GT WORLD CHALLENGE EUROPE powered by aws

SPORTING REGULATIONS 2026

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SPORTING REGULATIONS 2026

FOREWORD

The GT World Challenge powered by AWS is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), the International Series General Prescriptions and the present Sporting Regulations specific to the Challenge, as well as the latest regulations of each of the Competitions which make up the Challenge.

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

The Challenge comprises one overall title for the GT World Challenge powered by AWS Manufacturers and one Customer Performance Award for Manufacturers.

Certain aspects relating to the application of the Series regulations have been entrusted to the SRO Sporting Board and SRO Technical Board, as defined in Appendix 5.

Within these Sporting Regulations, terms referring to natural persons are applicable to all genders.

REGULATIONS

A. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

These Sporting Regulations come into force on January 1st 2026 and replace all previous Sporting Regulations regarding the Challenge.

GENERAL UNDERTAKING

B. All Manufacturers, drivers, Competitors and Officials participating in the GT World Challenge powered by AWS undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Technical Regulations (Article 257A of Appendix J to the Code), Bulletins and Clarifications from the SRO Technical Board and SRO Sporting Board issued during the season, and the present Sporting Regulations and its appendices. Bulletins will be approved by the parent ASN, which is the RACB (Royal Automobile Club of Belgium).

CONDITIONS

C. It is the Competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations as well as Bulletins and Clarifications from the SRO Sporting and Technical Board issued during the season. If a Competitor is unable to be present in person at an Event, he must nominate his representative in writing to the Stewards. A person having charge of an entered car during any part of an Event is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

ELIGIBILITY

D. The GT World Challenge powered by AWS is open to Manufacturers and their Teams and Drivers, competing in a number of Sprint and Endurance Events for GT3 cars organised by SRO Motorsports Group

during one calendar year. The Events qualifying for the 2026 season are listed in Appendix 4. Any changes will be subject to the approval of the Sporting Board.

A number of eligible Events for 2026 are further subdivided into four groups as follows :

- GT Challenge America powered by AWS
- GT Challenge Europe powered by AWS
- GT Challenge Asia powered by AWS
- GT Challenge Australia powered by AWS

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

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

It additionally renders the Manufacturer's FIA GT3 cars eligible to take part in the PRO category of the GT Challenge Europe powered by AWS Endurance Cup, including the CrowdStrike 24 Hours of Spa, on condition that at least one car is entered in the Pro category of the GT Challenge Europe powered by AWS on a full-season basis and takes part in all Rounds, except for cases of force majeure accepted as such by the Sporting Board.

Should a manufacturer fail to secure the eligibility of a Pro car in the CrowdStrike 24 Hours of Spa through the GTWC Global regulations (eg missing a Pro car at one round), the model may nevertheless gain eligibility through compliance with the IGTC manufacturer regulations (and vice versa).

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

ENTRIES

G. Manufacturers wishing to enter the GT World Challenge powered by AWS must complete and return an Entry form and pay the Entry Fee for the 2026 season.

Entries for the 2026 GT World Challenge powered by AWS must be submitted at the latest by the closing date for entries which is January 23rd 2026. Entry forms are available from SRO Motorsports Group.

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

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

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

POINTS AND TITLES

H. There will be one Title and one Award:

a) Point Scales
For Both the Title and the Award, points will be scored in accordance with the final classification of each Race counting towards the GT World Challenge powered by AWS.

For Sprint Events lasting 90 minutes or under, points will be scored using the following points scale per race :
1st: 25 points
2nd 18 points
3rd: 15 points
4th: 12 points
5th: 10 points
6th: 8 points
7th: 6 points
8th: 4 points
9th: 2 points
10th: 1 point

For races lasting over 90 minutes but under 24 hours, points will be scored using the following points scale per race :
1st: 50 points
2nd 36 points
3rd: 30 points
4th: 24 points
5th: 20 points
6th: 16 points
7th: 12 points
8th: 8 points
9th: 4 points
10th: 2 points

For the CrowdStrike 24 Hours of Spa, points will be scored using the following points scale per race :
1st: 100 points
2nd 72 points
3rd: 60 points
4th: 48 points
5th: 40 points
6th: 32 points
7th: 24 points
8th: 16 points
9th: 8 points
10th: 4 points

b) GT World Challenge Manufacturer Title
Manufacturers will score points based on the Overall results of the rounds of the 2026 GT World Challenge powered by AWS.

The GT World Challenge points will be calculated as follows:

- Points will be awarded based on overall classification of each round.

- A maximum of two cars per Manufacturer will score points.
- The points will be added over the season.
- Cars from Manufacturers not entered in the 2026 GT World Challenge powered by AWS will be invisible
- Third, fourth etc cars from Manufacturers in the top ten will be invisible
- Points from cars which are invisible will be redistributed to the next eligible car.

c) Customer Performance Award

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

A separate Award will only be presented if the Manufacturer winning the Customer Performance Award is different from the overall winner of the 2026 GT World Challenge powered by AWS.

TROPHIES

I. The following trophies will be awarded :

- One Trophy for the winning Manufacturer;
- One Trophy for the winning Manufacturer in the Customer Performance Award, on condition that it is awarded to a different Manufacturer.

DEAD HEAT

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

If two or more Manufacturers finish the season with the same number of points, the higher place in the Challenge shall be awarded to:

- The holder of the greatest number of first places, taking into account all categories at all Events
- If the number of first places is the same, the holder of the greatest number of second places,
- If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- If no winner emerges, the Manufacturer scoring the highest in the final race of the season will be declared the winner.

Note that results for Qualifying do not count towards the GT World Challenge manufacturers title or the provisions in Article K; similarly, no points are allocated at the six- or twelve-hour results at the CrowdStrike 24 Hours of Spa.

PRIZE GIVING

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

CALENDAR

L. The definitive lists of Events counting towards the 2026 GT World Challenge powered by AWS for GT3 cars will be published by SRO Motorsports Group before January 23rd 2026. However, in case of force

majeure, SRO Motorsports Group reserves the right to modify this date as well as the format and number of the Events

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

LIVERY AND SPONSORSHIP

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

GT CHALLENGE EUROPE POWERED BY AWS
SPORTING REGULATIONS 2026

CHAPTER 1

FOREWORD

The GT Challenge Europe powered by AWS is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code), the International Series General Prescriptions and the present Sporting Regulations specific to the Series, as well as clarifications and Bulletins issued by the SRO Sporting Board during the season in accordance with Article 2.1.

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

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

It also includes Cups: the GT Challenge Europe powered by AWS Sprint Overall, Gold, Silver and Bronze Cups for Teams and Drivers, the GT Challenge Europe powered by AWS Endurance Overall, Gold, Silver and Bronze Cups for Teams and Drivers.

Certain aspects relating to the application of the Series regulations have been entrusted to the SRO Sporting Board and SRO Technical Board, as defined in Appendix 5.

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

1. REGULATIONS

1.1 The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

1.2 These Sporting Regulations come into force on January 1st 2026 and replace all previous Sporting Regulations regarding this Series and will apply to any testing session and Competition of the 2026 season.

1.3 The regulations governing the GT World Challenge powered by AWS Manufacturer's title can be found in the GT World Challenge powered by AWS Global regulations, under RACB visa S02-GTWC/B25.

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

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

These regulations are divided into chapters and sections
Chapter 1 General regulation valid for all competitions for all sections – articles 1 – 44
Chapter 2 Competition Details for Case A are given in Section 1 – articles 100 – 199
Chapter 3 Competition Details for Case B are given in Section 2 – articles 200 – 299
Chapter 4 Competition Details for Case C are given in Section 3 – articles 300 – 399
Chapter 5 Competition Details for Case D are given in Section 4 – articles 400 – 499
Chapter 6 All Technical information is given in Section 5 – articles 500 – 599

2 GENERAL UNDERTAKING

2.1 All Manufacturers, drivers, Competitors and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Technical Regulations (Article 257A of Appendix J to the Code), Bulletins and Clarifications from the SRO Sporting Board and SRO Technical Board issued during the season, and the present Sporting Regulations. Bulletins will be approved by the parent ASN, which is the RACB.

3 GENERAL CONDITIONS

3.1 It is the Competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the applicable Technical Regulations, the present Sporting Regulations, the Appendix 1 to each Competition as well as Bulletins and Clarifications from the SRO Sporting Board issued during the season.

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

3.5 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear an appropriate pass and clothing at all times as stated in Article 10.2. Any infractions will result in penalties according to the following provision:

a. First offence: Fine of three hundred euros (300 euros)
b. Second offence: Fine of four hundred and fifty euros (450 euros)
c. Third offence: Fine of Six hundred euros (600 euros)

3.1 All drivers, Competitors and Officials participating in the Series must hold current and valid licences. For drivers, the minimum requirement is an FIA International Grade C – Circuits (ITC-C) licence, or equivalent licence such as the International Licence for Drivers with Disabilities and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant International Speed Competition.

3.2 Results remain provisional until all sporting matters and technical scrutineering are completed. This includes the checking of pit gantry and any onboard cameras including the driver facing camera when applicable.
Until the final classification is published, all Teams must have one nominated person available to be summoned to the Stewards to represent the Competitor and to sign for any decisions. The Team Messaging application must be monitored until the final classification is published.

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

4 SERIES COMPETITIONS

4.1 Each Competition will have the status of a restricted International Speed Competition. Each Competition is deemed to include administrative checks, technical scrutineering, all practice sessions whether qualifying or not, the warm-up if there is one and the race(s) itself.

4.2 The Series is made up of Competitions consisting of

- Case A: three races with a maximum duration of three hours
- Case B: one race with a maximum duration of 24 hours
- Case C: one race with a maximum duration of six hours
- Case D: five events of two races, each with a maximum duration of one hour. (For the avoidance of doubt, all races at the same Event are considered together to form a single Competition for the purposes of these regulations.)

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

Competition Details for Case A are given in Section 1 – articles 100 – 199
Competition Details for Case B are given in Section 2 – articles 200 – 299
Competition Details for Case C are given in Section 3 – articles 300 – 399
Competition Details for Case D are given in Section 4 – articles 400 – 499

All Technical information is given in Section 5 – articles 500 – 599

The Series also includes a number of test sessions, as follows :

- The Official Test Day: a pre-season test session organised by the Promoter, which is mandatory for all Competitors entered in the full season, with at least one car per Competitor. This session is also known as the Prologue.
- Spa Official Test Day: a test session organised by the Promoter, which is mandatory for all Competitors entered in the CrowdStrike 24 Hours of Spa, with at least one car per Competitor. This session is also known as the Spa Prologue.

The present Sporting Regulations, including the specific details in Appendix 2 and any official communications from the Promoter, must be respected at all times during these tests unless otherwise specified.

For Official test days, cars must be in conformity with the Regulations and with the Balance of Performance for the Event.

Officials will be appointed for the official test days and will have the same responsibilities and authority, and the same power to impose penalties, as they would under the Code at Events and Competitions.

The Series also includes a number of test sessions which are not included in the Events, as follows :

- Official Test Sessions : a number of test sessions, which are not mandatory, to be held before the start of a number of events. The full list and cost is given in Appendix 4.
- Bronze Test Sessions : a number of test sessions, which are not mandatory, restricted to Bronze, Bronze* and some Silver drivers from certain Cups, to be held before the start of the Endurance Cup events. At some Events these might take place after the start of the Event, but in any case they are not considered to be part of the Event from a sporting aspect.
- Note that cars from other Series may be allowed to take part in these Sessions, in accordance with their regulations.

For the official test sessions and bronze test sessions, timing and track limit notifications will be in place. All security procedures will be in place. The session will be run by the Clerk of the Course with at least one SRO race director in place. Although the panel of Stewards will not be present, the Clerk of the Course may refer any serious incidents to them for discussion during the following Event.

4.3 In all cases, the leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.

4.4 The Line is a single line which crosses both the track and the pit lane, except for the end of the race where a driver must take the chequered flag on the track in order for that lap to be taken into account when calculating the total distance covered by that car.

4.5 The maximum number of Competitions in the Series is set at 10.

The definitive list of Competitions is published by the Promoter before March 1st 2026. However, in case of force majeure, the Promoter reserves the right to modify this date as well as the format and number of the Competitions.

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

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

4.9 The list of Competitions and the Cups which will take place at each Event is listed in Appendix 4 section 4.

5 OVERALL TITLES

5.1 The following Overall titles will be awarded :

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

The GT Challenge Europe powered by AWS Teams' title will be awarded to the Team which has scored the highest number of points, taking into consideration all the results obtained by the best-placed car of each Team during the Competitions which have actually taken place. An overall title will be awarded, as well as titles in the Gold, Silver and Bronze Cup categories. In the Overall, Gold and Silver categories, the results will take into account all points scored in the Endurance Cup and Sprint Cup.

The titles in the GT Challenge Europe powered by AWS Endurance and Sprint Cup are detailed in the relevant Sections.

Overall title: Points will be awarded to eligible Competitors and their drivers according to the overall classification of qualifying and all races counting towards the GT Challenge Europe powered by AWS Series, including the six and twelve-hour points in Case B.

The point scales for each individual Competition as set out in Article 106/206/306/406 will be used, Categories or Cups will not be taken into account. For the Teams title, only the highest-finishing car per Team will score points, and all other cars entered by that Team will be invisible as far as scoring points are concerned.

Gold, Silver and Bronze titles: Points will be awarded to eligible Competitors and their drivers according to the category classification of qualifying and all races counting towards the GT Challenge Europe powered by AWS Series, including the six and twelve-hour points in Case B. The point scales for each individual Competition as set out in Article 106/206/306/406 will be used. For the Teams titles overall and in each category, only the highest-finishing car per Team will score points, and all other cars entered by that Team will be invisible as far as scoring points are concerned.

For Team titles, the name on the Competitor's licence will be used to determine points for each title, independently of the commercial Team name used in individual Events. Competitors may use different commercial Team names in different Events. Teams may specify a Team commercial nationality to be used on the podium, TV Graphics and car flags, as long as this can be justified in terms of the nationality of the commercial sponsor, the nationality of the majority of the drivers, or the home base of the Team. This commercial nationality is independent of the nationality of the licence under which the Competitor is entered.

5.2 For each title, there will be a separate classification. A category will only be opened if there are at least three full-season entries received by the closing date.

5.3 Eligibility for Points

Teams and drivers entered in a round of the GT Challenge Europe powered by AWS Series will score points towards the Teams and drivers titles, with the exception of :

- Single-event Competitors in the CrowdStrike 24 Hours of Spa and/or any Competitions in Endurance or Sprint following it, who will not score points towards the Teams classifications unless they have been entered in at least one previous GT Challenge Europe powered by AWS Competition during the season. The cars will be considered invisible, and the points will be distributed to the following car.

- Additional cars entered by full-season Competitors on a single-event basis in the final two Events in either the Endurance Cup or Sprint Cup, which will not score points towards the Teams classifications unless they have been entered in previous rounds of the GT World Challenge Europe powered by AWS in the season, either in Sprint or in Endurance. The cars will be considered invisible and the points will be distributed to the next eligible car.
- Drivers entered for the first time in the season in that category in the final two Events in the Endurance Cup or Sprint Cup, who will not score points towards the drivers' classifications, whether they are in full-season or single-event cars. If neither driver in the car is eligible for points, they will be considered invisible and the points will be distributed to the next eligible car. If one driver is eligible, no points will be redistributed. Note that the Competitor may remain eligible for Team points.

The Competitor and the drivers are considered independently in terms of eligibility for points. The above rules apply to all classifications. The final decision on eligibility for any particular car, Competitor or driver will be taken by the Sporting Board, who may use any criteria they consider relevant.

Teams and drivers entered in Competitions run according to Article 4.2 Cases A, B and C will also score points towards the GT Challenge Europe powered by AWS Endurance Cup. Teams and drivers entered in Competitions run according to Article 4.2 Case D will also score points towards the GT Challenge Europe powered by AWS Sprint Cup. Additionally, cars entered in the Gold, Silver, Bronze categories will score points towards the relevant GT Challenge Europe powered by AWS Gold, Silver or Bronze Cups titles and towards the relevant Cups.

5.4 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 on Saturday December 12th in New York. 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.

5.5 Additional Trophies and Awards

Prize money will be awarded in accordance with the separate regulations outlined in the 2026 Prize Fund Regulations which can be downloaded from the Series website.

