration forms must reach McLaren no later than 01 September 2021, accompanied by 100% of the entry fee. Entry into the full season includes entry in both Events.
- 2.6.3** Individual Event or late Series registration and entry forms must reach McLaren no later than 14 days before the start of the Event and accompanied by 100% of the entry fee. Any individual event Competitors will be required to meet the same requirements as the full Series Competitors by completing all Series documentation.
- 2.6.4** Entries are neither transferable nor refundable.
- 2.6.5** Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date which shall usually be 14 days before each round. Late entries may be accepted at the discretion of the Organisers but will attract a late entry fee of £250.
- 2.6.6** Incorrect or incomplete entries are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Series Coordinator receives the missing or corrected information or fee.
- 2.6.7** Registration and entry forms received after the date in Article 2.6.2 above may be accepted or rejected at the complete discretion of the Organising Committee under whatever terms they deem appropriate.

2.7 Entry Fee

- 2.7.1** The price of the entry fee for the full Series is £24,700 plus VAT per Driver.
- 2.7.2** The price of the entry fee for an individual event is £12,350 plus VAT per Driver per Event.
- 2.7.3** The items included in the entry fees will be indicated by McLaren by Bulletin.
- 2.7.4** Entry fees are not refundable.

2.8 Race Numbers

Drivers may request race numbers from 2 to 99. These will be assigned on a first come first served basis as registration and entry forms are received. The number 1 will be reserved by the Organisation for the Series winner of the previous season. All numbers should be positioned in accordance with the diagram issued in a bulletin by the Series Coordinator.

2.9 Series Points

- 2.9.1** Points will be awarded to registered Drivers, classified as finishers in the Final Classification of each race held on the Friday and Saturday of each Event as follows.

Position in Class

1 st	15 Points
2 nd	12 Points
3 rd	10 Points
4 th	8 Points
5 th	6 Points
6 th	5 Points
7 th	4 Points
8 th	3 Points
9 th	2 Points
10 th	1 Point

1 point will be awarded to all other finishers. 1 point will be awarded to the driver listed as setting the fastest lap in the Final Classification of each qualifying session in each class and 1 point will be awarded to the driver listed as setting the fastest lap in the Final Classification of each race in each class.

No points will be awarded for the pit stop race at each Event.

- 2.9.2** Any Guest Driver will be transparent for the purposes of final race standings and will not be eligible to score any points in the Series.
- 2.9.3** All scores achieved by each Driver will be used to calculate their final points total in the Series (except if a Disqualification requires them to count that score towards their final points total).

- 2.9.4** If two or more Drivers finish the season with the same number of points, the higher place in the Series shall be awarded to:
1. the holder of the greatest number of first places;
 2. if the number of first places is the same, the holder of the greatest number of second places;
 3. 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; or
 4. if this procedure fails to produce a result, the Organising Committee will nominate the winner using such criteria as they deem most appropriate.

2.10 Race Awards and Podium Ceremonies

- 2.10.1** Trophies will be provided by the Promotor or its partners at the end of the Event at the Podium Ceremony.

- 2.10.2** Trophies will be awarded as follows:

Races: 1st, 2nd and 3rd place trophies will be awarded to those Drivers competing in the Bruce McLaren Cup and the Pure McLaren GT Series class. A trophy will also be awarded to the Driver who set the fastest lap in qualifying in each class and to the Driver who set the fastest lap in the race in each class. McLaren reserve the right to provide additional awards at their discretion and any such awards will be notified by Bulletin.

- 2.10.3** All Drivers are expected to attend the podium ceremony to receive their awards and to acknowledge the achievements of others should they not be receiving an award. Drivers who fail to appear for the podium ceremony may forfeit their trophy.

SERIES RACE MEETING PROCEDURES

3.1 Briefings

- 3.1.1** A Series Briefing will be held prior to the first official practice session at each Event at a time and in a location to be announced by the Series Co-ordinator.
- 3.1.2** Additional briefings may be called during the event and the time and location of any such briefings will be notified to all Drivers by Stewards Bulletin at the event.
- 3.1.3** Attendance at all briefings is mandatory, unless agreed in advance with the Race Director, otherwise non-attendance may be penalised.

3.2 Practice and Qualifying

- 3.2.1** The minimum scheduled practice and qualifying for each race will be as follows:
 - a) two official practice sessions, each of 25 minutes (Friday and Saturday races); and
 - b) one official practice of 40 minutes (Sunday race); and
 - c) one official practice of 15 minutes (Sunday race) only open to PRO/second drivers; and
 - d) one qualifying session of 20 minutes (Friday and Saturday races); and
 - e) one qualifying session of 20 minutes (Sunday race) only open to AM/first drivers.
- 3.2.2** At the end of each official practice session all cars must go directly to their designated Pit Garage where they will be held under Parc Fermé conditions. At the end of each qualifying session all cars must go directly to the designated Parc Fermé unless directed to contrary by officials of the race meeting.
- 3.2.3** The grid for each race will be set by the fastest qualifying time achieved in the respective qualifying session.
- 3.2.4.a** Any AM driver whose best qualifying lap exceeds 110% of the fastest qualifying time, or who fails to set a time, will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous session or during the associated McLaren track day, the Stewards may permit the car to start the race. Any driver accepted in this manner will be placed at the back of the grid after any other penalties have been applied. Should there be more than one driver accepted in this manner they will be arranged on the grid at the discretion of the Stewards.
- 3.2.4.b** PRO/second drivers who have satisfactorily completed three laps in practice will be permitted to take part in the pit stop race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous session or during the associated McLaren track day, the Stewards may permit the driver concerned to participate in the race.
- 3.2.5** Where through exceptional circumstances it is not possible to hold a qualifying session, the starting order will be determined according to the current points positions in the Series (not taking into account dropped scores) with the points leader allocated pole position; second place allocated second position, and so on. Where there is a tie on points, the provisions of Article 2.9.4 will be used to determine priority. Any Driver who has not previously participated in the Series will start from the back of the grid. If there are two or more such Drivers, their positions at the back of the grid will be determined by ballot.

- 3.2.6** Should any practice or qualifying session be disrupted, the Race Director shall not be obliged to resume or re-run the session in order to achieve the published timing. The decision of the Race Director shall be final and no Protest can be accepted as to the possible effects of the interruption on the qualification of Drivers.
- 3.2.7** During each Official Practice session it will be possible to undertake practice starts in a location which will be specified at the Drivers Briefing. Practice starts are not permitted at any other time during the meeting.

3.3 Races / The Grid

- 3.3.1** The minimum scheduled race distance for the Friday and Saturday races shall usually be 30 minutes duration whenever practical. The minimum scheduled race distance for the Sunday race shall usually be 45 minutes whenever practical and include a mandatory pit stop. However, McLaren reserve the right to vary the duration of races at their discretion with a minimum of 28 days' written notice to all registered competitors.
- 3.3.2** If a race is suspended under Article 3.12, and cannot be resumed, no points will be awarded if the leader has completed less than two full laps, half points will be awarded if the leader has completed two laps but less than 75% of the scheduled race distance (except that full points will be awarded for fastest laps as per Article 2.9.1), and full points will be awarded if the leader has completed 75% or more of the scheduled race distance.
- 3.3.3** Once the grid has been established, grid position penalties will be applied to the drivers in question in the order in which the offences were committed.

3.4 Race Starts

- 3.4.1** There will usually be two races at each meeting. Starts will be by means of a standing start using a 1 x 1 staggered grid.
- 3.4.2** All race start countdowns are to have a minimum elapsed period of 15 minutes from the time that cars are released from the pit lane to form up on the grid for the start.
- 3.4.3** The countdown procedures/audible warning sequence shall be:

<u>Time</u>	<u>Visible</u>	<u>Audible</u>	<u>Instruction / Comment</u>
15 min	Board	Yes	Pit lane is open, proceed to the grid
12 min	Flag	Yes	Pit lane is closed
10 min	Board	Yes	Grid walk begins
5 min	Board	Yes	Grid walk finishes. Work must stop on all cars
3min	Board	Yes	Grid clear of all except officials / technicians
2min	Board	Yes	Clear grid of all except one technician per car
1min	Board	Yes	Start Engines, clear grid completely
30sec	Board	Yes	Formation lap is imminent
Green Flag	Flag	No	Start of Formation lap behind Safety Car

- 3.4.4** All races will have one formation lap.
- 3.4.5** Any cars removed from the grid after the 2-minute stage or driven into the pits on a formation lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.4.6** Any Drivers unable to start the formation lap are required to indicate their situation and any Drivers unable to maintain grid positions on the formation lap to the extent that all other cars are ahead of them may complete the formation lap but must remain at the rear of the last row of the grid.
- 3.4.7** Standing start: Towards the end of the formation lap the Safety Car will leave the circuit after extinguishing its orange lights. Drivers will continue at a similar speed and take up their allocated grid positions. When cars are in position a "five second" board will be displayed. Once withdrawn, five seconds later the red lights will come on and between 2 to 5 seconds later the lights will go out to signal the start of the race. The use of launch control is not permitted at any time during the Event.
- 3.4.8** In the event that the starting light(s) fail, the starter will switch on flashing amber lights or show a red flag. This is the signal for the drivers to switch off the engines. The countdown procedure will recommence from the five minute signal with only McLaren technicians and officials allowed onto the grid and the starter may revert to using the national flag to start the race.
- 3.4.9** If the Stewards determine there has been a false start, the driver will be penalised by the addition of a minimum of 10 seconds to their elapsed race time. A Competitor will be adjudged to have made a False Start if any part of their Car is either forward or off-centre of their grid marking which is prescribed by the lines on the grid, or is moving before the start signal is given.
- 3.4.10** Only the main AM driver is permitted to start the 45 minute pit stop race on Sunday.

3.5 Pits & Pit Lane

- 3.5.1** The pit lane speed limit will be 60 kph unless amended by the Supplementary Regulations or by Bulletin issued by the Stewards and must be adhered to at all times. Failure to comply with the limit will usually be penalised by means of a fine of £10 per Kph above the prescribed limit
- 3.5.2** Competitors must be and are responsible for driving standards when entering and leaving the pit lane area and this includes checking for overtaking vehicles when departing from their pit lane apron stopping position. Any competitor who is involved in a collision or near-miss whilst in the pit lane area and is deemed to have been the cause of such may be penalised.
- 3.5.3** The use of tyre heating equipment/heat retention devices, tyre treatments or compounds, is prohibited.
- 3.5.4** No harsh acceleration or deceleration is permitted within the pit lane at any time.

3.6 Pit Stop Races (Sunday)

3.6.1 Competitors must nominate their driver pairings to the Series Coordinator upon registration to the Event. The main AM driver has the choice to:

- Share with their driver coach (AM – PRO pairing)
- Drive the entire race themselves (AM only)
- Share with another AM driver who has not competed in the Series previously (AM – AM pairing)

The Organising Committee have the right, in their absolute discretion, to determine if a new driver is categorised as an AM driver.

3.6.2 Any driver wishing to make a stop must comply with the pit lane speed limit and stop only at their designated pit box.

3.6.3 Pit Stop Window

3.6.3.a All Cars must complete a mandatory pit stop.

3.6.3.b The window during which mandatory pit stops may be completed is between 23 minutes and 33 minutes of the race duration. For the avoidance of doubt, drivers may enter the pit lane for their mandatory stop from the time when the clock passes 23 minutes 0 seconds but before the clock passes 33 minutes 0 seconds. This time will be taken at the pit in timing line.

3.6.3.c The minimum permitted pit stop time (calculated from when the car crosses the pit in timing line to when it crosses the pit out timing line) will be 2 minutes for AM only and AM – AM pairings and 2 minutes 30 seconds for AM – PRO pairings.

3.6.4 Team Personnel/Working on the Car during Pit Stop Window

3.6.4.a All personnel must remain behind the pit lane line until their Car has come to a complete stop.

3.6.4.b Only 2 designated mechanics are permitted to work on each Car in the pit lane.

3.6.4.c A maximum of 4 mechanics per Car are permitted to work on each Car only when the Car has been placed back inside the pit box (garage).

3.6.4.d The changing of tyres is not permitted for the duration of the pit stop window unless subject to damage and authorised by the Series Technical Delegate or his appointed representative. The only form of tyre adjustment permitted will be pressure adjustment which must remain within the values defined in the Supplementary Regulations.

3.6.4.d No refuelling is permitted.

3.6.5 Penalties

3.6.5.a If a Car is judged to have infringed the minimum pit stop time applicable for their pairing by less than 10 seconds, the Stewards will impose a time penalty equivalent to twice the infringement time.

3.6.5.b If a Car is judged to have infringed the minimum pit stop time applicable for their pairing by more than 10 seconds, the Stewards will impose a Drive Through Penalty.