A Pit Stop Challenge will be held in the Competitions according to Case D according to the separate 2026 Pit Stop Challenge regulations which can be downloaded from the Series website.

An invitation to compete in the 2027 edition of the 24 Hours of Le Mans will be awarded to the leading car competing in the GT Challenge powered by AWS Bronze Cup on a full-season basis (Sprint plus Endurance). The full details of this Award and the calculation of points towards it will be given in the 2026 Prize Fund Regulations. Note that the Bronze Cup cars line-ups must have been validated to be eligible for this Prize, and in particular any line-ups with driver categorisation derogations will not be eligible. Any such cars will be invisible for the purposes of the points for this award, and their points redistributed to the next eligible car.

Additional prizes and trophies may be awarded.

6 POINTS

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

queries or challenges concerning point attributions must be submitted to the SRO Sporting Director within 14 days of the first publication of the points in dispute. The points classifications will be considered final 14 days after the end of the last Competition of the season and, subject only to any ongoing judicial or sporting matters, from that point no further amendments or corrections will be made.

6.2 Points in case of suspended or disrupted races

a) If a race is suspended under Article 41 and cannot be resumed :

- No points will be awarded to the Competitors or driver crews if the leader has completed less than two laps
- Half points will be awarded if the leader has completed two or more laps, but less than 75% of the original race time, and as long as the results include at least one lap which took place outside Full Course Yellow or Safety Car conditions.
- Full points will be awarded if the leader has completed more than 75% of the original race time.

The above-mentioned conditions will be based on the number of laps and/or time as shown on the published results as the basis for the final classification.

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

In the Event that a case B race is suspended before six or twelve hours of racing have been completed and cannot be resumed, no points will be awarded in respect of any intermediate classification which has not been published.

b) If a race is disrupted by red flags but resumes :

- No points will be awarded to the Competitors or driver crews if less than two laps take place outside Full Course Yellow or Safety Car conditions
- Half points will be awarded if the leader has completed two or more laps, but less than 75% of the original race time, and as long as the results include at least one lap which took place outside Full Course Yellow or Safety Car conditions.
- Full points will be awarded if the leader has completed more than 75% of the original race time.

The above-mentioned conditions will be based on the number of laps and/or time as shown on the published results as the basis for the final classification.

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

In the Event that a case B race is suspended before six or twelve hours of racing have been completed and cannot be resumed, no points will be awarded in respect of any intermediate classification which has not been published.

6.3 Dead Heats

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

6.4 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 based on the final classification of the races which have taken place
b. If the number of first places is the same, the holder of the greatest number of second places based on the final classification of the races which have taken place,
c. If the number of second places is the same, the holder of the greatest number of third places based on the final classification of the races which have taken place, and so on through the point-scoring positions until a winner emerges.
d. If the above-mentioned procedure fails to separate two or more drivers or Teams, then whoever finishes ahead in the final race of the respective season will be deemed to have finished ahead of the other in the Series.
e. If points a – d still fail to determine a winner, the Sporting Board will take a decision.
f. 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.
g. The classification after 6 and 12 hours in the CrowdStrike 24 Hours of Spa will not be taken into account in resolving a dead heat.

Note : the number of first, second etc places are based on the final classification of the races which have taken place.

6.5 Points for Qualifying

Should an incident or other matter occur during the fastest lap in qualifying (or one of the lap times counted in the fastest average lap time) which gives rise to a penalty other than the disallowing or deletion of that lap time (for example a drop of grid positions imposed in respect of a yellow flag infringement on that lap) the Stewards may, if they consider it appropriate in the interests of sporting fairness, refer the case to the SRO Sporting Board. The Sporting Board will decide if the point for fastest lap will be awarded to the Team and drivers in question, or whether it will remain unattributed, or whether it should be given to the Team and drivers setting the second-fastest lap.

7 ORGANISER, ORGANISATION AND INSURANCE

7.1. An application to organise a GT Challenge Europe powered by AWS Event must be made to the ASN of the country in which the Event is to take place, which will apply to the parent ASN together with the Promoter.

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

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

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

7.4 Thirty days before each GT Challenge Europe powered by AWS Event, the Organiser must send the Promoter details of the risks covered by the insurance, which must comply with the applicable laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the Competitors. The sum insured must be a minimum of € 6 000 000 (six million euros).

7.5 Third party insurance arranged by the Organiser of a GT Challenge Europe powered by AWS Event shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.

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

8 OFFICIALS

8.1 The following Officials will be appointed for the GT Challenge Europe powered by AWS Series:
- A Race Director
- A Technical Delegate
- A Series Scrutineer
- A Chairman of the Stewards
- An International Steward
- A Deputy and/or Assistant Race Director
- A Driver Advisor (optional)
- A Technical Director for the Series
- A Sporting Manager for the Series
- A Sporting Secretary (optional)
- A minimum of one Pit Lane Official(s)
- A Chief Timekeeper
- A Press Delegate
- A Safety Car Driver
- A Leading Car Driver
- The SRO Sporting Board representatives for each Event

8.2
The role of the nominated Delegates is to help the Officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

Further to Article 11.10.4 of the Code, in addition to his other duties and responsibilities, the Race Director will have authority to impose certain penalties, including deletion of lap times and issuing of stop-and-go penalties for track limit infringements during Free Practice and Qualifying and deletion of lap times in accordance with Article 36.2 below. Other cases may be added during the season on notification from the Stewards.

The role of the Driver Advisor is to assist the Stewards and/or the Race Director in their decisions by providing advice on all questions pertaining to motorsport in general and in particular those relating to the behaviour of the drivers and Competitor on the track. As such, he should attend all sessions in Race Control. The Advisor may attend the meetings of the Panel of Stewards without having the right to vote.

The role of the Pit Lane Official is to assist the Stewards and the Race Director in terms of behaviour in the pit lane. He will report either to the Race Director or directly to the Stewards.

The nominated Technical Delegate is responsible for scrutineering. In this respect he may carry out, or have carried out by Scrutineers, at his discretion, any checks to verify the compliance of the cars entered in the Event without prior request from the Stewards or Clerk of the Course. The Technical Delegate has full authority over the national Scrutineers.

9. ENTRIES

9.1 Conditions of Entry

Full-season and single-event Competitors are accepted.

At some events, additional Event entries will only be accepted if there are sufficient garages. This will be notified in the Appendix 1 for the Event.

Single-event Competitors will not score points towards the Teams classifications in CrowdStrike 24 Hours of Spa and any Competitions in Endurance or Sprint following it, unless they have been entered in at least one previous GT Challenge Europe powered by AWS Event during the season. Any such Competitors will be invisible as far as scoring points is concerned.

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

9.2 ENTRY FORMS AND PRICES

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

a) **Full-season Competitors in the GT Challenge Europe powered by AWS**

Applications to compete in the GT Challenge Europe powered by AWS Series must be submitted to the Promoter, on the entry form available on the Series website as from November 16th 2025, the Official opening date for entry into the Series. The entry form must be submitted and payment received by SRO by January 16th 2026.

The entry fee is set at 95 000 € per car for Pro, Gold and Silver Cups

This season entry fee includes mandatory entry in all the ten Competitions in the GT Challenge Europe powered by AWS Series, the mandatory sporting kit and the mandatory Sustainability fee.

The entry fee is set at 86 500 € per car for Bronze Cup

This season entry fee includes mandatory entry in all the nine Competitions in the GT Challenge Europe powered by AWS Series Bronze Cup, the mandatory sporting kit and the mandatory Sustainability fee. This does not include Brands Hatch round.

b) **Full-season Competitors in the GT Challenge Europe powered by AWS Endurance Cup**

Applications to compete in the GT Challenge Europe powered by AWS Series Endurance Cup must be submitted to the Promoter, on the entry form available on the Series website as from November 16th 2025, the Official opening date for entry into the Series. The entry form must be submitted and payment made by January 16th 2026.

The entry fee is set at 58 500€ per car

This season entry fee includes mandatory entry in all the Competitions in the GT Challenge Europe powered by AWS Series Endurance Cup, the mandatory sporting kit and the mandatory sustainability fee.

c) **Full-season Competitors in the GT Challenge Europe powered by AWS Sprint Cup (Pro-Gold-Silver)**

Applications to compete in the GT Challenge Europe powered by AWS Series Sprint Cup must be submitted to the Promoter, on the entry form available on the Series website as from November 16th 2025, the Official opening date for entry into the Series. The entry form must be submitted and payment made by January 16th 2026.

The entry fee is set at 45 000€ per car

This season entry fee includes mandatory entry in all the five Competitions in the GT Challenge Europe powered by AWS Series Sprint Cup, the mandatory sporting kit and the mandatory sustainability fee.

d) **Full-season Competitors in the GT Challenge Europe powered by AWS Sprint Cup (Bronze Cup only)**

Applications to compete in the GT Challenge Europe powered by AWS Series Sprint Bronze Cup must be submitted to the Promoter, on the entry form available on the Series website as from November 16th 2025, the Official opening date for entry into the Series. The entry form must be submitted and payment made by January 16th 2026.

The entry fee is set at 37 500€ per car

This season entry fee includes mandatory entry in all the four Competitions in the GT Challenge Europe powered by AWS Series Sprint Cup, the mandatory sporting kit and the mandatory sustainability fee. The Bronze Cup entry does not include the Brands Hatch round.

e) Single-event entries are set as follows, per car per Competition:

Case A, for three-hour races : **11 000€** per car

Case B, for the CrowdStrike 24 Hours of Spa : **32 000€** per car

Case C, for the six-hour race: **12,500€** per car

Case D, for two one-hour races : **11 000€** per car

All prices include the mandatory sporting kit and the mandatory sustainability fee.

The deadline for entries is fourteen days before the start of the Competition in question, with the exception of the CrowdStrike 24 Hours of Spa where entries will close on March 15th 2026.

f) For all full-season Competitors in the GT Challenge Europe powered by AWS Endurance Cup, GT Challenge Europe powered by AWS Sprint Cup and the GT Challenge Europe powered by AWS, participation in the official pre-season test days at Paul Ricard (Prologue) on April 8th and 9th is mandatory with at least one car. The price per car at the Paul Ricard Prologue is TBC € excl VAT per car for the two-day Prologue. See Article 23.1 and Appendix 4.

g) For all Teams competing in the CrowdStrike 24 Hours of Spa, either full-season or single-event entries, participation in the Spa official test days (Spa Prologue) on May 19th and 20th 2026 is mandatory with at least one car of each model entered in the Competition. The price is TBC € per car per day excl VAT. See Article 23.3 and Appendix 4.

h) The cost of the Bronze test will be 1 200 € per one-hour session. The session will take place before each Endurance event. The provisional schedule and duration of each test – either one hour or two hours depending on the timetable – is given in Appendix 4. The Bronze Test season entry is 8 400 € for the three one-hour sessions (Paul Ricard, Spa and Nürburgring) and two two-hour sessions (Monza and Portimao). See Articles 23.5 and 23.6.

The times and costs of the paid test sessions available during the season are given in Appendix 4.

All test prices given in Articles f) – h) above are provisional and will be confirmed in due course.

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

Entries are not transferable, and entry fees are not refundable under any circumstances.

j) The Promoter reserves the right to refuse any applications, in particular in application of Article 5.3 and Article 9.1 in terms of eligibility of cars in the Pro category.

k) The application shall include:
1. confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Series, to observe them,
2. the name of the Competitor (as it appears on the licence),
3. the name of the Official Team representative, authorised to sign on behalf of the Team,
4. a copy of the Competitor's licence issued by the ASN,
5. the make and model of the competing car(s),
6. the category in which the car will compete,
7. the names of the drivers,
8. the commercial name the Team wishes to use,
9. for full-season Competitors only, an undertaking by the applicant to participate in every Event with the number of cars entered,
10. the full payment of the entry fees.

l) All Competitors must abide by the guidelines set down in terms of sponsorship from Series partners as regards pit garage decoration, car livery, Team and driver overalls. The Promoter reserves space on the cars and overalls of all Competitors (see Appendix 3). No sponsorship from companies associated with the manufacture, re-treading, sale or distribution of tyres is authorised. Any infractions in respect of any of these requirements will be reported to the Stewards and a minimum fine of €2,000 will be given.

m) Each Team must sign the Team Commercial Agreement in two copies and return them to the Promoter before the start of the first Competition they attend at the latest. Failure to sign the Agreement may be reported to the Stewards and the Team in question may be disqualified from taking part in the Competition.

n) A Team is defined as the cars entered under a specific International 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.

o) Cars entered under different licenses should 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 required to make sufficient alterations before the first Competition in which they take part. Within

any Team, cars must have easily distinguishable features. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited.

p) All drivers competing in the same car must have matching overalls. These may differ in terms of varying personal sponsorship, but the basic design and colour must be the same. Any infractions will be reported to the Stewards.

q) A single season entry can be entered in different categories in the Sprint and Endurance Cups. A single season entry can include different models of car in Sprint and Endurance, on condition that it is entered under the same Entrant licence in both Cups.

r) SRO will collect and retain information on the Drivers (including age, nationality, profession, career record etc) both for media, marketing and internal SRO group use.

10. PASSES, ACCESS TO THE SITE AND ARMBANDS

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

10.1 Any participant present in any capacity whatsoever in the reserved areas must wear their pass in such a way that it is clearly visible. The Promoter alone is empowered to issue passes. Specific passes will be issued by the Promoter for the CrowdStrike 24 Hours of Spa.

10.2 Passes

10.2.1 The following passes will be issued:

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

Team Passes : a pass that is reserved for team crew, and which gives access to the paddock, pitlane and grid.

Guest Passes : a pass that gives access to the paddock and the grid only (no pitlane)

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.

Media Passes: general entrance, access to the paddock and media centre.

10.2.2 Access and Clothing Rules

Pit Lane Access : During sessions, access to the working lane is restricted to persons wearing helmets. For Competitions according to Article 4.2 cases A, B and C, access to the working lane is restricted to persons wearing fireproof overalls. Shorts and open shoes are forbidden in the pit lane.

Pit Wall Signalling Area : Access to the pit wall signalling area is limited to working Team members only in the area reserved for the Team. Overalls are not compulsory on the pit wall signalling area. Team members crossing from the pit wall to the pit garage do not need a helmet or overalls, but they must not cross where a pit stop is in progress.

Media Access : Access to track roads and pit lane is only authorised with appropriate camera (video) sticker and tabard as stated in media briefing documents. Media must wear fireproof overalls and helmets in the pit lane in all cases.

Incorrect dress will result in penalties according to the following provision:

a. First offence: Fine of three hundred euros (300 euros)
b. Second offence: Fine of four hundred and fifty euros (450 euros)
c. Third offence: Fine of six hundred euros (600 euros)

10.2.3 Passes may only be used by the person for whom they are intended and for the purpose for which they have been issued. Any falsification or duplication of passes, or any passes being used by other persons, will result in confiscation of the pass and will result in the Competitor being fined a minimum of €5,000 as well as any other penalties from the Promoter and/or the Stewards which can go as far as disqualification.

10.3 Access

Teams are not allowed to exclude participants with Full Access or Media passes from their pit garages, and are not authorised to produce or distribute additional passes which supersede those passes distributed by the Promoter. Team members are restricted to the area of the pit wall opposite their own garage,(with the exception of one team member, who may advance towards the pit entry by a maximum of two garages in order to indicate the pit box area to their approaching car) Officials and the Promoter's representatives with Full Access passes will have access to any Team areas within the circuit boundaries.

10.4 Armbands

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

- White armbands for the Car Controllers
- Yellow armbands for mechanics (three per entered car in Endurance Competitions, two for Sprint Competitions
- Green armbands for other Team personnel in the working lane (three per car)
- Pink armbands issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.
- Orange armbands for the vent man (where applicable)

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

10.5 Numbers of Passes

The following passes will be given for each car entered during the 2026 season :

	Driver Passes	Team Passes	Guest Passes	Car Passes
Sprint	2	12	2	6
Endurance	3	14	2	7
Spa	3 or 4	18	2	6

Please note that the amounts above may be altered at any time.

Any loss of passes must immediately be reported to the Promoter.

11. CAR, TEAM AND DRIVER ELIGIBILITY – DEFINITIONS AND RESTRICTIONS

11.1
The composition of the crews must be sent to the Promoter at least 14 days before the start of each Event. Any modification to a crew is prohibited after the end of the administrative checks except in case of force majeure acknowledged by the Stewards.
The description of the valid driver crews for each event is given in the Sections 1 – 4

11.2
A car may only be entered in one Cup / Category. In the cases where a line-up is eligible for more than one Cup, the Competitor must inform the Organiser in which Cup they wish to compete before the end of Administrative Checks.

11.3 Pro Category eligibility
In order for a model of car to be eligible to compete in the Pro category of the GT Challenge Europe powered by AWS Endurance Cup, including the CrowdStrike 24 Hours of Spa, either :

- The Manufacturer must be entered in the 2026 GT World Challenge powered by AWS (see articles A-M) and at least one car of this model must be entered in the Pro category of all rounds of the GT Challenge Europe powered by AWS Series (Sprint and Endurance)

or

- The manufacturer must be entered in the 2026 Intercontinental GT Challenge and the model must also be entered in the Paul Ricard round of the GT World Challenge

11.3.1 Bronze Cup Validation – Bronze°
The Bronze Cup is reserved for line-ups with a Bronze driver who is not a former professional driver (a driver who was or who would have been Gold or Platinum) unless they have proven in recent seasons to be racing at a standard Bronze level of performance. All line-ups must be assessed and approved by the SRO Sporting Board. In case of refusal, a Competitor may appeal to the Teams Committee (see appendix 5)

11.4 Driver Assessment
Any drivers who have not competed in the previous two seasons of the GT World Challenge powered by AWS or other SRO Series must be assessed by the SRO Sporting Board to determine their SRO categorisation, using the validation form, a minimum of two weeks before the Event in which they will first compete. Should the Competitor or the driver disagree with the assessment, they may appeal to the SRO Teams Committee which will consist of representatives from a number of long-serving Teams and who will provide a final decision on any such assessments. (see Appendix 5)

11.5 Provisional Categorisations
Any drivers whose categorisation on the FIA official list is noted as Provisional or Under Review will be under additional supervision during the season and may be given additional weight or time penalties by the SRO Sporting Board should their performance prove to be out of line with their provisional category.

11.6 Change Restrictions in final rounds
The GT Challenge Europe powered by AWS Series is primarily intended for driver crews competing together throughout the season to claim the title.

During the final round of both the GT Challenge Europe powered by AWS Sprint Cup and the GT Challenge Europe powered by AWS Endurance Cup, the following situations will not be authorised in the Pro or Gold Cup categories, except in a case of force majeure recognised as such by the SRO Sporting Board :

- to move a driver who has raced in one car throughout the Sprint or Endurance Series to another car entered by the same Team.
- To split a pair or trio of drivers who have competed and/or scored points together throughout the Series and who otherwise cannot be separated by the terms of Article 6.4, between two cars entered by that same Team.
- For a Manufacturer to move a driver who has raced in one car throughout the Sprint or Endurance Series to another car of the same Manufacturer.
- Any other change in terms of the line-up which is considered by the SRO Sporting Board to be against the spirit of the GT Challenge Europe powered by AWS.

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

Should a Team enter cars under multiple Competitor licenses due to the limitations in Article 9.1, then all cars entered on these licences will be considered as being one Team for the purposes of this Article.

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

11.8 Renouncing Points
At the end of the season, for reasons of force majeure accepted as such by the Sporting Board, a driver may be allowed to renounce the points he scored at one round in order to equalise his points with those of his regular co-driver(s) in the final classification. This would not affect the points of his team-mates, Team or Manufacturer.

11.9 Multi-licence Teams
Teams running cars under different licences but with the same technical management may put in a request to the Promoter to be considered as a single Team in terms of paddock and pitlane management. This will allow the cars they are running to have a single working area in front of their garages and to refuel at any rig belonging to the Team (see Articles 28.3 and 31.1). From the time that this is requested, all cars run by that Team will be considered as a single Team in terms of paddock and pit garage allocations. The decision to be considered as a single Team must be made once in the season and cannot be changed on a race-by-race basis. In terms of points, penalties and other sporting issues, the individual Licence holder will be solely taken into account.

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

12. DRIVER CATEGORISATION AND DEROGATIONS

12.1 Categorisation

Drivers wishing to compete in the GT Challenge Europe powered by AWS Series must be categorised by the FIA. Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Event in which he or she wishes to take part, on the FIA website under http://www.fia.com/fia-driver-categorisation
The definitions of the categories, the Driver Categorisation List and the application form can be found on the FIA website.
All decisions concerning the categorisations are taken under the authority of the FIA Drivers Categorisation Committee.
The list of Competitors allowed to take part in the Competition will indicate the category attributed to each driver.

12.2 Temporary Categorisation

The Stewards may give a temporary categorisation to drivers who announce themselves with their record of achievements after the Event has already begun. A fee of up to 200 euros will be payable to the SRO Motorsports Fund for any such requests for late categorisation. Any such temporary categorisations will only be valid for that one Event and will not constitute an FIA categorisation.
Drivers who have not been categorised will not be allowed to take part in any Competition.

12.3 Derogations (Downgrades and Upgrades)

For the purposes of this Series, the SRO Sporting Board retains the right to make any amendments to the FIA Categorisation of any driver according to the criteria of GT and/or Endurance Racing.

Derogations downgrading a driver's categorisation may be given, taking into account the following criteria:

- Derogations will be given on a race-by-race basis and will be reassessed after each round. They will be monitored in accordance with Article 12.6 below.
- Derogations will normally only be given to drivers for whom data is available in SRO Series, showing that they have competed at the level to which they wish to be derogated, or where equivalent information is available.
- Any driver who has received confirmation from the FIA that they will be downgraded for the following season may be considered for a derogation.

The following conditions apply :

a) Any drivers given a temporary categorisation derogation downgrading their categorisation will be indicated in the entry list with an asterisk. Such derogations will only be issued on a race-by-race basis, to be re-assessed after each Competition.

b) Derogations upgrading a driver's FIA Categorisation will be indicated with a double asterisk on the entry list, and will be issued in two phases as follows :

   a. An initial list of drivers who will be upgraded for the GT World Challenge powered by AWS will be issued after the FIA categorization process has been completed.

   b. Drivers who have not competed in an SRO Series in the 2023 or 2024 seasons and who plan to compete in the GT World Challenge Europe powered by AWS in Gold, Silver or Bronze Cups, must be assessed before a line-up is confirmed.

c) Assessment for cases a. and b. will take place in accordance with Article 11.4

12.4 Double Derogations
No more than one derogation will be given to any line-up of drivers competing in any round of the GT Challenge Europe powered by AWS Series. There are no limits on the number of upgrades in a line-up. Except for cases of force majeure accepted as such by the Stewards, no categorisation derogations will be accepted in a line-up which has already received permission to compete with two drivers in Events run according to cases A and C (which is considered to be a derogation in itself).

12.5 Penalties and Restrictions
Drivers with derogations may receive additional restrictions on their driving time which will be decided by the SRO Sporting Board. A driver with a derogation may be awarded additional penalty weight of up to 40 kg, or a pit stop time penalty, to be determined by the Sporting Board, and to be carried from the first instance of the derogation. Any such penalties may be set or adjusted at any time during the Event, up to one hour before the start of the race.

Any driver derogations may be associated with maximum or minimum driving times. These will be specified in the confirmation document issued by the Sporting Board.

Except in cases of force majeure accepted by the Stewards, failing to abide by these limits will result in the removal of the derogation and may include other penalties up to and including disqualification from the Competition.

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.

12.6 Monitoring of Derogations
The performance of any drivers who have received a derogation will be monitored by the SRO Sporting Board. Derogations may be adjusted at any time without notice and will not be automatically renewed for subsequent Events.
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 categorisation and category in which they have been racing, their derogation will be examined by the SRO Sporting Board. The average performance of the drivers in the car compared to the average of other cars in the category may also be used to decide on the continuation of any derogation.

The SRO Sporting Board may take any decision it considers appropriate concerning the continuation of the derogation, including a warning for a first infraction, a pit stop time penalty and/or additional restrictions on driving time.

13 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

13.1 The SRO Sporting Board, Stewards, Race Director or Sporting Director/Sporting Manager 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 when requested, in which case the signature of the Competitor or of his designated representative is mandatory.

The Stewards and/or Race Director may issue Bulletins and/or communications which will be posted on the Digital Notice Board without requiring individual signature by Competitors. These will be valid immediately on posting and Competitors will be responsible for monitoring such communications throughout each Event.

13.2 All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the Officials, are posted on the Digital Notice Board for the GT Challenge Europe powered by AWS.

All Teams must be connected and are required to monitor the GT Challenge Europe powered by AWS Team Messaging System, at all times during each Event. The location of this messaging system will be stipulated in the Briefing or other official communication for the Event.

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

Race Control will not respond to enquiries about other Competitors. If a Team's car is directly involved in an incident, a 'request form' can be filled in and sent via the Team Messaging Application. No such requests will be accepted after all cars have returned to pit lane at the chequered flag for any session or race.

As much detail as possible is required for the request form to be looked at by the Race Director and, if necessary, to help with any investigation carried out by the Stewards. A request form must be fully completed or it will not be considered. It must be sent within ten minutes of the incident in question or it will be disregarded.

Request forms regarding on-track issues must relate to clearly identifiable incidents involving the competitor's own car, such as a collision involving the competitor's car, or the overtaking of the competitor's car under yellow flags. Requests relating to issues such as alleged impeding or requests for blue flags will not be considered. Request forms which do not directly involve the competitor's own car will not be considered.

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

Examples that are not allowed include:
a) Reports of blocking/impeding
b) Requests for blue flags
c) Reports of any incident in which the Team's car is not directly involved

These Examples may be amended or completed by Sporting Note or Briefing Notes.

13.4 Any decision or communication concerning a particular Competitor must be given to him as soon as possible and receipt must be acknowledged. The GT World Challenge powered by AWS Team Messaging system may be used to send summons and documents and for Teams to confirm receipt. The Grip system will be used for summons, documents, decisions and for Teams to confirm receipt. Any decision sent electronically which has not received an acknowledgement of receipt will be deemed to have been received 30 minutes after transmission.

13.5 All Teams must have a digital radio tuned into the Race Control frequency, which will be used for communication from the Race Director to the Teams. Please see Appendix 8 for the provisional 2026 frequencies and additional information. A radio check will take place at the start of each day and Teams must reply using the GT World Challenge powered by AWS Team Messaging system. Teams must be listening to the frequency from 15 minutes before the start of each session to the end of the session or the opening of Parc Fermé for qualifying and races. Teams are not allowed to use this frequency for any other

information. Information given on the Race Director's radio frequency is in addition to messages given on the timing screen. All such messages, whether written or oral, must be adhered to.

13.6 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. By doing so, 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 or judicial reasons, the Officials of the Event may also listen to the conversations.
In order to avoid interference, Teams may be requested to declare all their radio frequencies at each Event. A form will be given.

14 UNSPORTING BEHAVIOUR

14.1 Any Incident in the paddock, pit lane or on the track, such as provocative acts of any kind, verbal or physical threats, inappropriate comments on social media networks or unsportsmanlike behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of the spirit of GT Challenge Europe powered by AWS which is committed by a Team member or a person under the responsibility of a Competitor, may be reported to the Stewards who will take any action they consider suitable. The Team will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.

The Race Director may report any unsporting behaviour from a Competitor or driver that is deemed to be contrary to the spirit of the sport and fair play.

14.2 Competitors are expected to abide by any regulations or instructions issued at any Event in order to maintain cleanliness and safety in the Paddock and Pit Lane. They must endeavour not to waste water, electricity or other resources. Oil and other liquids must not be allowed to drain into the environment and must be deposited in areas designated for that purpose. Tyres must be kept by the Competitor or returned to Pirelli when applicable. Any Competitor failing to abide by these measures will be reported to the Stewards. The Team will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.

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

- Cars may only be parked in the area to which they are assigned and with a valid car pass displayed. Any cars found in the wrong area or without a car pass will be removed and the Team will be reported to the Stewards, where a minimum fine of €1,000 will be imposed. In particular, any attempts to forge or replicate passes or other access documents will be reported to the Stewards and the Competitor will be penalised accordingly, with reference to Article 10.2.2. Cars or vans with Delivery passes may be used for a maximum of 30 minutes within the paddock solely for delivery purposes. After this time, they must return to their correct parking area.
- Any unsafe actions in the paddock, including excessive speed or circulating in the opposite direction to any given circulation plan may be penalised.
- At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisation of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal or failure to follow the instructions given will result in the Team being reported to the Stewards and the Competitor may be penalised accordingly.
- Teams and Competitors must ensure that all their Team members and personnel within their entourage comply fully with any specific medical or safety Protocols set in place by the Promoter, Circuit or ASN. Any failure to follow the instructions given will result in the Competitor being reported

to the Stewards and penalties may go as far as disqualification from the Event and/or removal of some or all of the Team members or entourage from the venue.

15 INCIDENTS AND SANCTIONS

15.1 The Race Director may report any on-track incident or suspected breach of these Sporting Regulations or the Code (an "Incident") to the Stewards. After review, it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation.
The Stewards may also investigate an Incident noted by themselves.

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

15.3

a) It shall be at the discretion of the Stewards to decide if drivers and/or Team members involved in an Incident shall be penalised. In particular, the Stewards may decide to impose a lower level of penalty if no sporting advantage has been gained.
b) If an Incident is under investigation by the Stewards, a message informing all Teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit). However, failure to display notification that an Incident has been placed under investigation will not invalidate that investigation or any subsequent decision and/or penalty.
c) If a driver is involved in a collision or Incident (see Article 15.1), and has been informed of this by the Stewards no later than 60 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.

15.4 The Stewards may impose one or more of the following penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident:
a. A time penalty to be served at the next pit stop.
b. A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
c. A stop-and-go penalty or stop-and-go with a prescribed stop time. The driver must enter the pit lane, stop in the penalty zone (for the prescribed stop time where appropriate) and then re-join the race.
d. A stop-and-go penalty to be taken at the start of a subsequent session, in which case the car concerned is not allowed to leave its pit lane working area at the start of the session until the specified penalty time has elapsed.
e. A drop of grid positions at the driver's next race.
f. Disqualification of the driver from the next race or Competition of the Series.

15.5 Should either of the penalties under Article 15.4 b. or c. above be imposed and notified after the end of the race, or, for duration races, during the last 10 minutes, at the discretion of the Stewards, Article 15.6 below shall not apply and an additional time penalty shall be added to the elapsed time of the car concerned. The precise time penalty in respect of case b. and case c. for each Competition, according to the pit lane length, will be notified in a Stewards' Bulletin at the Event.

The Stewards may decide to alter the length of the time penalty to be given should circumstances such as a Full Course Yellow or Safety Car in the end phase of the race have grouped the cars together such that, in their sole determination, the standard penalty would be unduly harsh.

Fines will normally be imposed for matters relating to the conduct of a driver or a Team member having no direct sporting application. These include missing a drivers' briefing or press conference without force majeure or prior agreement, speeding in the pit lane during free practice or qualifying, or other items

considered by the Stewards to fall under this category. Any sums paid as fines will be placed in the SRO Motorsports Fund as authorised by the RACB further to Article 12.8.3 of the International Sporting Code (see Appendix 5). Fines may be accompanied or replaced by an obligation to accomplish some work in the interest of motorsport in accordance with Article 12.4.1.d of the International Sporting Code.

Incidents occurring during free practice or qualifying may result in a stop-and-go penalty during that session or the next session of this nature. Should Incidents occur during free practice without the possibility for the penalty to be served, the penalty may be converted into a fine by the Stewards.

Should a stop-and-go penalty of more than 30 seconds be imposed during Free Practice, the car must be parked in the working zone for the given time, but the car will not be under Parc Fermé conditions and the driver may get out. **Alternatively** the car may be pushed into the garage. The driver may be summoned to talk to the Race Director.

Incidents occurring during qualifying may result in either the deletion of lap times by the Race Director or Stewards, or a drop of grid positions, 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. Where a Pro driver is considered to be responsible for causing a collision or other incident with an Am driver, the Stewards will normally impose a higher level of penalty than in a similar situation where the Am driver is considered to be responsible.

15.6 Should the Stewards decide to impose a time penalty as provided for in Article 15.4 a. the following procedure shall be applied:
At the driver's next pit stop, the driver must enter the pit lane and stop in his pit stop position under Parc Fermé conditions for the given penalty time. No-one from the Team may touch the car during this period, and the driver is not allowed to open the door. Once the time has elapsed, the pit stop according to Articles 30-33 may begin. This includes any stop the driver makes whilst an FCY or Safety Car procedure is in operation.