- 3.6.5.c** If a Car makes its mandatory stop outside the mandatory pit stop window or fails to complete the mandatory stop as specified, the Stewards may impose any penalty they deem appropriate.

3.7 Race Finishes

- 3.7.1** After taking the chequered flag Drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the pit lane entrance/paddock entrance as instructed, complying with any directions given by marshals or officials
- 3.7.2** Competitors must keep helmets on and harnesses done up while on the circuit or in the pit lane.

3.8 Parc Fermé

- 3.8.1** After official practice all cars must return to the pit garages where they will be held under Parc Fermé conditions until released by the Technical Delegate. Any breach of this regulation may result in a penalty being imposed as defined in Article 4.2.4.a).
- 3.8.2** After qualifying all cars must go directly to the designated Parc Fermé area, the location of which will be published in the Supplementary Regulations. Any breach of this regulation may result in a penalty being imposed as defined in Article 4.2.4.b).
- 3.8.3** All cars starting the race must go to Parc Fermé after the race as directed by the officials unless cleared to do otherwise by the Technical Delegate. Any breach of this regulation may result in a penalty being imposed as defined in Article 4.2.4.c).
- 3.8.4** All cars will be held in Parc Fermé where checks will be carried out by the Series Technical Delegate and Scrutineers.
- 3.8.5** No team members shall be allowed into Parc Fermé unless requested by the Series Technical Delegate to assist with checks.
- 3.8.6** Parc Fermé regulations will apply in the area between the Start/Finish Line (the Line) and the Parc Fermé entrance.
- 3.8.7** The Series Technical Delegate is empowered to carry out whatever checks of Automobiles he deems necessary during an Event and will prepare and sign reports for the Stewards accordingly.

3.9 Results & Classification

- 3.9.1** 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.
- 3.9.2** Only cars which have covered at least 75% of the distance covered by the race winner will be classified (rounded down to the nearest whole number of laps).
- 3.9.3** All practice timesheets, grids and race results are deemed to be provisional until all vehicles are released by the Series Technical Delegate after post Qualifying/Race Scrutineering and /or after completion of any Judicial or technical procedures. The Stewards may consider a Right of Review within 14 calendar days of the publication of the Final Classification of the competition if they deem a significant and relevant new element has been discovered.

3.10 Timing

Each car will be equipped with a transponder by McLaren.

3.11 Operation of Safety Car

3.11.1 The Safety Car may be brought into operation to neutralise a race upon the sole decision of the Race Director. The Safety Car will be driven by an experienced circuit Driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with the Clerk of the Course.

3.11.2 The Safety Car, orange lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the Start/Finish line. If these locations are to be varied specific written instructions and/or verbal briefings will be issued detailing the exact locations to be used.

3.11.3 The Safety Car will operate in accordance with Appendix H of the Code – Neutralising the Race – articles 2.10.8 to 2.10.17. The main points of its operation are listed below as a reminder to Competitors.

- a) On the order from the Race Director, the Safety Car will join the circuit with its orange lights illuminated, regardless of where the race leader is.
- b) When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and “SC” boards.
- c) Flashing orange lights may also be used at the Start-line and at other points around the circuit.
- d) All competing cars, when notified of the Safety Car intervention (by the flag signals, “SC” boards, or by any other means) will reduce speed and form up in a line behind the Safety Car, no more than five (5) car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden unless any car slows with an obvious problem. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car. When ordered to do so by the Race Director, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- e) While the Safety Car is in operation, competing cars may enter the Pit Lane, but may only re-join the track when the green light at the end of the Pit Lane is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining 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 Clerk of the Course may ask the Safety Car to use the Pit Lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the Pit Lane without overtaking. Any car entering the Pit Lane under these circumstances may stop at its designated garage area.

- f) The Safety Car will remain in operation until at least the car in the lead is behind it and the majority of competing cars on the circuit are lined up behind the leader.

- g) When the Clerk of the Course calls in the Safety Car its orange lights will be extinguished. This will be the signal that it will be entering the Pit Lane at the end of that lap. This would normally be such that a minimum of 25% of a lap for circuits over 2 km and 50% of a lap for circuits less than 2 km should be completed by the Safety Car with its lights extinguished.
- h) Following the Safety Car extinguishing its lights, and prior to passing the green flag at the Line, the race leader may dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the Pit Lane, from the point at which the lights on the car are extinguished Drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other Drivers or impede the restart.
- i) As the Safety Car is approaching the pit entry, the yellow flags and "SC" boards at the marshal posts will be withdrawn and be replaced by waved green flags, with green lights at the Line. Overtaking remains strictly forbidden until the start signal (green flag) at the Start/Finish line is passed.
- j) Each lap covered while the Safety Car is deployed will be counted as a race lap unless specified to the contrary at the Drivers Briefing and confirmed by Bulletin issued by the Stewards.
- k) 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.
- l) Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time while 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.

3.12 Red Flag Procedure

3.12.1 In the event of the red flag being displayed all cars must either return to the pit lane (during both Official Practice and Qualifying) or return to the grid (during Races). Cars shall immediately reduce speed and proceed slowly without overtaking in the knowledge that timing has stopped and that the circuit may be blocked or have services vehicles upon it or that weather conditions may have made the circuit undriveable at racing speed.

3.12.2 Competitors will be advised if the race is to be resumed and of the length of any resumed race by the Race Director whose decision shall be final. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given.

CASE A: Less than two full laps. If the race can be restarted, the original start will be null and void. The Drivers who are eligible to take part in the race shall be eligible for the restart in their original Car. Cars may be worked on. No refuelling will be permitted.

CASE B: Two or more full laps but less than 75% of the scheduled race distance (rounded up to the nearest whole number of laps). If the race can be restarted, the race shall be deemed to be in two parts, the first of which finished when the leading Car crossed the Line for the penultimate time before the race was stopped. The grid for the second part will be formed with Cars arranged in the order in which they finished the first part. Only Cars which took part in the first start will be eligible and then only if they returned to the grid or the pits under their own power by an authorised route. No spare Cars or reserves will be admitted. Cars may be worked on. No refuelling will be permitted. The Final

Classification will be the order of finishing at the end of the restarted race. The Final Classification will list all competitors who took the start of the race even if they did not take part in the restarted race and the first part will be used for the purpose of establishing fastest laps

3.12.3 If the race is restarted, it will be restarted in accordance with article 2.10.20 of Appendix H of the Code.

3.12.4 If 75% or more of the scheduled race distance (rounded up to the nearest whole number of laps) has been completed by the race leader before the signal to stop the race was given, the Cars will be sent directly to Parc Fermé and the race will be deemed to have finished when the leading Car crossed the Line for the penultimate time before the race was stopped.

3.13 Wet Weather Race Procedure

3.13.1 In the event that the weather conditions have changed from dry to wet in that all previous sessions have been undertaken on dry tyres and the Race Director believes that wet tyres may be required for the race then the following procedure will be adopted.

3.13.2 Cars will be fitted with tyres of the Drivers choice. At the 15 minute signal cars will proceed to the pit exit, which will remain closed, forming up in one line. At the 12 minute signal the pit lane will be opened to allow cars in the line at pit exit to enter the circuit behind the Safety Car. The pit lane will be closed after the last car in the line has entered the circuit and the countdown sequence will be suspended. Cars not in the line at the opening of the pit lane will be held in the pit lane and will be allowed to join the race after the last car has passed the start line or pit exit whichever is later on the first racing lap. The cars will complete two laps of the circuit behind the Safety Car before forming on the grid. The countdown sequence will then recommence from the 10 minute signal once all cars are stationary in their grid positions.

3.13.3 In the event that conditions change while cars are in the countdown sequence the countdown will be suspended, cars changed onto appropriate tyres and then the countdown will resume from the "five minute" signal. Cars will then undertake two formation laps behind the Safety Car prior to taking the start.

3.13.4 In the case that the Race Director deems that a car is on tyres which are inappropriate for the prevailing conditions, the Stewards may order that the driver be shown the black flag.

3.13.5 The car's rear light and headlights must be illuminated at all times when it is running on wet-weather tyres. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his/her lights are not illuminated. Should a car be stopped in this way it may re-join when the fault has been remedied.

3.14 On-board Cameras

The only on-board camera which is allowed is the camera which forms part of the V-Box system fitted by McLaren in a location to be specified in a Series Bulletin. The V Box system must be fully operational at all times with appropriate cards fitted and working. However, McLaren reserve the right to supply and fit an additional camera for marketing purposes at their discretion. The fitting of any on-board camera must be approved by the Series Technical Delegate.

3.15 Driving

- 3.15.1** Any Driver experiencing mechanical difficulties during any session should stop the car as soon as practical, in compatibility with safety, at a designated marshal's post where assistance can be offered. The driver should leave the car in neutral gear and with the steering wheel attached.
- 3.15.2** Within a qualifying session or race, when a car is stopped track-side and receives any kind of mechanical assistance, the Driver may not continue any further. Assistance from marshals alone, in just pushing a car, is permitted and the car may continue within the session having had such help.
- 3.15.3** Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.
- 3.15.4** Drivers must use the track at all times. Drivers will be judged to have left the track if no part of the car remains in contact with the track. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage. At the absolute discretion of the Race Director, a driver may be given the opportunity to give back the whole of any advantage they gained by leaving the track.

JUDICIAL PROCEDURES

4.1 Standards expected by the Organising Committee

4.1.1 The encouragement of fair competition, high standards of racing with appropriate respect for other competitors and their vehicles will be considered paramount, and in that respect:

- a) The Series Organisers reserve the right to impose further penalties on competitors proven by the officials of any race meeting to have behaved, on or off the track, in a manner considered to have brought the Series into disrepute as deemed by the Organising Committee. This may include individual race bans, loss of points, awards, and/or season awards or disqualification from the Series. In cases of repeated offences, the Organising Committee reserve the right to disqualify any Competitor from a fixed number of races or from the Series. In such cases no other competitor's score shall be adjusted. The Organisers reserve the right to view track performance data, hereafter "Data" from any source, including but not limited to video and data logging equipment, this includes the ECU. Failure to provide any requested Data may result in the imposition of time penalties and/or disqualification from the race.
- b) Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the Series into disrepute, the Series Organisers will be entitled to request that the Organising Committee consider the inception of an enquiry into the matter, notwithstanding that the Race Director or the Stewards may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or disqualification from the Series.
- c) Vehicles which have sustained severe body damage or whose appearance is judged by the Race Director or Stewards to be below an acceptable standard may be disqualified from the grid. Competitors are expected to affect some repairs from previous accident damage prior to presenting their vehicle for scrutineering. In some cases an instruction to carry out repairs will be issued by the Series Coordinator or the Technical Delegate.
- d) If in the opinion of the Organising Committee a Competitor is deemed to have a significant performance advantage over other Competitors they may order that immediate action be taken to mitigate the advantage in the interests of fair competition. Such actions may include, but are not limited to, the addition of ballast and/or the reprogramming of the ECU.

4.2 Penalties

4.2.1 Penalties will be applied in accordance with the Code and these Series Regulations.

4.2.2 An Incident is defined as any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver or Competitor which is reported to the Stewards by the Race Director (or noted by the Stewards and subsequently investigated) which:

- Leads to the stopping of any session or race
- Leads to the use of the Safety Car
- Constitutes a breach of these Series Regulations or the Code
- Caused a false start by one or more cars
- Caused a collision
- Forced another Driver off the track
- Illegitimately prevented a legitimate overtaking manoeuvre by a Driver

- Illegitimately impeded another Driver during overtaking

Unless it is completely clear to the Stewards that a Driver was wholly to blame for an Incident the matter will normally be investigated after the end of that session or race.

Drivers who have been involved in an incident must remain available at the circuit until all judicial procedures have been completed as they may be required to participate in a Stewards hearing. If it is vital for a driver to leave the circuit immediately after the end of the Event (for example in order to reach an airport in time for their booked flight), they must advise the Series Co-ordinator of their travel details in advance.

In the absence of any party concerned or of their witnesses, the Stewards may make judgement by default in accordance with article 13.6.4 of the Code.

4.2.3 The Stewards may impose any of the following penalties on any Driver who is involved in an incident:

- A reprimand
- A fine up to a maximum of £10,000
- The deletion of any number of a Driver's qualifying lap(s)
- A drive through penalty
- A time penalty up to a maximum of 60 seconds added to the elapsed race time of the Driver concerned
- A drop of places in the classification of the race
- A grid place penalty to be taken at the next race in which the Driver competes
- Forfeiture of points within the Series classification
- Disqualification from a qualifying session or race or the event as a whole
- Any other penalty listed in article 12.4 of the Code

If the Stewards impose a drive through penalty during the last five minutes of a race, or after the end of a race, the penalty will be replaced with a 30 second time penalty added to the elapsed race time of the driver concerned. If a driver is not able to serve their drive through penalty due to retirement from the race, the Stewards may impose a grid place penalty on the driver at their next race.