Should the car concerned not make another pit stop after such a penalty has been imposed, the penalty time will be added to the elapsed race time of the car concerned.

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

Should the accumulated time penalty to be applied after a race be longer than the time of a lap, this may be converted to a penalty of deleting a number of whole laps, as determined by the Stewards, with any remaining balance of time then applied as a time penalty.

Should the Stewards decide to impose one of the penalties provided for in Article 15.4 b. or c., the following procedure shall be applied:

a. From the time the decision of the Stewards is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 15.4 c., proceeding to the penalty zone where it shall remain for the period of the time penalty. Unless specified otherwise by the Stewards, stop-and-go and stop-and-go penalties with a prescribed stop time are to be served in front of the respective Team's pit box. Teams are responsible for ensuring that the car stops for the period notified. When the time penalty period has elapsed, the driver may re-join the track.

Whilst a car is stationary in the pit lane as a result of incurring a prescribed stop time, it cannot be worked on, other than as provided for in Article 15.5 above in relation to certain such penalties imposed during free practice. However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 27.11 c).

b. However, unless the car was already in the pit entry for the purpose of serving its penalty, it is not allowed to 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 (or crosses the Line at the end of a Safety Car period when the Safety Car has returned to the pit lane) will be added to the maximum number of times he may cross the Line on the track. At the end of a Safety Car period drivers must pass the green flag at the Line before entering the pit lane to serve a penalty (i.e. they may not follow the Safety Car into the pit lane).

c. 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.

d. Teams are responsible for monitoring the Timing Screens, including the log page on P7, for any warnings and penalties which have been given.

15.7 For certain infractions, the Stewards (or Race Director where appropriate) may impose penalties without summoning the Competitor to a hearing. However, if the Competitor believes they have clear evidence to suggest the penalty imposed is inappropriate they may – without requiring a formal petition for review under Article 14 of the Code and without prejudice to any subsequent such petition should a significant and relevant new element be discovered later – submit their case to the Stewards for consideration. This must be done within 30 minutes of notification of the decision in question. The Stewards will consider the evidence presented and will then issue a further decision confirming, retracting or amending the original penalty. The infractions and penalties concerned by this Article are:

- Fines and time penalties as specified in Article 28.11 for pit lane speeding infringements up to and including 62 km/h
- Deletion of lap times during Qualifying for track limit infringements
- Stop-and-go penalties during Qualifying for repeated track limit infringements
- Deletion of lap times during Qualifying for cars causing a red flag as specified in Article 36.2
- Time penalties during the race for repeated track limit infringements.
- Penalties for yellow flag infringements as specified in Article 27.1 b)

Other items may be added to this list by the SRO Sporting Board and notified by Sporting Note.

15.8 Grid Drops

If a grid drop is awarded to a Car or Team, it will be applied to the next race in which it takes part.

If a grid drop is awarded to a Driver by the Stewards, the following will apply :

For Sprint Cup, it will normally be applied to the next race at which the Driver takes the start, with the following exceptions :

- Should the Driver not be entered in the next Event, the penalty will be applied to the Driver should they return to take part in another race that Season, in any car or category.
- Should the Driver move to a different Team or Car, the penalty will be applied to the driver in their new Car or Team
- During the final Event of the season, if the Driver will not be starting another race, the penalty will be applied to the next Race, regardless of which driver starts.

For Endurance Cup, it will normally be applied to the next race in which the Driver takes part, with the following exceptions :

- Should the Driver not be entered in the next Event, the penalty will be applied to the Driver's car should they return to take part in another race that Season, in any car or category.
- Should the Driver move to a different Team or Car, the penalty will be applied to the driver in their new Car or Team

15.9 The penalties given in these regulations are guidelines only. The Stewards may impose any penalty or combination of penalties specifically set out in these Sporting Regulations or available to them under the Code which they deem to be appropriate in the event of any breach of regulations. In addition, the Stewards may issue suspended penalties at their discretion.
Nothing in these regulations shall preclude the Stewards from referring any matter to the appropriate ASN for consideration of further penalty in accordance with the Code should the Stewards consider that a penalty beyond their powers may be merited in any instance.

Any case not provided for in the regulations will be studied by the Stewards, who have the authority to settle any matter which might arise during an Event (Article 11.9.2.a of the Code).

15.10

16 BEHAVIOUR WARNING POINTS

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

Behaviour Warning Points will only be awarded to drivers for their own actions, not those of the Team or Team-mates (e.g. pit stop infringements, track limit infringements). The number of BWP awarded will be specified on the Decision of the Stewards.

If the Stewards consider it to be warranted, Behaviour Warning Points may be suspended for one or more events. In this case, should no further incidents occur, the BWP will be cancelled. In case of further incidents, both the initial and new BWP will be added to the driver's score.

The number of BWP will be calculated per driver and the following penalties imposed:
- A driver with 3 points will receive a drop of 5 grid positions for the car in which he is driving for the next relevant race;
- A driver with 5 points will receive a drop of 10 grid positions for the car in which he is driving for the next relevant race;
- A driver with 7 points or more will receive a minimum of a drive-through penalty for the car in which he is driving, to be applied at the next relevant race.
- A driver with 9 points or more will receive a minimum of a stop-and-go penalty for the car in which he is driving, to be applied at the next relevant race.

No points will be deducted after the penalty has been taken.

A relevant race is considered to be the next race in Sprint or Endurance Cup respectively.

Points will be accumulated over a 12-month period. Should a driver reach 12 points during this timeframe, a one-Event suspension may be awarded by the Stewards.

Behaviour Warning Points will be carried forward to the next Event of the Endurance Cup or the Sprint Cup respectively. Points and/or penalties will not be carried forward between Sprint and Endurance Events.

17 PROTESTS, PETITION OF REVIEW AND APPEALS

17.1
a) Protests
Protests shall be made in accordance with the Code. The protest fee is €500 (five hundred euros) which must accompany the protest.

b) Review
Petitions of review of decisions shall be submitted in accordance with Article 14 of the Code and must be accompanied by a deposit of €2,500 (two thousand five hundred euros) which should be paid by bank transfer to the RACB (IBAN: BE54 3100 2286 4097 – BIC : BBRUBEBB).

Competitors are reminded that in case of a petition of review, they must confirm this within 96 hours counting from the end of the competition concerned by sending the petition to review to sport.court@racb.com. The payment of the deposit fee is mandatory within the same timeframe. Failing this, the competitor's licence will automatically be suspended until the payment has been made.

c) Appeal
Appeals shall be made in accordance with the Code (Art. 15). Appeals will be heard by the RACB. The appeal fee is €2,000 (two thousand euros) which should be paid by bank transfer to the RACB (IBAN : BE54 3100 2286 4097 – BIC : BBRUBEBB).

Competitors are reminded that in case of an appeal, they must confirm this appeal within 96 hours counting from the moment the stewards are notified of the intention to appeal to the RACB by sending the appeal to sport.court@racb.com. This confirmation is independent of the payment of the fee; payment of the fee is not considered to constitute confirmation. The payment of the fee is mandatory within 96 hours counting from the moment the stewards are notified of the intention to appeal, whether or not the appeal is confirmed. Failing this, the competitor's licence will automatically be suspended until the payment has been made.

17.2 For Competitions run according to Article 4.2 case D, protests lodged after race 1 may be heard after race 2.

17.3 In accordance with FIA International Sporting Code Article 12.3.4, appeals are not allowed to be made against any element of decisions resulting in the imposition of any of the following penalties:

- Drive-through or stop-and-go penalties (including those imposed during the last laps of a race, or after the race, and converted to a time penalty);
- Time penalties (whether imposed during or after the race);
- Behaviour Warning Points.

In respect of incidents occurring during sessions (Free Practice, Qualifying), no elements of decisions resulting in the imposition of any of the following penalties are subject to appeal :

- Drop of grid position(s), including starting at the back of the grid
- Disallowance or deletion of practice or qualifying lap time(s) (whether imposed by the Race Director or Stewards);
- Obligation to start a race from the pit lane;

17.4 The stewards may decide to re-examine any of their decisions on their own initiative, if they discover a significant and relevant new element which was unavailable to them at the time of their decision.

18. DRIVING STINTS AND PIT STOPS

18.1 Minimum Refuelling Time

For all refuelling pit stops, a set minimum refuelling time will be issued for each Competition either in the Balance of Performance document for the Event or in a Bulletin from the Stewards. This will be the minimum time that the fuel nozzle must be connected to the car during such pit stops.

Driver and tyre changes may take place during refuelling. Once the refuelling has been completed, other operations may take place.

Any car which fails to abide by the minimum fuel connection time (as appropriate) will be reported to the Stewards. A penalty will be given which will be a time penalty to be served at the next pit stop or added to the car's elapsed race time at the end of the race.

For pit stops which do not include refuelling there will be no time restrictions.

18.2 The minimum definition of a pit stop, in order to satisfy the requirements for resetting the driving stint, is to stop in the working lane, switch off the engine, switch the engine back on and rejoin the race.

18.3 Should, due to any reason, a change be required to the pit stop procedures, these will be detailed in a Sporting Note and/or included in the Appendix 1 document for the Event.

18.4 MAXIMUM DRIVING STINT

The maximum driving stint time (MDS) will be given per event, as well as an extended maximum stint time (EDS). The time for each Event will be given in a Stewards Bulletin. A provisional table of the MDS and EDS for the 2026 season is given below, as well as the number of mandatory pit stops.

Provisional Stint Times – Endurance Cup			
	MDS Maximum Driving Stint Time	EDS Extended Stint Time (for stints including FCY/SC)	Nr of Mandatory Stops
Paul Ricard	TBC	TBC	N/A
Monza	TBC	TBC	3 *
Spa-Francorchamps	TBC	TBC	N/A
Nürburgring	TBC	TBC	2
Portimao	TBC	TBC	2
All stint times are rounded down to the nearest minute			

The EDS will apply to any stint if a FCY period (either long or short) or SC procedure took place during the stint. For avoidance of doubt, if a pit stop takes place during an FCY or SC procedure, and the car rejoins with the procedure still in place, the EDS will apply to both stints.

The stint time will be rounded down to the nearest minute.

Any changes to these figures will be given in a Stewards' Bulletin.

Note that the MDS, EDS and the conditions under which the EDS may be applied may be amended under any time by Sporting Note, Bulletin from the Stewards or in the Appendix 1/Supplementary Regulations for the Event. Any such changes will apply to all articles mentioned MDS, EDS and the conditions for their application.

18.5. Maximum Stint Times

a) A maximum driving stint time (MDS) will be confirmed in a Stewards' Bulletin or in the Appendix 1 for the Event, along with an extended driving stint time (EDS) which will apply if the Safety Car has been on track or if a Full Course Yellow – either long or short – (as such announced by Race Control) period has been in operation during a driver's stint.

The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until the end of the scheduled duration of the race. For all other driving stints, the time duration will be counted from the time the car crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. The stint time will be rounded down to the nearest minute.

b) If a Competitor exceeds the MDS (or EDS if a Safety Car or if a Full Course Yellow ,as such announced by Race Control, period has been in operation during the relevant stint), the following penalties will apply:
- up to 5 minutes : a drive-through penalty
- 5 minutes and longer: a stop-and-go penalty of up to 30 seconds.

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

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

d) All time spent between crossing the pit entry and pit exit lines whilst serving a drive-through or stop-and-go penalty, or when the field has been led through the pit lane by the Safety Car, or whenever a car chooses to drive through the pit lane without stopping for a pit stop as defined in Article 18.1, is included in the driver's stint time and will not reset the stint clock.

19. NUMBER OF CARS ALLOWED TO PARTICIPATE

The maximum number of cars allowed to take part in practice and to start any race is calculated according to Supplement n°2 of Appendix O to the Code.

If the number of applications to enter any round exceeds the maximum number as calculated above or a lower number given in the Appendix 1 document for the Competition, the Competitors will be selected according to the following criteria:

1) full season Competitors in the GT World Challenge powered by AWS
2) full season Competitors in the GT World Challenge powered by AWS Sprint Cup or Endurance Cup, as appropriate
3) additional entries from full-season Competitors
4) Single-event Competitors who have already taken part in a previous round of the GT Challenge Europe powered by AWS
5) any other criteria decided by the SRO Sporting Board.

The criteria set out in Article 9.1 will also be taken into account.

20 LIVERIES – NUMBERS – GRAPHICAL CHARTER

20.1 Each car must carry the race number allocated by the Promoter. Race Numbers must be an integer between 0 and 999. Race numbers will be unique within the GT Challenge Europe powered by AWS during the season and cannot be reused by another Competitor. The number 1 will be reserved in priority for the winning Team from the GT Challenge Europe powered by AWS from the previous season; should this Team not request the number 1, the Promoter may allocate it to the Overall Team Champion from the GT Challenge Europe powered by AWS Sprint Cup or GT Challenge Europe powered by AWS Endurance Cup.

Changes in race number during the season will only be accepted in cases of force majeure by the Sporting Board.

Race numbers and advertising on the cars must be in conformity with the Promoter's Graphical Charter and its Appendices for the Event (unless otherwise approved by the Promoter) and must be clearly visible from the front and from each side of the car. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited.
Additionally, each car must carry its race number on the rear of the car. The numbers will be provided by the Promoter.

20.2 For Competitions with night running, including those run according to Article 4.2 cases B and C, and any case D Events with night races, numbers on the doors must be backlit using backlit panels. Alternative options such as LED lights are not authorised.

During night races, cars are required to fit suitable lights in the cockpit to illuminate the driver-facing camera. These should only work when the pit lane speed limiter is engaged.

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

20.4 If it is impossible to identify a car from its numbers by day or by night, it may be stopped by the Race Director, of his own volition or on request from the Technical Delegate.

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

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

20.7 Any exceptions granted in specific cases will be published by the Sporting Board.

20.8 ADMINISTRATIVE CHECKS

20.8.1 At each Event, the hosting ASN will check the licences of all Competitors and drivers, who must sign on at the time and place as specified in the Official Timetable, as well as signing any waivers requested by this ASN and approved by the Promoter. All Competitors and drivers must have authorisation to compete abroad from their ASN.

Any driver or Team failing to complete their administrative checks during the allotted time will be reported to the Stewards. Any driver or Team who is unable to attend at the given time must inform the Stewards in writing.

The Organisers 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** free practice session. Teams and drivers who are not in compliance with Article 20.5 will not be listed.

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

20.8.2 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.

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

21 SEAN EDWARDS FOUNDATION TEST

All drivers taking part in the GT Challenge Europe powered by AWS Series must complete the Sean Edwards Foundation assessment test before taking part in their first Competition of the season. Furthermore, the Stewards may insist that any driver take the test at any point during any Event.
Team Managers may be requested to attend various sporting workshops and complete e-learning or online tests.

22 BRIEFINGS

a) Team Managers' briefing
A Team Managers' briefing may be held before the first on-track session and before the Drivers' briefing. All Competitors' appointed representatives must be present throughout any such briefing. Any representatives unable to attend must inform the Stewards in writing. Should any Competitors fail to be represented during the Briefing, they will be reported to the Stewards. If no Team Managers' Briefing is organised at an event, all Team Managers must attend the Drivers' Briefing and sign the attendance sheet.

b) Drivers' Briefing
A briefing by the Race Director will take place at the latest on the day of the **first** free practice in the location specified in the Appendix 1 of the Competition. All drivers entered in the Competition must be present throughout the briefing. Unless a Team Manager's Briefing is organised at the event, all Competitors' appointed representatives must attend the Drivers' Briefing. Any driver or Competitor unable to attend must inform the Stewards in writing.

c) A physical briefing may be replaced by a video conference, or Team Managers may be requested to brief their drivers after a Team Managers' briefing. Where a physical briefing of drivers does not take place, all Competitors will be required to submit a written declaration that each of their drivers has received and understood the briefing.

d) Penalties
Except for force majeure, any absence (or failure to submit a required declaration) may result in a penalty from the Stewards according to the following scale :

- First offence during the season: fine of five hundred euros (€500)
- Second offence during the season : fine of seven hundred and fifty euros (€750)
- Third offence during the season : fine of one thousand euros (€1,000 euros)

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with Article 12.4.1.d of the International Sporting Code.