4.2.4 Any technical infringement will be dealt with as follows:

- a) Infringement after Official Practice will result in the deletion of all times from within that session, a fine to a maximum of £5,000 may be imposed and the non-compliance must be rectified to the satisfaction of the Technical Delegate before participation in Qualifying is allowed.
- b) Infringement after Qualifying will result in the deletion of all of the Driver's qualifying laps from within that session, a fine to a maximum of £5,000 may be imposed and the non-compliance must be rectified to the satisfaction of the Technical Delegate before the race. Once rectified the car will be permitted to start the race from the back of the grid.
- c) Infringement after a race will result in disqualification from the race, a fine to a maximum of £10,000 may be imposed and all awards will be forfeit.
- d) Repeated infringements may result in the competitor being refused admission to future events.

4.2.5 All fines are payable to the Parent ASN.

4.3 Protests and Appeals

- 4.3.1** Protests must be made in accordance with the FIA International Sporting Code and must be accompanied by the appropriate fee set down by the Parent ASN.
- 4.3.2** Appeals must be made in accordance with the FIA International Sporting Code and accompanied by the appropriate fee set down by the Parent ASN.
- 4.3.3** With reference to article 12.3.4 of the FIA International Sporting Code, Appeals may not be made against any decision resulting in a penalty of a Reprimand, Deletion of Qualifying Lap(s), Drive Through Penalty, Time Penalty or Grid Position Penalty.
- 4.3.4** The fees payable for protests and appeals will be included within the Supplementary Regulations for each meeting.
- 4.3.5** The decisions of the FIA, Motorsport UK, BARC (and their officials), the Organising Committee and the individual local organisers as judges will be final.

TECHNICAL REGULATIONS

5.1 Eligible Vehicles

- 5.1.1** Events are reserved exclusively for the Cars as defined by the applicable Technical Regulations and all relevant updates issued through official bulletins. In order to compete in the Pure McLaren GT Series categorisation a Competitor must make the upgrades to their car as listed within Appendix 1.
- 5.1.2** The Cars must at all times comply with the Technical Specification as laid down within the homologation papers. The engines of the Cars may be sealed by McLaren which will, in so doing, assumes the duty of ensuring they comply with the original. The seals will be applied in accordance with the specifications of the Technical Regulations.
- 5.1.3** In addition to the homologation document, Cars entered under 570S GT4 or Trophy must remain in the correct configuration stated below for the duration of the Event.

	GT4	TROPHY
Dampers	MY17 13BA469RP Front 13BA389RP Rear	MY19 13BA508RP Front 13BA511RP Rear
Engine Calibration	13MA516RP_429PS_2019 SRO GT4	13MA517RP_540PS_Trophy
Brakes Front Axle	AP Brake Caliper_13CA264RP_13CA265RP AP Drilled Discs_13CA001RP_13CA002RP Brake Pads_PagidRSL29_13CA003RP	Alcon Brake Caliper_13CA271RP_13CA272RP Brake Disc_13CA275RP_13CA276RP Brake Pads_PagidRSL2_13CA306RP
Brakes Rear Axle	AP Brake Caliper_13CA266RP_13CA267RP AP Drilled Discs_13CA005RP_13CA006RP Brake Pads_PagidRSL29_13CA007RP	AP Brake Caliper_13CA266RP_13CA267RP AP Drilled Discs_13CA005RP_13CA006RP or TM Discs_13CA259RP_13CA260RP Brake Pads_PagidRSL29_13CA007RP

- 5.1.3.1** Pagid brake pads supplied by McLaren Customer Racing must be fitted at all times. No other brake pad compound or supplier is permitted for use. Trophy rear brake discs will have two options available AP or TM. These must remain the same across the axle.
- 5.1.4** Assistance provided to the Cars must be carried out by McLaren or a McLaren Retailer or McLaren Customer Team whose registration has been accepted by the Organising Committee (article 2.2.1 refers).
- 5.1.5.1** Certain components may be adjusted during the course of an Event within set parameters. A list of these components and the parameters of adjustment will be published by Stewards Bulletin at each event.
- 5.1.5.2** Radiator blanking may be applied to the front centre radiator only. No blanking of other radiators or coolers is permitted.
- 5.1.5.3** All electrical components and sensors must retain their original location and mountings.
- 5.1.6** Any Car entered by McLaren which is taken away from the McLaren facilities must only be run under the supervision and control of the McLaren technicians and must be delivered back to Woking in time to enable the Car to be technically audited and then transported to the Event.

- 5.1.7** Any Car entered by a team or retailer that resides under their control will be subject to a random Engine Control Unit selection at any Event. In addition, further components may be substituted at any time during the Event under the direction of the Series Technical Delegate.
- 5.1.8** The chassis reference points for wing height measurements, ride height, position of the front splitter and height from the ground, are quoted on pages 6 and 103 of the Homologation form.
- 5.1.9** The only variations in vehicle set up permitted during an Event include items such as ride height, anti-roll bar, damper adjustments, rear wing angles and tyre pressures. The parameters of any adjustment to these and other items will be published by Stewards Bulletin at each event.
- 5.1.10** Once a Car has passed scrutineering and the entry list has been published, the Car may only be driven on the track in the Official Practice Sessions, Qualifying Sessions and Races. The Stewards are empowered to vary this regulation in exceptional circumstances.
- 5.1.11** Cars presented for scrutineering must comply with all Technical Regulations including published Bulletins.
- 5.1.12** Any Car which, after being passed by the scrutineers, is dismantled or modified in any 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 to the Series Technical Delegate for scrutineering approval.
- 5.1.13** The Organising Committee may order that a performance evaluation be undertaken on any Car that shows significant performance advantage over other Cars and the terms of reference for doing so, subsequent to which they may impose penalties and/or restrictions at their discretion.

5.2 Safety Equipment

- 5.2.1** Drivers taking part in official practice, qualifying and the races must always wear the clothing, helmets and Frontal Head Restraint in accordance with those specified in the International Sporting Code, Appendix L – Chapter III.
- 5.2.2** All cars must be fitted with a fire extinguishing system from the FIA Technical List N°16: "Extinguisher systems homologated by the FIA". The number of nozzles in the cockpit and engine compartment must be the same as described in the installation manual (the manuals are listed on the FIA website). Each pressure vessel must be equipped with a means of checking its pressure which may vary according to the type of extinguishant used. The fill pressure is indicated on the FIA label. All parts of the extinguishing system must be situated within the survival cell and all extinguishing equipment must withstand fire. Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail. The Driver must be able to trigger the extinguishing system manually when seated normally with his safety belts fastened and the steering wheel in place. Furthermore, a means of triggering from the outside must be combined with the circuit breaker switch. It must be marked with a letter "E" in red inside a white circle of at least 50mm diameter with a red edge. The system must work in any position, even when the car is inverted. Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the Driver's face.

- 5.2.3** The Driver, when seated normally with safety belt fastened and steering wheel in place, must be able to cut off all electrical circuits to the ignition, all fuel pumps and the rear light by means of a spark proof circuit breaker switch. This switch must be located on the dashboard and must be clearly marked by a symbol showing a red spark in a white edged blue triangle. There must also be an exterior switch, with a horizontal handle, which is capable of being operated from a distance by a hook. This switch must be situated at the base of the main rollover structure on the right hand side. It must be clearly marked by a symbol showing a red spark in a white edged blue triangle of at least 50 mm.
- 5.2.4** Safety belts must comply with FIA standard 8853/98 or FIA standard 8853-2016.
- 5.2.5** All cars must have an FIA approved rear red light fitted and in working order throughout the event.
- 5.2.6** Each car will be fitted with a Red front and rear towing eye with an internal dimension of 65mm. These are positioned to the left of centre line of car on the front, and to the right of centre line of the car on the rear. These are clearly marked with a TOW sign for marshals.

5.3 Spare Cars

McLaren will ensure that a number of “spare cars” are delivered to Events. These cars may only be used with the approval of the Series Technical Delegate following a request from McLaren. Cars will be allocated on a first come first served basis and there is no guarantee that a car will be available to be used. Should a spare car be allocated to a driver between a qualifying session and a race, the driver concerned may start the race from their original grid position.

If a driver has used a spare car at an event they may only return to using their original chassis with the agreement of the Series Technical Delegate.

If a Bruce McLaren Cup driver is forced to use a spare car that has been modified to a 570S Trophy then they must run 20kg ballast for the duration of that Event. The power will be reduced to 430bhp (13MA516RP_2019 SRO GT4) to comply with 570S GT4 homologation.

5.4 Data

- 5.4.1** The VBOX HD2 system is the only data system permitted to be fitted to each Car. Data acquired via the VBOX system will be confidential to each Driver during a race meeting and its associated test session. However, McLaren may share the data of a professional driver with all Drivers for reference purposes. The Race Director and the Stewards will be granted full access to all data acquired via the VBOX system to assist with any judicial enquiry. The VBOX system must be loaded with the issued McLaren scene file for the entire Event, fully operational at all times with appropriate cards fitted and working.

5.5 Tyres and Tyre Limitation

- 5.5.1** Only tyres which have been provided at the Event by Pirelli and allocated to a car by the Series Technical Delegate may be used throughout the Event.
- 5.5.2** Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.

5.5.3 In order to ensure that tyres have not been treated or modified, samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock. The sampling procedures will follow those for fuel sampling.

5.5.4 During an Event each Driver (or Drivers if sharing a Car) may use no more than four sets of new dry-weather tyres for Friday and Saturday. Each Driver (or Drivers if sharing a Car) competing in the Sunday race may use a further two sets of new dry-weather tyres for that day only.

Wet weather tyres for the Official Practice Sessions, Qualifying and the Races are unlimited (dependent on Pirelli supply).

A set of tyres will be deemed to comprise two front and two rear tyres.

In addition, one new front and one new rear dry-weather tyres may be declared at each event to be used as spares, only subject to the approval of the Series Technical Delegate.

The engineer for each Driver must declare the tyres to be used at the Event to the Series Technical Delegate by no later than 17:00h on the day prior to the start of Official Practice 1.

In exceptional circumstances, the Stewards will consider a request from the representative of the nominated tyre supplier and the Series Technical Delegate for additional tyres to be made available to a driver if some of their declared tyres have been severely damaged in a genuine incident. The Stewards may authorise up to a maximum of one set of new tyres to be allocated to a driver in these circumstances.

Wet-weather tyres may only be used after the track has been declared wet by the Race Director, following which wet or dry weather tyres may be used for the remainder of the relevant session.

5.5.5 Tyres may only be inflated with air and valve caps must be fitted for all sessions.

5.5.6 All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times.

5.5.7 At his absolute discretion, the Series Technical Delegate will enforce Parc Fermé conditions on tyres at any time.

5.6 Oil and Fuel, Sampling and Refuelling

5.6.1 Only the engine / gearbox oil as provided by the appointed supplier may be used throughout the Event.

5.6.2 The sampling procedures will follow those for fuel sampling.

5.6.3 Only fuel provided at the Event by the appointed supplier may be used throughout the Event. The Organisers will provide, via a bulletin, the fuel source and oil specification in advance of each Event. Any alteration to the specification of the fuel provided by the Organisers' appointed supplier may result in disqualification from the Event.

5.6.4 At any time during the event the fuel tank must contain a minimum of 15 litres fuel. All cars must be fitted with a self-sealing FIA-approved connector which can be used by the scrutineers to take a fuel sample from the tank. The Organisers will provide a fuel line approximately 1.5m long, with a tap, which can be used to transfer the samples into the sampling vessels.

5.6.5 During all refuelling or fuel handling operations:

- a) The relevant personnel must be wearing clothing which will provide adequate protection against fire.
- b) An assistant, wearing clothing which will provide adequate protection against fire, and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
- c) During refuelling all other team personnel must keep a safe distance from the car.
- d) All cars, refuelling equipment and containers must be suitably grounded where necessary.
- e) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be able to turn automatically.

5.6.6 No refuelling, or removal of fuel, is permitted:

- a) During any Qualifying Session.
- b) Between qualifying practice sessions if the interval between them is 15 minutes or less.
- c) During any Race, or at any time prior to the completion of post-qualifying or post-race scrutineering.

5.6.7 Refuelling in the pits is only permitted using equipment complying with FIA safety regulations. Refuelling, or removal of fuel, is only allowed via self-sealing dry-break connectors and may only be carried out in the paddock or in the pit lane. The Driver may not remain inside the car throughout refuelling and the engine must be stopped.

5.6.8 Fuel samples may be taken during the Event as follows:

During every Event a reference sample will be taken at random from the stock of the designated fuel supplier. Gas and fuel-tight locking containers will be used for the fuel samples. Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:

- one container to the scrutineers for testing.
- one container to the organisers.
- one container to the Competitor.