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

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

g) Briefings for refuelling personnel may be organised at any Event. If any such briefing is scheduled then it will be mandatory for all relevant team personnel.

23. PAID, OFFICIAL AND BRONZE TEST SESSIONS TYRE LIMITATIONS DURING THE EVENT

SEE THE GENERAL TYRE REGULATIONS IN ARTICLE 506

23.1 Official Test Sessions

One or more official testing sessions and media days may be organised by the Promoter before the first Event of the season. All full-season Competitors in the GT Challenge Europe powered by AWS Series, the GT Challenge Europe powered by AWS Endurance Cup and GT Challenge Europe powered by AWS Sprint Cup are obliged to be present in the first official testing session, to be known as the **Prologue**, with at least one of the cars they intend to enter in the season.

Failure to attend will be reported to the Stewards, and, except for cases of force majeure accepted as such by the Stewards, will result in a financial penalty. For Competitors eligible for the prize fund, they will forfeit the sum at the first Event they would have claimed prize money. For other Competitors, this will be a fine of a minimum of the cost of the Testing Session.

The Promoter may grant, for the 2026 season only, an exemption to attend the Prologue to teams competing only in the Sprint Cup.

Tyres must be purchased from Pirelli in accordance with Article 506.1, either at the Event or purchased from Pirelli during 2026. A limit on the number of new tyres available for the test may be set.

Any additional official testing sessions before the start of the season will be non-mandatory.

23.2 Pre-Event Official Paid Test Sessions

Additional official paid test sessions may be organised by the Promoter before certain Events. Any such paid test sessions will be open to all Competitors but will not be mandatory. Please see Appendix 4 for the provisional schedule. Please see Article 23.7 concerning limitations on tyres for these test sessions. Cars taking part in these official paid test sessions must be in conformity with the Balance of Performance issued for the Event in question, and with the sporting regulations as a whole.

Drivers for the Event must be declared along with a driver order which must be adhered to in order to know which driver is in the car at any time.

23.3 Spa Official Test Session

An official test session will be organised by the Promoter before the CrowdStrike 24 Hours of Spa. This session, to be known as the **Spa Prologue**, will be mandatory for all Competitors, except for Teams receiving a derogation in writing from the Promoter. There will be no limitations on the tyres for this official test session, but they must be in conformity with the principles laid down in Article 506, namely new tyres or used tyres from previous Events of the GT Challenge Europe powered by AWS. A maximum of two sets of dry-weather tyres bought for the official test session may be marked for use during the Competition as part of the 30 sets as referred to in Article 223.

23.4 Eligibility for Official and Pre-Event Official Test Sessions

During Official Test Sessions (Prologues) and pre-event official test sessions, drivers and cars which are not registered for the Series or Event may be permitted to take part at the sole discretion of the Promoter.

23.5 Bronze Tests – Endurance Cup

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

The number of new tyres for these test sessions will be limited to one set per Bronze driver entered for each one-hour session. Used tyres registered at a previous GT Challenge Europe powered by AWS Competition may also be used. For the first Bronze Test of the season (Paul Ricard), used tyres purchased for the Prologue/ official test day may be used. Dry-weather tyres purchased for the Bronze Test cannot be used in any other session during that Event and cannot be registered as carryover tyres for subsequent Events.

Requests to take part in the Bronze Test must be registered by the deadline given at each Event. The cost per car per one-hour Bronze Test session during the GT Challenge Europe powered by AWS Endurance Cup Competitions is €1,200. The full-season cost per car (5 Events) is €8 400 excl VAT (all prices provisional).

Exceptionally, drivers categorised as Silver and who are racing in the Gold Cup, Silver Cup or Bronze Cup (plus Pro-Am at Spa), may take part in these Bronze sessions if they have never driven on the track in question, in any car whatsoever, either in race conditions or in a private or official test session, in a track configuration including the majority of the corners used for the Competition. Permission will be given on a case-by-case basis by the SRO Sporting Board.
If the event in question includes an Official Paid Test Session, permission will only be given for such drivers if they are unable to take part in any such session due to force majeure accepted as such by the Sporting Board and/or the Stewards.

When the event includes a round of the GT2 European Series powered by Pirelli, these cars will be eligible to take part in the Bronze Test Sessions, regardless of the category of the driver behind the wheel.

23.6 Not in Use

23.7 Tyre Limitations for Paid and Official Test Sessions

Tyres for paid test sessions and/or official test sessions must be in conformity with the principles laid down in Article 506.1, namely either new tyres or used tyres from previous Events of the GT Challenge Europe powered by AWS Series including official test sessions. Note that for Paid Test Sessions only, previous Events include official test sessions (see Article 506.1).

New dry-weather tyres purchased for use during these sessions cannot be marked for use during the Event which the test precedes or any subsequent Event. They may be used for subsequent paid test sessions.

The number of new dry-weather tyres will be limited per car, in accordance with the table below. If there are multiple sessions taking place on the same day, the total duration of all the sessions will be calculated in order to give the maximum number of tyres.

Total Duration of paid testing per day	Maximum new sets of tyres
<= 2 hours	1 set
>2 hour but <= 4 hours	2 sets
>4 hours but <= 6 hours	3 sets
>6 hours but <= 8 hours	4 sets
>8 hours	TBC

The price per car and the instructions for any such tests will be made available before the relevant Event.

PRIVATE TESTING

a) Definition and Limitations

Private testing on any circuit which will host a Series Competition is forbidden as from 8 days before the start of the Endurance Cup and the Sprint Cup seasons and until the date scheduled for that Event (see appendix 4).

However, in cases of force majeure, such as late delivery of equipment, permission may be given by the Promoter for exemptions to the testing ban on safety grounds, up to the start of the season.

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

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

For race-by-race Competitors, the rules on private testing apply as from the deadline of entries before the first round they take part in during the season with the exception of the CrowdStrike 24 Hours of Spa, for which event private testing is banned at the Spa-Francorchamps circuit from two weeks before the Spa Prologue.

Note : Private testing at a circuit on the calendar may be authorised if the circuit configuration used is significantly different from that being used for the GT Challenge Europe powered by AWS Event. 'Significantly', in this instance, would normally mean using fewer than half the same corners.

b) Participation in other series

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

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

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

c) Development test sessions

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

d) Coaches / Instructors

Drivers working as coaches must request permission from the SRO Sporting Board for any activity with GT3 cars at circuits on the 2026 calendar and may be given restrictions on their track time.

e) Permission and Breaches

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

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

24. ADDITIONAL LAPS

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

a. Additional laps with the race cars and drivers entered in the Competition are only authorised as part of media activities to aid the promotion of the Event, including tracking laps for photo shoots, filmed laps for TV programmes or other activities organised by the Promoter.

b. Promotional activities with road cars may be organised by Teams for their VIP guests or Media with permission from the Promoter. Promotional activities with GT3 race cars are not authorised except with exceptional permission from the SRO Sporting Board. Drivers competing in the GT Challenge Europe powered by AWS Competition may take part in any such permitted activities.

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

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

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

24.2 Hardship Laps

In exceptional circumstances, Teams may request a hardship lap in order to check a car after significant repairs or other issues. Any such requests must be made to the Stewards. If authorised, any such laps will be scheduled, when possible, at the end of a track session or at a designated time on the Official Timetable of the Event. A hardship lap will consist of a single lap from pit out to pit in without crossing the timing line. Hardship laps will not be allowed at the start or end of paid test sessions. Hardship laps may not take place immediately before a Qualifying session. A sporting penalty may be given for a hardship lap.

25 PROMOTIONAL ACTIVITES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS

25.1 Cars must remain at the track from the time they are scheduled to undergo initial Scrutineering until the end of the Competition.
Exceptions, as specified in advance by the Promoter, may include Parades, Car Exhibitions and Demonstrations taking place outside the circuit or neighbouring areas.
Should a Parade be scheduled as part of any Event, any cars not attending will be under Parc Fermé conditions while the remainder of the cars are absent from the Event venue. Cars not attending any mandatory parades will be reported to the Stewards.
Should a car need to leave the track (eg for repairs) then permission must be sought from the Organiser and the Technical Delegate. The car must be presented to scrutineering on its return.

25.2 Autograph sessions may be scheduled during any Event at the time given in the Official Timetable. Drivers are expected to attend any such sessions, dressed in Team uniform, at the scheduled time, and to make themselves available for the full duration. Any failure to attend by drivers competing in the Pro category, for whom attendance is mandatory, may be reported to the Stewards.

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

26 DRIVING

26.1 The driver must drive the car alone and unaided.

26.2 Drivers must observe the provisions of the Code of driving conduct on circuits (Ch. IV, Appendix L of the Code) at all times.

26.3 Drivers must use the track at all times.

26.4 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

26.5 Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited.

26.6 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, blue flags will be shown on the Driver Information Display to indicate that he must allow the following driver to overtake. Any driver who is deemed to be ignoring the blue flags shown on the Driver Information Display will be reported to the Stewards.

27 GENERAL SAFETY

27.1 Signals
a) Official instructions will be given to drivers by means of the signals set out in Appendix H of the Code. Competitors are responsible for observing and complying with these at all times and must not use flags

similar in any way whatsoever to these. At circuits where flag signals are supplemented by light panels/signals, both means of signalling will be deemed to have regulatory value.
Except as provided for in Article 502.11, for reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels/signals, drivers must comply with the requirements of the signal with the highest level of safety.

Any car which does not slow down under yellow flags will be reported to the Stewards. The microsectors will be used to determine whether the car is in breach of Article 2.5.5 b) of Appendix H to the Code.

27.2 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.

27.3 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.

27.4 During practice and the races, drivers must at all times respect the provisions of the Code relating to driving behaviour on circuits.

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

27.6 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 41. 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. Amendments to this Article for the CrowdStrike 24 Hours of Spa may be given in the Supplementary Regulations for that Event.

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

27.8 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.

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

27.10 Drivers must use the track at all times and may not leave the track without a justifiable reason.
The white lines defining the track edges are considered to be part of the track, but the kerbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver may be reported to the Stewards should they perform any act which results in debris being brought onto the track.

Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, will be stopped during free practice, have their lap time(s) deleted during qualifying and may receive a time penalty or drive-through penalty during the race. The Stewards can apply any other penalty available.
At the absolute discretion of the Race Director, a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

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

The Race Director and/or the Stewards may use any video, electronic or other means to assist them in reaching a decision, in addition to or instead of Judge of Fact reports.

27.11
a) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap(s) which immediately precedes the races and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:

- marshals or other authorised personnel in the execution of their duty;
- drivers when driving or under the direction of the marshals;
- Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.

At any time during a Competition, a driver may join the track, including the pit lane and the grid, only after starting the engine alone and unaided, and leaving his working area with no external assistance.

c) During any race, the engine may only be started with the starter except on the grid or after a stop-and-go penalty, where the use of an external starting device is allowed. The car must leave its position in the pit lane with no external intervention. Any car reported to have received assistance to start will be given a stop-and-go penalty, during which the car must be started by the driver alone.

27.12. Drivers taking part in any session(s) must always wear the clothes, underwear, helmets, and FIA-approved head restraint specified in Appendix L to the Code and Article 503.7

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

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

For the avoidance of doubt, the dispensation granted under Article 27.13 for the adjustment of safety harness belts does NOT extend to the positioning of belts in relation to the FHR. The driver must ensure that the harness and FHR are correctly positioned before leaving the working area and that the fitting of the harness and FHR meets the standards laid out in the International Sporting Code Appendix L Chapter III Article 3 at all times when the driver is seated in the vehicle either on track or moving in the pit lane.

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

27.15 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 road, the pit lane or the pit exit road.

27.16 A maximum of six working Team members per participating car are allowed on the pit wall signalling area reserved for the Team during practice and the race(s). People under 16 years of age are not allowed in the pit lane, on the pit wall or on the grid, except during the 'pitlane walkabout' or the 'grid walk' when they may be allowed if accompanied by an adult and if authorised by the circuit. Personnel must adhere to the regulations concerning clothing and helmets according to Article 10.2. Infractions will receive penalties according to the following provision:

- First offence: fine of three hundred euros (€300)
- Second offence: fine of four hundred and fifty euros (€450)
- Third offence: fine of six hundred euros (€600)

27.17 Animals, except those which may have been expressly authorised for use by security services, are forbidden in the pit area, on the track and in any spectator area.

27.18 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. This examination may include, if appropriate, a test for alcohol.

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

27.20 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.

28 PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION

28.1 The allocation of pit garages, where available, will be done according to the following order:
1) Specific requests from the Promoter or Event Organiser
2) The Team which is currently leading the GT Challenge Europe powered by AWS Series
3) For Sprint Competitions, the Team which is currently leading the GT Challenge Europe powered by AWS Sprint Cup
For Endurance Competitions, the Team currently leading the GT Challenge Europe powered by AWS Endurance Cup

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

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 may appoint a Committee of Team Managers to assist in the Pit Allocation.

For Sprint Competitions, the Pit allocation may take into account the car categories in order to balance split grids / pit windows.

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

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

28.2 The installation of Teams and their equipment in the pit lane and working lane will take place subject to the approval of the Race Director and/or the Pit Lane Supervisor, whose decision is final.

28.3 The working area for each Team will be in front of its pit garage(s) and will be the only working area for all of its cars. The limits of the area allotted to each Team will be indicated or marked on the ground by the Pit Lane Official in consultation with the Race Director. No Team may exceed the marked limits with their equipment. A Team's working area may include cars run under different Competitor's licences, in accordance with Article 11.9.

Should the conditions at any circuit not allow for this to be followed, the procedure for allocating the working area for each Team will be given in the Appendix 1 document prior to the Event, or in a Bulletin from the Stewards during the Event.

28.4 For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes.
The lane closest to the pit wall is designated the "fast lane", and the lane closest to the pit garages is designated the "working lane" and is the only area where any work may be carried out on a car. The "working lane" is formed on one side by a line painted in front of the pit building and on the other by a line separating it from the "fast lane".

28.5 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 are not allowed to install floors, lighting, etc without specific written authorisation from the Promoter.

28.6 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.

28.7 LPG gas cylinders and accessories are strictly forbidden in the pit lane, in the pit garages and for a distance of at least five metres behind the pit garages, as well as inside the Competitors' trucks. Any infractions may result in a penalty according to the following scale:

- First offence: fine of three hundred euros (€300)
- Second offence: fine of four hundred and fifty euros (€450)
- Third offence: fine of six hundred euros (€600)

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

28.9 Teams must be considerate towards other Series taking part in the same Event. Equipment (other than gantries and refuelling rigs) must not be left outside the garages between GT Challenge Europe powered by AWS sessions. Unless otherwise indicated by the Organisers or Stewards, garage doors must be opened before the start of the first track session of each day and left open until the end of that day's track action, in accordance with the Official Timetable.

28.10 Pit Installations including folding brackets and flexible air, fuel or lighting mountings must not exceed the width of the working area, nor may they be less than two metres above ground level. Support arms must be suspended and fastened by chains or wire cables.

Lighting arrays must be directed towards the interior of the working area. Lighting equipment must not face the oncoming traffic. It must be low-temperature, flame-proof and must not be located less than 50 cm away from the refuelling pipes and tower. Halogen lights are not authorised.

Equipment on the pit signalling area must be sufficiently rigid, be made from translucent material and must 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.

28.11 A speed limit of 50.00 km/h will be enforced in the pit lane. Any driver exceeding the limit above will be reported to the Stewards.

For pit lane speeding offences up to 62 km/h, a decision will be automatically issued by the Stewards without summoning the Competitor to a hearing. However, if the Competitor believes they have clear evidence to suggest the penalty imposed is inappropriate they may submit any evidence for consideration in accordance with Article 15.7 above.

Penalties will normally be imposed according to the following schedule:

- During the free practice sessions:
  Between 50.01 and 50.99 km/h : on-screen warning
  From 51.00 km/h : a fine of 50 euros per kilometre over the 50.0 km/h limit, with the speed being rounded up to the next full kilometre per hour

- During the qualifying sessions:
  From 50.01 km/h : a fine of 50 euros per kilometre over the 50.0 km/h limit, with the speed being rounded up to the next full kilometre per hour

- During the race for a first offence :
  - Between 50.01 and 51.99 km/h: 5 second time penalty to be taken at the next pit stop
  - Between 52.00 and 55.00 km/h: a 10 second time penalty to be taken at the next pit stop
  - From 55.01 km/h to 60.00 km/h: a 15 second time penalty to be taken at the next pit stop
  - From 60.01 upwards : a drive-through penalty.
  - Any further offences will be penalised at the discretion of the Stewards.