5.6.9 No oil replenishment is allowed during a race.

5.6.10 Only ambient air, water, anti-freeze and oil are permitted in the car cooling systems.

5.6.11 All official suppliers will be nominated by Series Bulletin prior to the start of the season

5.7 Weight:

5.7.1 The weight of the car plus the driver must not be less than 1525 kg

- a) During each qualifying practice session cars will be weighed as follows:
 - i) At the pit entrance the organiser will provide a flat horizontal surface measuring 6m x 3m, this area will be used for the weighing procedure. After qualifying practice the weight of the cars may also be checked in Parc Fermé.
 - ii) Cars will be selected at random to undergo the weighing procedure. The Series Technical Delegate will inform the Driver that his car has been selected for weighing.
 - iii) Having been signalled that his car has been selected for weighing, the Driver will proceed directly to the weighing area and stop his engine. The car will then be weighed and the result given to the Driver in writing.
 - iv) If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed.

v) A car or Driver may not leave the weighing area without the consent of the Series Technical Delegate.

vi) If a car stops on the circuit and the Driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.

b) After qualifying and the race each car crossing the Line may be weighed. If a Driver wishes to leave his car before it is weighed he must ask the Series Technical Delegate to weigh him in order that this weight may be added to that of the car. The Series Technical Delegate will then tell the Driver his weight and, once the Driver leaves Parc Fermé, this will be deemed implicit acceptance of the figure.

c) The relevant car may be disqualified should its weight be less than that specified, when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.

d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been for weighing or has finished the post-race scrutineering or during the weighing procedure. (unless authorised by the Series Technical Delegate).

5.8 Ballast

Ballast can be used provided it is located in the passenger foot-well in front of the extinguisher and secured in such a way that tools are required for its removal. It must be possible to fix seals if deemed necessary by the Series Technical Delegate. The adding to the car during the race of any liquid or other material whatsoever or the replacement during the race of any part with another materially heavier component is forbidden.

5.9 Engine Noise Control

5.9.1 The noise generated by the car must not exceed 108 dBa when measured as below

5.9.2 Engine noise will be assessed in the following way:

a) The measuring point will be at a distance of 50 cm from and at an angle of 45° to the exhaust outlet.

b) The height of the microphone will be between 40-60cm from the ground.

c) The noise meter will be tuned to "slow".

d) Measurements will be taken with the filter "A".

e) The clutch pedal must be actuated in order to prevent the gearbox from rattling.

f) The engine speed must be set at $\frac{3}{4}$ of the maximum rpm which is therefore 4,000 rpm.

g) A tolerance of +1dBa will be permitted during the procedure

COMMERCIAL

6.1 Passes and Access to restricted areas

Passes will be issued to each registered Driver for his/her sole use and these will be valid for every round of the Series.

These passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless, McLaren, the BARC and their employees, agents and representatives and servants, Motorsport UK, the Race Organisers, the Promoters, the Venue Owner, the Series Coordinator, any participating team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.

Drivers will be required to sign for receipt of their passes. By accepting the issue of these passes, the Driver is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.

These passes are issued subject to the following conditions;

- (a) The pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn (without prejudice to any other remedy McLaren may have under the terms of these Regulations,
- (b) The pass may only be used by the Driver to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Event,
- (c) The passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times.
- (d) The organisers reserve the right to request further proof of identity in addition to the pass,
- (e) The organiser at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate pass.

The passes remain at all times the property of the organiser and may be issued, altered or withdrawn at any time at the absolute discretion of the Series Coordinator. Passes that have been withdrawn will not, unless under exceptional circumstances, be returned to the person to whom they were originally issued.

The organiser in conjunction with the Series Coordinator, reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Regulations and/or to withdraw permanently a pass issued to such person and/or to take or institute legal proceedings against that person.

All registered Drivers are fully liable for any personnel and vehicle passes issued to them by the organiser and/or received on the Driver's behalf. The misuse of any passes allocated to a Driver will result (without prejudice to any other action which may be taken by the organiser under the terms of these Regulations) in

the Organiser imposing a fine of £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Series Coordinator shall deem appropriate.

If a Driver's registration is withdrawn, all passes issued in connection with that registration must be returned to the Series Coordinator. Any lost/mislaid passes will be subject to a penalty of £25.00 per pass multiplied by the number of remaining rounds.

Passes will not be replaced if they are lost or mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the Series Coordinator.

6.2 Hospitality

Each Driver will be given 1 pass allowing access to the Pure McLaren GT Series hospitality area on the Saturday and Sunday of the Series for use by the Driver and one guest at each Event. Additional hospitality passes may be purchased through the Series Coordinator.

6.3 McLaren Rights

All intellectual property rights in the Pure McLaren GT Series and the Pure McLaren Programme and events, shall belong to McLaren and/or its licensor (as the case may be).

McLaren requires the Driver's to consent to being photographed at any Pure McLaren GT Series event and the Pure McLaren Programme and McLaren events, to filming and sound recording at any Pure McLaren GT Series event and the Pure McLaren Programme and McLaren events and Drivers must further consent to McLaren and any of its associated companies having the unconditional rights to use images (still or moving) of the Driver and the Pure McLaren GT Series and the Pure McLaren Programme and McLaren events in any and all forms of advertising and promotions in all media in any territory of the world.

McLaren requires all Drivers, at McLaren's discretion, to include certain logos of the official and institutional sponsors of McLaren and the series, sized and located without obstruction on the car in the positions indicated in a diagram issued by bulletin by the Series Coordinator.

In addition, the Drivers agree to attach three identification number plates with their relative numbers in the positions indicated in a diagram issued by bulletin by the Series Coordinator.

Only the official Race apparel provided at the start of the Series may be worn (excluding helmet and HANS® collar). The spaces indicated in the diagram issued by bulletin by the Series Coordinator are reserved exclusively for use by McLaren for its official and institutional sponsors.

The Organising Committee reserve the right to impose conditions upon any Entrants accepted under regulation 2.2.1.b (for example, regarding the presentation of their pit garage, the design of race suits for their drivers and race overalls for their crew, staff uniform, etc.). Any such requirements will be confirmed in writing to the Entrant by the Series Coordinator at the time of registration. Failure to comply with these conditions will be deemed to be a breach of these Commercial Regulations.

6.4 Rights of the Drivers & the Drivers' sponsors and partners

Drivers may also be allowed to display their sponsors' logos and/or those of personal partners on the Car or Race apparel, after requesting authorization in writing from McLaren, provided that these do not infringe and third party intellectual property rights, are not in conflict with the current regulations, the Series partners

and/or sponsors or McLaren's own sponsors and/or partners and that these do not detract from the image, prestige and reputation of McLaren and the Series.

For promotional activities or campaigns or communications activities relating to the Driver, he/she may be allowed to use current year still images of their own Car and equipment but no other McLaren and/or Series image.

For promotional activities and campaigns relating exclusively to the Driver's sponsors and partners and where the logo of said sponsor or partner appears, with the prior written approval of McLaren, the Drivers' sponsors and partners may also use current year still images of the Driver (i.e. images of the Car and the Drivers' equipment) to the disqualification of any other McLaren or Series image. The use of the aforementioned images is not permitted for promotional activities or campaigns relating to any products and/or services provided by the Drivers' sponsors and partners. Before using any images of the Driver, Driver sponsors and partners must ensure that they first receive written authorisation from McLaren.

With the exception of the above rights outlined in the present Article, the Drivers and/or their sponsors/partners are not authorized to use: i) images, drawings or other representations (still or moving) of McLaren, The Series, the Events or of McLaren, the Series and/or Event vehicles, equipment, structures, circuits, staff, consultants and/or managers; ii) the name, logo, trademarks, identifications, designations or any other elements owned by or pertaining to McLaren, the Series, the Events or of McLaren, the Series, and/or Event vehicles, equipment, structures, circuits, staff, consultants and/or managers; iii) objects (including merchandising products and/or promotional products/materials) containing and/or depicting McLaren, the Series, the Events or of McLaren, the Series, and/or Event vehicles, equipment, structures, circuits, staff, consultants and/or managers

Failure to comply with even one of the provisions contained in this Article may be punishable by the Series Stewards with penalties that can include disqualification from the rankings, and/or the suspension of the Driver within the Series.

All approval requests must be made in compliance with the terms of Article 6.3 and 6.4 and submitted in person or by email (puremclarenseries@mclaren.com) to the Series Coordinator

6.5 Insurance

A degree of insurance cover will be provided by the local venue Organiser usually in association with their ASN using the methods and under the terms provided for by current Legislation. However such public liability policy cover does not absolve Drivers from any liability they may incur and, as a consequence, Drivers must take out their own personal insurance to cover any such loss.

Each Driver is responsible for ensuring that all insurance, particularly health insurance relating to him/her is both valid and available at each Event for inspection. Drivers are advised to ensure that medical repatriation insurance is in place to cover any problems which may be experienced.

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

6.6 Car Categorisation Identification

All McLaren 570S TROPHY cars must run with a black sunscreen visor and an 'R' sticker on the rear bumper. All 570S GT4 cars must run with a white sunscreen visor.

6.7 Penalties for a breach of Commercial Regulations

The Organising Committee or the Stewards may investigate any alleged breach of these Commercial Regulations and may impose any of the following penalties on any Driver or Competitor who they determine has breached them:

- A fine up to a maximum of £10,000
- Forfeiture of points
- Forfeiture of awards
- A ban from an individual race or races
- Disqualification from the Series

7 Definitions

In this document, unless the context requires otherwise, the following terms shall have the following meanings:

"ASN"	means the National Sporting Authority;
"Amateur"	means a driver who does not derive their main form of earnings from driving racing cars
"BARC"	means the British Automobile Racing Club Limited;
"Bulletin"	means an advisory notification issued by the Series Coordinator, Race Director, the Stewards or the Series Technical Delegate to the Competitors relating either to the Series and/or a particular Event.
"Car"	means the McLaren 570S GT4 (and relevant evolutions) as per the specifications contained in the Technical Regulations and the special Technical Homologation Sheet, eligible to compete in the Series.
"Code"	means the FIA International Sporting Code and its appendices from time to time;
"Competitor"	Any person or body accepted for any competition whatsoever, and necessarily holding a competitor's licence issued by their parent ASN.
"Data"	means track performance data acquired via the VBox system.
"Driver"	Person driving an automobile in any competition whatsoever and necessarily holding an FIA driver's licence issued by their parent ASN.
"Entrant"	means the person or entity which signs the registration and entry form and holds an Entrant's competition licence, and is thus responsible, jointly and severally with the Competitor, for ensuring that any and all person and/or entity concerned by his entry comply with all the applicable prescriptions as indicated in these Sporting Regulations and in the Technical Regulations.
"Event"	means each meeting which is part of the Series, starting from the beginning of administrative checking and/or scrutineering, including any and all activities which are preliminary and functional to each and all race/s of the Series, and ending with one or other of the following time limits, whichever is the later (i) the expiry of the time limit for protests or appeals or the end of any hearings; or (ii) the end of administrative checking and post-event scrutineering carried out in accordance with the Code.
"FIA"	means the Federation Internationale de l'Automobile.
"Meeting"	means a weekend comprising of one or more Rounds and a Qualifying Session at a Track as part of the Series and "Meetings" shall be construed accordingly;
"McLaren"	means McLaren Automotive Events Limited
"Motorsport UK"	means Motorsport UK Association Ltd., the Parent ASN of the Series.
"Organiser"	means the BARC, a UK club which is sanctioned by Motorsport UK which organises one or more Events pursuant to Art. 2.1.2 of the Code in conjunction with McLaren;

"Promotor"	means McLaren Automotive Events Limited;
"Round"	means each competitive race taking place in the Series and "Rounds" shall be construed accordingly; and
"Series"	means the Pure McLaren GT Series.

Appendix One

For a car to compete within the Pure McLaren GT Series class it must have the following upgraded parts fitted to it:

13MA517RP	Engine Power Upgrade
13CA271RP	GT4 ALCON LHS FRONT CALIPER
13CA272RP	GT4 ALCON RHS FRONT CALIPER
13CA306RP	RSL2 25MM BRAKE PADS - ALCON FT CALIPER
13CA275RP	GT4 ALCON LHS FRONT DISC ASSY
13CA276RP	GT4 ALCON RHS FRONT DISC ASSY
13BA518RP	ASSY FRONT UPRIGHT ENDURANCE LH
13BA519RP	ASSY FRONT UPRIGHT ENDURANCE RH
13BA510RP	DAMPER GT4 MY19
13BA510RP	DAMPER GT4 MY19
13BA511RP	GT4 REAR DAMPER MY19
13BA511RP	GT4 REAR DAMPER MY19