Should it not be possible to take any of the time penalties during a pit stop they will be added to the elapsed time of the car concerned.

28.12 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.

28.13 Any driver intending to start the race from the pit lane must 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. Such cars are not required to adhere to the mandatory timings and instructions given for cars on the grid unless otherwise specified by the Race Director or Stewards.

28.14 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.

28.15 A maximum of five minutes before the start of any free 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 must not move until the light at 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 free practice, or qualifying session.
If a Free Practice or Qualifying session is suspended with a red flag, drivers are allowed to enter the Fast Lane as soon as the Re-Start Time has been confirmed on the Official Timing Pages.

28.16 It is the responsibility of each Competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those rejoining from the working lane; this includes any part of a car in the fast lane overlapping one in the working lane. Once a car has left its garage or pit stop position it should blend into the fast lane as soon as it is safe to do so, and without unnecessarily impeding cars which are already in the fast lane. Cars must move completely from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop. Cars must enter and leave the working lane as close as possible to their own working area. If necessary, cars are authorised to enter their working area with the nose towards the pit building and be placed parallel using skates.

28.17 Cars must not be released from a garage or pit stop position in a way that could endanger or unnecessarily impede pit lane personnel or another driver. Cars may not be released from a garage or pit stop position in an unsafe condition. A car will be deemed to have been released either when it has been driven out of its designated garage or after it has moved from its pit stop position. Equipment or tyres may not be left in the pit lane in a manner that would endanger or unnecessarily impede pit lane personnel or another car. Any infractions will result in a penalty.

28.18 During any practice, qualifying or race, cars may only leave their working area when they are ready to rejoin the track. They must proceed down the pit lane at a suitable pace, without slowing or stopping except in cases of force majeure, while respecting the pit lane speed limit. Except for safety reasons, recognised as such by the Stewards, cars must not stop in the fast lane, or proceed at low speed. Cars in either the fast lane or working lane may not overtake other cars in the fast lane except in exceptional circumstances e.g., a slow car with an obvious mechanical problem, a stopped car, an obstacle.

28.19 At all times when the cars are allowed onto the track:
a) Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.

b) Officials shall have free access into the pits.

c) Except for the gantries, and refuelling rigs for cases A, B and C, no tools or equipment may be left in the working area once a pit stop is over. During the Event, the cars must be parked with the front facing towards the pit lane at all times when in the pit garages.

d) There is no limitation on the number of mechanics when the car is inside the pit garage

e) At the start of any session, cars must be at an angle of 45 degrees, nose out towards pit exit. Except during qualifying, cars must stop parallel to the pit building for pit stops, should park at 45 degrees and be pushed into their pit garages at other times. During qualifying, they must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the pit garage and the nose facing towards the pit exit.

Any changes to this Article according to the specific layout of each individual circuit will be given in a Bulletin from the Stewards.

Exception – Case D : for free practice **1,** any cars which are not eligible to take part in the first part of the session reserved for Bronze and Silver drivers, may remain in their garages until they are ready to join the session, at which point they should be pushed out and placed at 45 degrees.

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.

28.20 Rejoining a Session or Race after an on-track incident

The following applies during every event.

a) Test Sessions / Bronze Test / Free Practice

A car which rejoins the pit lane via the track, even after it has received external assistance from marshals and/or their equipment, may continue in the session. Authorised external assistance may include transporting a car to a suitable location around the track from which the driver will be allowed to attempt to rejoin the session safely.
A car which is brought back to the paddock, parc fermé or scrutineering bay by recovery vehicle may continue in the session. However, it can only be moved in the pit lane with the agreement of Race Control and under supervision of the Marshals and/or Scrutineers & pit lane officials.

b) Qualifying

A car which rejoins the pit lane via the track, even after it has received external assistance from marshals and/or their equipment, may continue in the session, on condition that it abides by the regulations on repairs given in the article concerning qualifying for the relevant event format (articles xxx), and that it is not placed in the garage. Authorised external assistance may include transporting a car to a suitable location around the track from which the driver will be allowed to attempt to rejoin the session safely.

A car which is brought back to the paddock, parc fermé or scrutineering bay by recovery vehicle may not continue in the session, even if it is returned to the team.

c) Race

A car which rejoins the pit lane via the track, even after it has received external assistance from marshals and/or their equipment, may continue in the race. Authorised external assistance may include transporting a car to a suitable location around the track from which the driver will be allowed to attempt to rejoin the session safely.
A car which is brought back to the paddock, parc fermé or scrutineering bay by recovery vehicle may not continue in the session, even if it is returned to the team.

d) Special Case

With the exception of Qualifying, a car which is placed by the marshals at the pit entry may be recovered by the Team under supervision of the marshals and continue in the session or race as if they had returned under their own action

e) Clarification

In case of damage, the car must satisfy the technical delegate & scrutineers that it is safe to continue in the session or race. They must also approve any repairs in the pit lane during Qualifying.

f) Amendments to this Article for the CrowdStrike 24 Hours of Spa may be given in the Supplementary Regulations for that Event.

29. GENERAL FUEL PRECAUTIONS

See Article 512.6

30 PIT STOPS – GENERAL

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

30.2 For any pit stop, cars must stop a minimum of 50 cm from the white line designating the start of the working area.
Should a car overshoot its pit garage, it may be pushed back to its location by the mechanics, under supervision of the marshals with yellow flags.

30.3 Only the Car Controller and the replacing driver are allowed in the working area before the car has stopped, and at the earliest when the car has crossed intermediate 2 on the lap on which the car is making its pit stop. If applicable, the vent man may enter the pit lane shortly before the arrival of the car (see Article 31.1).

30.4 No equipment may be in the working area before the car has stopped in front of the pit garage.
Stationary boards of any kind are banned in the working lane. Team personnel may use lollipops to indicate to the cars from the working zone. On the pit wall, nothing can protrude into the fast lane. Team personnel and equipment must withdraw as soon as the work is complete.

30.5 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.

30.6 Clothing
Each Competitor must ensure that its mechanics and Car Controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for all those wearing armbands, plus the so-called dead man and the person holding the extinguisher (see art. 31.1.4 b). 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.

30.7 Not in Use

30.8 During any pit stop, whatever the reason, the driver is obliged to turn off his engine.
For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, before the car is ready to rejoin the track, the engine must be switched off. A drop-start system, if installed, may be used on condition that this is used in conjunction with a positive action from the driver. Should no such system be installed, the driver must start the engine from his seat, using only those means available on board.

Other than for tuning or regulating, the car's engine may be restarted only when the car is about to join the track and is in contact with the ground, on all four wheels. The car must leave the working area with no external assistance.

30.9 Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance will entail penalties at the discretion of the Stewards, up to the disqualification of the car and driver(s) concerned from the Competition. The Organiser must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.

30.10 Cars may be placed on skates in the working lane when they need to be moved, except in accordance with the regulations in Article 35.12 concerning skates during qualifying, or Article 31 when refuelling. In terms of refuelling, once the nozzle, refueller and refuelling equipment are out of the working zone, skates may be placed under the car. This does not affect the use of skates for moving the car at other moments.

For Teams wishing to move the car into the garage, for example in terms of the technical pit stop (Case B), it is clarified that mechanics may have the skates ready in the working zone. They may only place them under the car when all the refuelling equipment has been cleared. When in the working zone, the skates must be under full control of the mechanics at all time, and any infractions will be reported to the Stewards. It is emphasised that under no circumstances may skates be placed under the car when refuelling is ongoing.

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

31 REFUELLING

31.1 With the exception of the qualifying sessions, in Endurance events refuelling in the pit lane is allowed from five minutes before the start of any session, only in the designated working area on the pit lane and must be carried out only at the beginning of a pit stop (with the exception of the situation provided for in Article 33.3). No refuelling is allowed in the working area until the cars and personnel from other support series teams have cleared the pit lane.

During Endurance events, refuelling in the pit lane may only take place using the fuel rig as outlined in Article 512.

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

Cars may refuel at any refuelling rig belonging to their Team (see article 11.9) and which has their race number on it. A team must include on each rig all the numbers of the cars eligible to refuel there. This includes all cars entered on the same licence, or those entered on a different licence but run by the same technical management. A Team must declare to the Promoter the cars which it is running, whether on their own licence or another and this will be forwarded to the Stewards. Any car refuelling at the wrong rig will be reported to the Stewards.

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. If this cable is combined with the connection for the air jack, the last 60 centimetres must be separated. This must be placed by a mechanic

with a green or yellow armband, who may be the mechanic charged with helping the driver. It must be removed by one of the people authorised to be working on the car at the point once refuelling is finished and the earthing wire can be removed.

2) While refuelling is being carried out, tyre changes may happen and the driver may stay in the car, or driver changes may take place, but the engine must be switched off. The coupling of the fuel hose to the car may only take place when the car is fully stationary and with the engine stopped. In no case may a car be refuelled whilst on skates.

If tyre changes are taking place and the car is lifted onto its jacks, the car must remain on its jacks until refuelling has finished and the fuel hose has been removed. Any attempt to lower the car before the refuelling has finished and the hose has been uncoupled will be reported to the Stewards.

If no tyre changes are taking place, or in the case of 'short' refuelling stops during cases B and C in accordance with article 218.7.3 and 318.7.3, the car is allowed to remain on the ground for the refuelling procedure

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

4) Personnel for refuelling:

a. 1 Car Controller with a white armband.
b. A maximum of 2 mechanics, to include:
   a) The fuel attendant, identified with a yellow 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 nº25.
   b) One mechanic may bring and connect the air hose to the air jacks, may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change. Removing a tear-off film is considered to be cleaning the windscreen.

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

   c) 1 'fire' attendant, whose presence is compulsory, standing behind the line throughout refuelling and holding an extinguisher of a minimum capacity of 5 kg ready for use. He is not considered to be one of the four mechanics and as such does not wear an armband. He cannot perform any other activity. He must be suitably attired in fireproof overalls and with a helmet homologated to one of the standards recognised by the FIA in Technical List nº25.
   d) The so-called 'dead man' controlling the fuel flow shut-off valve at the refuelling tower, whose presence is compulsory and who will not be considered as one of the four working mechanics. He must not undertake any other task. However, he must be suitably attired in fireproof overalls and with a helmet homologated to one of the standards recognised by the FIA in Technical List nº25.
   e) Note: for cars which have the vent valve and the refuelling valve on opposite sides of the car, if a vent man is required he may enter the pit lane shortly before the arrival of the car. Once his task is finished, the vent man will be considered a second 'dead man'. The vent man should 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. A Data Technician may download data from the car by cable, card or data stick without performing any other task. The Data Technician does not require an armband.

e. All other Team members standing in the working area ('working lane', Article 28.4), as defined in the briefing notes at that Event and separating the pit from the fast lane, will be considered as working on the car and as such will be counted as mechanics, as will a driver if he performs any work on the car.

f. 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear a pink armband in accordance with Article 10.4.

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.

32. TYRE CHANGES

ROLE	N.	ARMBAND	WHEN	OPERATION	
Car Controller	1	White	Throughout the full Pit stop	Overview the pit stop	May not work on the car
Mechanics	2	yellow	When the car stop engine off	Tyre change	1 wheel gun in the working lane at any time
Mechanic	1	Green or Yellow	When the car stop engine off	Lift the car with the air hose	

32.1 Tyre changes may be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane.

Only ambient air, pressurised, can be used to fill the tyres or operate the air guns.

Personnel authorised in the pit lane working area for tyre changes:

- 1 Car Controller with a white armband.
- One of the tyre mechanics with a yellow armband, or the mechanic listed below with a green armband, may bring and connect the air hose to the air jacks. Once the wheels have been changed, either the hose must be removed in order to bring the car down, or the car may be released via releasing the in-car non-return valve. No other systems may be used to bring the car down onto its wheels. For cars using a non-return valve, the air hose may be disconnected as soon as this is in place.

- A maximum of 2 mechanics, clearly identified for the whole procedure wearing yellow armbands (the same two mechanics must carry out the whole operation, having no possibility to swap their armband) are allowed to carry out any operations needed to change the tyres. They may only use one pneumatic wheel gun or torque wrench. These two people may enter the working area and start these operations only once the car has stopped in front of the pit garage, with the engine off.

They must:

o bring only one gun onto the working area,

o take the new wheels from inside the garage and place the replaced ones inside the pit area (ie behind the line), flat on the ground or on a stand, without taking them from or handing them to any other personnel. Once the tyres have been placed over the line, should they fall, roll or drop into the working lane this will be deemed to be a safety breach and will be reported to the Stewards.

O carry permanently the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car. No mechanic may carry more than one wheel at any time.

O not throw the wheels or drop them,

o take the equipment back inside the pit.
O never cross or climb over the refuelling hose.

- The driver exiting the car may assist the driver replacing him.
- Any other Team members standing in the working area (working lane, Article 28.4) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- One mechanic may bring and connect the air hose to the air jacks , wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle, or assist the drivers during the driver change. Removing a tear-off film is considered to be cleaning the windscreen.

- A Data Technician may download data from the car by cable, card or data stick, without performing any other task. The Data Technician does not require an armband.
- 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 10.4.

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

33. OTHER OPERATIONS IN THE PITS

33.1 Adding fluids (not fuel)

For Competitors who need to add fluids (not fuel) during the pit stop, the following procedure must be followed :
Once any tyre changes have been completed, and the mechanics in charge of the tyres have left the working zone, one mechanic with a green armband may proceed with adding any fluids (not fuel) to the car. For the avoidance of doubt, this may take place whilst refuelling remains ongoing.

33.2 Other operations may be carried out on the car when any refuelling and/or tyre changes have finished and personnel undertaking refuelling and the mechanics undertaking the wheel changes and their equipment are no longer in the working area.

During the Bronze Test and free practice, these operations may be carried out in the pits/working area of the pit lane and parallel to the pit lane.

During the Race only the following operations may be carried out in working area of the pit lane and parallel to the pit lane :
- cleaning windscreens,
- checking tyre pressures,
- visual checks of tyres and brakes,
- adding fluids (except fuel)
- downloading of data,
- removal of dirt or grass from the radiator or repairs to the car without using tools,

Any other operations must be carried out in the pit garage. The car must be pushed into the pit garage by not more than four mechanics. At the end of the operations, the car must be pushed out of the pit garage and restarted in accordance with Article 30.8.

At all other times, the following apply :

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

- 1 Car Controller.
- A maximum of 4 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
- A Data Technician may download data from the car by cable, card or data stick without performing any other task. The Data Technician does not require an armband.
- The driver exiting the car may assist the driver replacing him.
- Any other Team members standing in the working area (working lane, Article 28.4) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 10.4.

33.3 Pit Stops after Damage during races

Should a car suffer damage during the race and repairs need to be carried out in the garage, the car may be pushed into the garage immediately after entering the pit lane. After the repairs have been completed, the car may be pushed out and placed parallel to the pit building. The Team may then proceed with a standard pit stop in accordance with Articles 31 and 32 above.

34 FREE PRACTICE AND QUALIFYING PRACTICE

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

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

34.2 No driver may take the start of a race without having taken part in qualifying practice, except in a case of force majeure duly recognised as such by the Stewards. Drivers who set a time within 120% of the fastest time during the relevant session during free practice may be authorised by the Stewards to take part in the race.

34.3 During the free practice and qualifying practice sessions, controls on the tyre markings may be carried out before the cars take to the track under the orders of the marshals, and there will be a green light and a red light at the pit lane exit. Cars may only leave their working area according to the procedure detailed in Article 28.15. Cars may only leave the pit lane when the green light is on at the start or restart of a session. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

35. EVENT FORMAT

Other than particular cases set out in the different chapters of these sporting regulations the following rules will apply for all cases:

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

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

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

Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties in accordance with Article 35.5.

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

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

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

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

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

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

35.9 Not in Use

35.10 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.

35.11 In all qualifying sessions, the driver designations as Driver 1, Driver 2, Driver 3 and Driver 4 must be in accordance with the driver order declared by the Team before the end of Administrative checks. Changes to this order once published may only be authorised by the Stewards in accordance with Article 11.10. d). Only one driver may compete in any one qualifying period. No driver may compete in more than one qualifying session except according to Article 112 or 412 and 435.4.3. Any changes from the declared order will be reported to the Stewards and the qualifying lap times may be deleted.

35.12 Use of Skates during Qualifying – all cases

Skates may be used to move cars in the working lane during or between the sessions. However, no skates or any other means to lift the car may be used at the end of the session to move the car into Parc Fermé unless the car is not selected for scrutineering (except in accordance with Article 435.4.6). If sessions are combined, the use of skates will be prohibited during the final session.
However, skates will exceptionally be authorised in the case of a red flag when it has been confirmed that the session will be resumed.
If, after a red flag, a car does not intend to go out again, skates or any other means to lift the car must not be used
If it has been announced that the session will resume, but this is later cancelled, all cars which have been selected for scrutineering must be removed from skates and pushed into parc fermé.

36. SUSPENDING A PRACTICE / QUALIFYING SESSION

36.1 Should it become necessary to suspend any practice session (free practice or 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 and the abort lights to be shown at the Line. Simultaneously, red flags must be shown at all the marshal posts. If red lights are available, these must be switched on as well.

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

After a red flag has been deployed, cars may only leave their working area in accordance with Article 28.15.

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

36.2 The fastest lap time set so far in the session by the car determined to have been responsible for causing an incident or situation which resulted in a red flag will normally be deleted by the Race Director. However, if the Competitor believes they have clear evidence to suggest this is unjustified, due to exceptional circumstances, they may submit any evidence for consideration by the Stewards in accordance with Article 15.7 above, in which case the decision by the Stewards will not be subject to appeal.

36.3 During the period of suspension, the cars are not in parc fermé, and the general rules of the session as detailed in these regulations (free practice or qualifying) apply. During free practice the clock will not stop. During qualifying, where possible the clock will stop.

37 GRID

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

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

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

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

37.6 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.

37.7 STARTING DRIVER
Before the deadline specified on the Official Timetable, the Team Manager of each Competitor must inform the Promoter of the name of the driver who will take the start of the race.

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

Any request to change the starting driver after the deadline must be submitted to the Stewards, who may or may not apply a penalty.

Any change of starting driver without notification will be reported to the Stewards, who will apply a sporting penalty up to disqualification.

38 STARTING PROCEDURE

38.1 At the time stipulated in the Official Timetable, the cars will leave the pits 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. Only the nominated starting driver may drive the car for the reconnaissance lap.

Any car which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid and, if able to do so, must start from the pit lane.

38.2 A maximum of 5 minutes after the pit lane opens, the pit lane will close. A warning signal announcing the closing of the pit lane exit will be given two minutes beforehand.

Any car which is still in the pits can start from the pit lane, but only under the direction of the marshals.
It may be moved to the pit exit only with the driver in position.
Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap.

Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

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

38.3 Wheel changes on the starting grid will only be allowed prior to the 5-minute signal. Wheels may only be brought onto the grid before the pit lane closes; this may be altered by a Bulletin from the Stewards depending on the Official Timetable of the Event.

38.4 The approach of the start will be announced by signal boards shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning signal.

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

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

After this signal, wheels may only be removed in the pits, except as provided for in Article 41.

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

At the three-minute signal, the cars must be resting on their wheels and the wheels must have been tightened.

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

When the one-minute signal is shown, engines will be started and all Team technical staff must leave the grid by the time the 15-second signal is given, taking all equipment with them.

38.5 Fifteen-second signal: 15 seconds after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap behind the Official Leading Car, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may overtake only to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he has crossed Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Race Director's briefing notes for the Event, must drop to the back of the grid and start the race from there.

Any driver who is delayed leaving the grid must not overtake another moving car if he was stationary after the remainder of the cars had crossed the Starting Line as defined during the Briefing, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.

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

The speed of the Official Leading Car should be around 80 km/h during the formation lap.

38.6 Any driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any 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 must not attempt to start his car until in the pit lane.

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

Approaching the start, the formation of cars must be kept as tight as possible up to the point that the start signal is given. This means there should be no significant gaps between the rows of cars as they approach the Line for the starting signal. As the leader slowly increases his speed to a maximum of 110 km/h by the moment of the start, all cars in the formation should do likewise, remaining in close formation and in line over the starting boxes until the starting signal is given. No car should exceed the speed of the leader prior to the starting signal.

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

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

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

38.8 There will be a rolling start as described in the Code. Race timing will commence at the point that the race start signal (green light or other start signal as specified in the Drivers' Briefing) is given. Should an additional formation lap be carried out, Article 38.9 will apply.

During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised Officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass. During a start behind Safety Car, the Team personnel may return to the pit wall once the cars have left the grid.

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

38.9 Additional Formation Laps

38.9.1 Scheduled Additional Formation Lap
In some circumstances, including in accordance with article 29.15, or whenever stipulated by the Race Director or in the Appendix 1 for the Competition, two formation laps will be scheduled.
In this case, the race timing will start at the end of the first formation lap. The leading car will remain on track.
Any cars starting from the pit lane will be allowed to join as soon as the train of cars have passed the pit exit for the first time after the end of the first formation lap. At the end of the second lap, the lead car will rejoin the pits (or another location as specified) and the start will be given in accordance with Article 45.8.

38.9.2 Unscheduled Additional Formation Lap
If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all marshal posts. The cars, with the pole position car leading, will complete a new formation lap. Any cars starting from the pit lane will be allowed to join as soon as the train of cars have passed the pit exit for the first time after the end of the first formation lap.
The car on pole position will set the pace and the cars will continue for another formation lap.
Should such an additional formation lap be carried out, the race timing will commence at the end of the first formation lap.

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

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

38.10 A penalty will be imposed for a false start if so reported by Start Line Judges, Judges of Fact, the Race Director or the Starter.

38.11 Only in the following cases will any variation in the starting procedure be allowed:
a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10-minute point.
b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.
c) If the race is started behind the Safety Car, Article 46.8 will apply.
d) In certain cases, according to the Supplementary Regulations of the Event or by decision of the Race Director and/or the Promoter, a shortened starting procedure may be stipulated. If decided on site, it will be notified by Bulletin from the Stewards.

38.12 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in any penalty up to and including the disqualification of the car and drivers concerned from the Competition.

38.13 Pit Lane Starters
a) For cars ordered to start from the Pit Lane by the Stewards, they must abide by the Stewards Decision in terms of when they must make their way to pit exit, and any other rules they must follow, such as the tyre rules imposed on the grid, and whether they are allowed to do the installation lap.
g) For cars which voluntarily start from the Pit Lane for any reason, they are not subject to the starting procedure regulations concerning tyres etc and may make their way to Pit Exit at their convenience
c) Cars may only exit the Pit Lane when it is Green.
d) Should there be two formation laps, cars will be allowed to join at the end of the first formation lap.
e) Note that the pit exit will be red when the leading car and the train of cars cross the pit exit, including at the start, to ensure that any cars joining from the pits only join at the back of the grid.

39. THE RACE

39.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 41).

39.2 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.

39.3 During the race, drivers leaving the pit lane must do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

39.4 Full Course Yellow

Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Race Director will declare a Full Course Yellow period.

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

The message 'FCY' will be displayed on the monitors and the instruction 'Full Course Yellow' will be given on the Timing Screens and/or Team radio after a countdown.

Waved yellow flags and 'FCY' boards will be shown at all marshal posts, at the Line and at pit exit. At this point, all cars must be at 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards, is forbidden from the moment that FCY boards are displayed, which may be before yellow flags are waved. Cars must proceed at a constant speed in single file. Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards and a penalty may be imposed.

a) Long FCY

In the case of a long FCY, the pit lane entry and exit will remain open but the pit entry road and pit exit road will be subject to a maximum speed of 80 km/h. Cars which have committed to entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1, subject to the speed restriction above. Cars exiting the pit lane may be overtaken by other cars on track until they reach Safety Car Line 2.

Once the problem is resolved, the Safety Car will be deployed according to Article 40 and 40.1

b) Short FCY

In case of a Short FCY, the Race Director will close pit entry and announce by radio the countdown for a short FCY.
Any cars which have committed to entering the pit at the call "PIT Entry is closed, short FCY in 20 sec" can perform a regular pit
stop. Any other car that enters a closed pit lane will only be authorised to perform an "emergency stop"
An 'Emergency Stop' is reserved only for the following cases :
o Cars running out of fuel (Endurance Only).
O Puncture (not flat spot)
o Mechanical issues
o Accident damage
o Drivers risking over-running the stint time or driver time (Endurance Only).

Cars refuelling during an emergency stop may only refuel for a maximum of three seconds; this time may be amended by a Bulletin from the Stewards.

Any car which performs an emergency stop may only cross the line on a green track once before entering the pit again for a 'penalty' pit stop which must abide by the minimum refuelling time, even if the car is not refuelled.

However, if a car enters a closed pit lane and spends more than two laps in the pit lane to repair the car, it is not mandatory to perform an extra pit stop when the track returns to green.
If the Short FCY is transformed to a regular FCY the Race Director will announce that the pit entry is open and all cars can perform a regular pit stop if applicable. In this case, no cars which have made an emergency stop need to do the 'penalty pit stop'.
In the case of a Short FCY, once the problem is resolved, the track will return to Green after a countdown from Race Control. Information will be given on the timing monitors and Team radio.

Any alterations to the FCY procedures as stated in these regulations may be given by Sporting Note, Bulletin from the Stewards, or in the Briefing Notes and Slides from the Race Director and will supersede the instructions given here.

For a Short Full Course Yellow for a Sprint Race, please see Article 439

40 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.

The Safety Car may be deployed directly by the Race Director or his deputy, in particular but not only during the first three laps of a race. Alternatively, Full Course Yellow may be declared before the Safety Car is deployed, in accordance with 40.1 below.

40.1 Safety Car intervention after FCY

At the start of any Incident which may need the Safety Car to be deployed, a Full Course Yellow period may be declared before the Safety Car is deployed. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it reaches the leader. It will then switch on its lights, and the SC boards will be shown. From this point onwards it will proceed according to Article 40.2.

40.2 Safety Car Procedure (in accordance with Appendix H of the ISC, Article 2.10, varied only in respect of the flag signals shown at the end of the intervention period which will be as detailed below.)

When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the Line will be illuminated, for the duration of the intervention. If appropriate, double waved yellow flags will continue to be displayed at the post prior to the incident.

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

All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart, and overtaking, with the following exceptions, is forbidden until the cars reach the Line after the Safety Car has returned to the pits.
Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the Safety Car;
- any car entering the pits may pass another car or the Safety Car after it has crossed the first Safety Car line;

- any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car line;
- when the Safety Car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the first Safety Car line;
- any car stopping in its designated garage area whilst the Safety Car is using the pit lane may be overtaken;
- if any car slows with an obvious problem.
- cars eligible for a wave-by on instructions from race control only.

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, his deputy or the Clerk of the Course, the observer in the Safety Car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

The Safety Car shall normally 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 and any wave-by procedures, 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 except when it is closed during the Wave-By operation, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit.

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

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

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

Each lap completed while the Safety Car is deployed will be counted as a race lap.

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

40.3. Starting the race behind the Safety Car

In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.

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

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way who is unable to re-establish the original starting order before he has crossed Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Race Director's briefing notes for the Event, must drop to the back of the grid and start the race from there.

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

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

240/340. Wave–by procedure

See art. 240 for 24-hour races
See art. 340 for 6-hour races

41. SUSPENDING AND RESUMING THE RACE

41.1 Suspending the race

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 pit lane where they must stop in single file in the fast lane and will be placed under Parc Fermé conditions.

The Safety Car will be placed in front of the cars lined up in the fast lane.

While the race is suspended :

- Driving stints will all stop at the time of the red flag and will resume when the race restarts.
- the length of the race suspension will be added to the remaining time for the race, subject to the approval of the Stewards and the constraints of the Event timetable.
- Only Officials are allowed in the fast lane.

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

a) For cars in the fast lane

All interventions on the cars are prohibited, unless authorisation is given from Race Control, who may authorise checks on tyres and covering the car in case of rain. If authorised, this may be carried out by a maximum of two Team members.

b) Any cars which were in the pit lane, or had committed to the pit lane by leaving the track, before the red flag was declared and which have already left their working area to go to the pit exit, or are waiting at pit exit, will, when it is safe to do so, be allowed to leave the pit lane and complete one slow lap of the track to join the back of the field in the fast lane.

Any cars which were in the pits before the signal to suspend the race was given (i.e. they have crossed the pit entry timing loop), may complete their refuelling, driver change and/or tyre change but no further work may take place. As soon as any refuelling, driver change and/or tyre changes are completed and all equipment is removed they will be in Parc Fermé conditions.

When they are given instructions to do so, any such car will move to the end of the pit lane and after receiving a green flag or light at pit exit, may complete one lap to join at the back of the line of cars behind the Safety Car in the pit lane. If cars have started any further work (Article 33) then this work must stop at the Red Flag and may only resume once the three-minute signal has been given.

c) Any cars which are pushed out of the fast lane to their working area remain under Parc Fermé conditions. Once the signal is given for the race to resume and cars are released from parc fermé, work may commence on these cars. They may join at the end of the first lap after the race has been resumed.

d) Note that the information on red flag procedures may be amended by Race Director instructions or by Bulletin from the Stewards depending on the specificities of the circuit and/or Event.

See art. 241.1 d) CrowdStrike 24 Hours of Spa for the specific regulations governing this event.
See art. 441.1 for the special regulations concerning a red flag during the mandatory pit window

Note that the details given in articles 241 and 441 override the details given in this article.

41.2 Not in use

41.3 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 system 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 dry-weather to wet-weather tyres. If authorised, this must take place between the ten and five-minute boards.

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

A Team may, with permission from the Race Director, remove a car from the fast lane. In this case, they will be allowed to rejoin the race with the cars according to Article 41.1 c).

When the five-minute signal is given, all cars must have their wheels fitted. After this signal, wheels may only be removed after the race has gone green or during a further suspension of the race.

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

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

At some point after the three-minute signal, which will depend on the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car. At this point, the race director may authorise a wave-by procedure in accordance with article 240/340 to take place.

For cars in the working lane, the provisions of Article 41.1 b) and c) must be followed.

When the one-minute signal is given, engines will be started. All Team personnel must leave the cars 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 fast lane have done so, marshals will be instructed to push the car out of the fast lane to a safe position. 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 pit lane, all drivers must proceed at a greatly reduced speed until clear of any personnel.

Marshals will be instructed to push any car (or cars) remaining in the fast lane to their working area as soon as all cars able to leave the fast lane have done so. Any driver being pushed from the fast lane must not attempt to start the car and must follow the instructions of the marshals.

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

When the green lights are illuminated, the Safety Car will leave the pit lane with all cars following, in the order in which they stopped in the fast lane, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car exits the pit lane, any cars which were in the pit lane before the red flag (Article 41.1 b)) may then enter the track and join the line of cars behind the Safety Car. Cars which were pushed out of the fast lane to their working area after the red flag (Article 41.1 c)) may move to the end of the pit lane once they have finished; however, no refuelling or tyre changes can take place on these cars until the after the race has resumed.

Overtaking during this lap is permitted only if a car is delayed when leaving the pit lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may

overtake only to re-establish the order they were in before the race was suspended. Any driver delayed in this way who is unable to re-establish the correct order before he has crossed Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Race Director's briefing notes for the Event, must drop to the back of the grid and resume the race from there. During this lap, Article 2.10 of ISC Appendix H and Article 40.2 above will apply.

Any driver who is delayed leaving the pit lane may not overtake another moving car if he was stationary after the remainder of the cars had crossed the pit exit, 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.

With the exception of the Special Case D situation where a red flag is deployed during the mandatory pit window (see Article 441.1), if the race cannot be resumed, the final classification will be that of the race order at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

41.4 A car which is judged by the Stewards to have been responsible for causing an incident or situation which resulted in a red flag may be given a penalty up to and including disqualification from the race.

42. FINISH

42.1 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).

42.2 Should for any reason (other than under Article 41) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

42.3 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.

43. PARC FERMÉ

43.1 Only those Officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such Officials. Pirelli representatives, or SRO TV representatives, who will be named in a Stewards Bulletin, may enter Parc Fermé in order, respectively, to check tyre pressures or to access any television onboard cameras which may have been fitted to any car.

43.2 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.

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

43.4 Unless otherwise specified, the Parc Fermé will normally last for a maximum of one hour from the chequered flag for any qualifying session or the race(s). After this time, any cars which have not been chosen for further examination by the Technical Delegate or ordered by the Stewards will be released by way of an official communication from the Race Director or Stewards via Team Radio and/or the Team Messaging application. Cars may be released by category (e.g, the Race Director or Stewards may release all Gold, Silver and Bronze cars to allow the teams to start work while Pro cars remain in parc fermé).

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

44 CLASSIFICATION

44.1 The car placed first will be the one having covered the greatest distance in the scheduled time. All cars will be classified (subject to Article 50.3) taking into account the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.

For the purposes of this Article only, the scheduled time means the period from the Official race start time up to and including the showing of the end-of-race signal in accordance with Article 42.1.

44.2 If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car. Note also that the driver must pass the chequered flag on the track for the final lap to be taken into account (see Article 4.4).

44.3 Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

44.4 The final classification will be published and posted by the Organiser on the Digital Notice Board as soon as possible after the race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.

CHAPTER 2

CASE A – RACES WITH A THREE-HOUR DURATION

105 TITLES

105.1 DRIVERS

The **GT Challenge Europe powered by AWS Endurance Overall, Gold, Silver and Bronze Cups for Drivers** will be awarded to the driver(s) who has scored the highest number of points, taking into consideration all the results obtained in the relevant Cup during the Competitions run according to Article 4.2 Cases A, B and C which have taken place.

105.2 TEAMS

The **GT Challenge Europe powered by AWS Endurance Overall, Gold, Silver and Bronze 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 entered in the relevant Cup category during the Competitions run according to Article 4.2 Cases A, B and C (Endurance) 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.

106 POINTS

106.1 QUALIFYING

After qualifying, all drivers and the Team of the car setting the fastest average time overall as well as in the Endurance Gold, Silver and Bronze Cups will be awarded one point.

106.2 RACES

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

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

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

111 DRIVER LINE-UPS

CATEGORY	MAXIMUM LINE UPS		
PRO CATEGORY	Any Driver Categorisation		
GOLD CUP	GOLD	GOLD	SILVER
SILVER CUP	SILVER	SILVER	SILVER
BRONZE CUP	PLATINUM	SILVER	BRONZE°

The Bronze Cup is reserved for line-ups with a Bronze driver who is not a former professional driver (Gold or Platinum) unless they have proven in recent seasons to be racing at a standard Bronze level of performance. All line-ups must be assessed and approved (See Article 11.3.1)

112 DRIVER NUMBERS AND LIMITS

a) Throughout any Competition, no fewer and no more than three drivers may drive one and the same car (except as provided for in b) below). Drivers must be designated as Driver 1, Driver 2 and Driver 3 before the end of the administrative checks. After this point, no changes may be made to the driver order without the approval of the Stewards.

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

In the GT Challenge Europe powered by AWS Endurance Bronze Cup, two drivers may be allowed to compete for a Team, subject to the approval of the SRO Sporting Board, on condition that one of the drivers is Bronze.

If such a pairing is authorised, the following conditions apply:

- For a Gold/Bronze or Platinum/Bronze line-up
  - the Bronze driver must compete in two qualifying periods. The Team may choose which sessions at the time of driver nomination. The car must compete in all three qualifying periods.
  - The 'Pro' driver, who may be Gold or Platinum, must compete in one qualifying period
  - The Pro driver has a maximum stint time equivalent to the MDS for the Event minus 5 minutes (extended to the EDS – 5 minutes if a Safety Car or Full Course Yellow period is in operation during the driver's stint)

- For a Silver/Bronze line-up
  - the Silver driver must compete in the first and third qualifying periods.
  - The car must compete in all three qualifying periods
  - The Bronze driver must compete in the second qualifying period
  - During the race, the Bronze driver must complete a minimum stint time equivalent to the MDS for the Event minus 5 minutes

c) **Two-Driver pairs in the GT Challenge Europe powered by AWS Endurance Cup Gold and Silver Cup**

In the Gold Cup and Silver Cup, two-driver pairings will only be accepted in cases of force majeure accepted as such by the SRO Sporting Board before the Event has started, or by the Stewards during the Event. No line-up may run with two drivers in more than one race during the season. Conditions such as the driving times for each driver will be given and additional time or weight penalties may be imposed by the SRO Sporting Board.

d) **Two-Driver pairs in the GT Challenge Europe powered by AWS Endurance Cup Pro Cup**

In the Pro category, two-driver pairings are not allowed.

118 DRIVING STINTS AND PIT STOPS

118.4 MAXIMUM DRIVING STINT

The maximum driving stint time (MDS) will be given per event, as well as an extended maximum stint time (EDS). The time for each Event will be given in a Stewards Bulletin. A provisional table of the MDS and EDS for the 2026 season is given below, as well as the number of mandatory pit stops.

Provisional Stint Times – Endurance Cup			
	MDS Maximum Driving Stint Time	EDS Extended Stint Time (for stints including FCY/SC)	Nr of Mandatory Stops
Monza	TBC	TBC	3 *
Nürburgring	64	69	2
Portimao	TBC	TBC	2
*See Article 118.5 b All stint times are rounded down to the nearest minute			

118.5 MANDATORY PIT STOPS

Two formats for the three-hour races may be used, depending on the circuit and any other factors. The format to be used will be specified in the Appendix 1 for the Event but may be amended by a Bulletin from the Stewards at any point up until two hours before the start of the race.

a) Format A – Race with Two Mandatory Pit Stops

There will be two mandatory pit stops. During each mandatory pit stop the car must be refuelled in accordance with the minimum refuelling time (see Article 18.1), during which time all four tyres must be changed. Except in the case referred to in Article 112 b), at each mandatory pit stop there must be a change of driver.

In the case where wet tyres are being used, the tyres will be considered to have been changed if they are removed, taken behind the line, and then the same tyres are placed back on the car.

The minimum refuelling time will be published by the Stewards for each Event and may be amended during the Event by a further Bulletin from the Stewards.

The length of any pit stop without refuelling will be free. All pit stops including refuelling must abide by the minimum refuelling time.

Teams must notify Race Control via the Team Messaging system if a pit stop is not to be considered their mandatory pit stop.

Except in the case referred to in Article 112 b), the MDS (or EDS if applicable) is also the maximum driving time per driver.

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

If a driver exceeds the MDS (or EDS if a Safety Car or if a Full Course Yellow (long or short) (as such announced by Race Control) period has been in operation during the relevant stint), the following penalties will apply :
- up to 5 minutes : a drive-through penalty
- 5 minutes and longer: a stop-and-go penalty of up to 30 seconds.

Should a driver complete more than one stint, the times will be added together and a penalty will be given should this time exceed the maximum. All time spent between crossing the pit entry and pit exit lines whilst serving a drive-through or stop-and-go penalty, or when the field has been led through the pit lane by the Safety Car, or whenever a car chooses to drive through the pit lane without stopping for a pit stop as defined in Article 20.1, is included in the driver's stint time and will not reset the stint clock.

b) Format B – Race with Three Mandatory Pit Stops

There will be three mandatory pit stops.

During two mandatory pit stop the car must be refuelled in accordance with the minimum refuelling time (see Article 18.1), during which time all four tyres must be changed. At both of these mandatory pit stops there must be a change of driver.

There will be a third mandatory pit stop, during which the car must be refuelled in accordance with the minimum pit stop time, but no driver change may take place. Conditions concerning changing of tyres during this third mandatory stop will be updated either in the Appendix 1 or by Bulletin from the Stewards during any such Event.

In the case where wet tyres are being used, the tyres will be considered to have been changed if they are removed, taken behind the line, and then the same tyres are placed back on the car.

The minimum refuelling time will be published by the Stewards for each Event and may be amended during the Event by a further Bulletin from the Stewards.

The length of any additional pit stops without refuelling will be free. All pit stops including refuelling must abide by the minimum refuelling time.

Teams must notify Race Control via the Team Messaging system if a pit stop is not to be considered their mandatory pit stop.

For all drivers, a minimum drive time of 50 minutes will be applied, counted from pit out to pit in. Any driver who fails to satisfy the minimum drive time will be given a stop-and-go penalty equivalent to the missing time.

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

If a driver exceeds the MDS (or EDS if a Safety Car or if a Full Course Yellow (long or short) (as such announced by Race Control) period has been in operation during the relevant stint), the following penalties will apply :
- up to 5 minutes : a drive-through penalty
- 5 minutes and longer: a stop-and-go penalty of up to 30 seconds.

Should a driver complete more than one stint, the times will be added together and a penalty will be given should this time not reach the minimum. All time spent between crossing the pit entry and pit exit lines whilst serving a drive-through or stop-and-go penalty, or when the field has been led through the pit lane by the Safety Car, or whenever a car chooses to drive through the pit lane without stopping for a pit stop as defined in Article 18.1, is included in the driver's stint time and will not reset the stint clock.

For any two-driver pairings, or pairings with a categorisation derogation or other exceptional circumstances, specific rules on the minimum or maximum driving time will be given in the decision from the Sporting Board.

118.6 AMENDMENTS TO PIT STOP TIMES

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

118.7 PENALTIES FOR REFUELLING AND PIT STOP TIMES

118.7.1 Minimum refuelling times

If the measured refuelling time during a pit stop is shown on the timing system to be under the minimum refuelling time for that Event, a time penalty will be given according to the following calculations :

The missing time, calculated as the minimum refuelling time minus the actual refuelling time, will be rounded up to the next multiple of 5, before a further time penalty is added :

- 1st infraction : missing time rounded up to next multiple of 5 seconds + 10 seconds
- 2nd infraction : missing time rounded up to next multiple of 5 seconds + 15 seconds
- 3rd infraction : missing time rounded up to next multiple of 5 seconds + 20 seconds
- 4th infraction : missing time rounded up to next multiple of 5 seconds + 25 seconds

Any subsequent infractions may be given an additional penalty by the Stewards.

123 TYRE LIMITATIONS DURING THE EVENT

NOTE : PLEASE SEE THE GENERAL TYRE REGULATIONS IN ARTICLE 506

3h race	First Event / Option 1		Subsequent Events
Total new tyres	7 sets		5 sets
Total carryover tyres	0 sets		2 sets
New tyres to be used throughout the Event	S1-S2-S3-S4-S5-S6-S7		S1-S2-S3-S4-S7
Tyre for qualifying	S1-S2-S3		
Tyre for the race	S1/D1-S2/D2-S3/D3		
Carry over to be used in FP only	-		S5 – S6

123.1 TYRE ALLOCATION

For each car, at their first round of the season, seven sets of new tyres (S1 – S7) may be registered by the time specified in the Official Timetable and may be used during the Competition.

For subsequent Events, all returning cars competing in the GT Challenge Europe powered by AWS may register four sets of new tyres at the time specified in the Official Timetable (S1 – S4), two sets of used tyres from previous Competitions (S5 – S6) and one additional set of new tyres, S7. Sets S5 and S6 may only be used in free practice.

Three sets of the tyres registered as new for the Event, S1, S2 and S3, must be designated for use during qualifying and the Race.

- S1 must be used by Driver 1 during Q1 and throughout Driver 1's stint during the Race;
- S2 must be used by Driver 2 during Q2 and throughout Driver 2's stint during the Race;

- S3 must be used by Driver 3 during Q3 and throughout Driver 3's stint during the Race.

No other tyres may be used than those designated for each Qualifying session, unless the session is declared wet and wet-weather tyres are used. Any Team failing to comply with this will be reported to the Stewards.

If wet-weather tyres are used, there is no obligation to change tyres for each Driver during Qualifying. The obligation to use S1, S2 and S3 by Driver 1, Driver 2 and Driver 3 respectively during the Race remains.

In case of a puncture or other damage to S1, S2 or S3, either the joker tyre or one used tyre from those registered for the Competition (ie sets S4-S7) may be used to replace it. This replacement must be notified to the Technical Scrutineers.

If more than one tyre from sets S1, S2 or S3 needs to be replaced, permission for additional changes must be requested from the Stewards, who may give a penalty.

For the avoidance of doubt, tyres may be changed at any point during the qualifying session but only the correct tyres designated for the relevant period may be used on track (i.e. S1 during Q1, S2 during Q2, etc.)

Additional clarifications or changes to the tyre limitations may be given in the appendix 1 for the Event or by Sporting note.

123.2 Joker Tyres and other Replacement tyres

a) Joker Tyres

Each car competing in the GT Challenge Europe powered by AWS Series has an allocation of one joker tyre per Competition, which can be used to replace any tyre which has been damaged or is otherwise unusable. The use of a joker tyre will only be authorised on information from the Race Director that the car was involved in a related Incident or other on-track occurrence, and confirmation from the tyre Manufacturer and/or Technical Delegate that the tyre to be replaced may no longer be safely used. A formal request must be made in writing using the official Joker Tyre form and must include the reference of the damaged tyre and the reference of the tyre replacing it. The form must be signed by the Race Director and Technical Delegate before submission to Pirelli. If no joker tyre is requested during a Competition, the joker tyre allocation for that Competition is considered to have lapsed and cannot be carried over to the next Competition. The joker tyre form must be sent by electronic means (email or Team Messaging System).

b) Additional New Tyres

Apart from the joker tyre, any additional new tyres may only be issued with the agreement of the Stewards, on submission of a dossier from the Competitor explaining the situation and with confirmation from Pirelli that the original tyre(s) may no longer be used. Should the Stewards agree such a request, they may impose any penalty they consider appropriate.

c) Replacement of Tyres – all cases

If any tyres are damaged beyond use, they may be replaced by other tyres from within the team's allocation for the Event with the following conditions :

- Front and rear tyres may not be swapped
- If it is specified that a specific set of tyres must be reused, for example S1, S2 and S3 for the race, any replacement tyres within those sets must have already been used during the Event and cannot be new/stickered.
- Carryover tyres may not be used after Free Practice 2

123.3 Tyre Changing Equipment

a) 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.

b)Electric wheel guns may be used on the grid, in the garage or awning and in scrutineering. Electric wheel guns may not be used in the pit lane. Cars using electric wheelguns in the pit lane will be reported to the Stewards.

135.4 EVENT FORMAT

135.4.1 Free Practice

There will be two free practice sessions of a maximum of 180 minutes in total, which may be divided into sessions according to the Official Timetable of the Event. There will be no Parc Fermé after these sessions unless requested by the Stewards or as provided for in Article 512.

135.4.3 Qualifying

There will be one qualifying practice session, including a maximum of 60 minutes effective racing time, and divided into three periods; there may be a break between each one and the next. Except for cases of force majeure, recognised as such by the Stewards, all drivers must complete at least one timed lap, not including in and out laps, during one qualifying period in order to qualify for the race.

Cars with permission to race with two drivers according to Article 112 b) must follow the requirements detailed in that Article concerning the designation of Driver 1, Driver 2 and Driver 3, as well as any requirements in the confirmation document from the SRO Sporting Board.

Qualifying will take place as follows :

Cars will be divided into two Groups :
Group A : Bronze Cup & Silver Cup
Group B: Gold Cup & Pro

Each session will last 10 minutes. As soon as the chequered flag is shown for one session, the fast lane will be open for the next. As soon as the last car from one session takes the chequered flag, the pit lane will open for the next session

a) Q1A : for 10 minutes, all cars driven by 'Group A Drivers 1' will be permitted on the track using the tyres nominated as S1.
b) Q1B : for 10 minutes, all cars driven by 'Group B Drivers 1' will be permitted on the track using the tyres nominated as S1.

The best time for each driver, which must be within 120% of the best time of the Q1 period, will be considered as T1.

c) Q2A : for 10 minutes, all cars driven by 'Group A Drivers 2' will be permitted on the track using the tyres nominated as S2.
d) Q2B : for ten minutes, all cars driven by 'Group B Drivers 2' will be permitted on the track using the tyres nominated as S2.

The best time for each driver, which must be within 120% of the best time of the Q2 period, will be considered as T2.

e) Q3A: for 10 minutes, all cars driven by 'Drivers 3' will be permitted on the track using the tyres nominated as S3.
f) Q3B : for 10 minutes, all cars driven by 'Drivers 3' will be permitted on the track using the tyres nominated as S3.

The best time for each driver, which must be within 120% of the best time of the Q3 period, will be considered as T3.

Note that cars from Q3A must remain in the pit lane working area, at 45°, under parc fermé conditions, until the end of Q3B. At that point, any cars required for Scrutineering must proceed to the nominated location, while all other cars will be in parc fermé in their garages.

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

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

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

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

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

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

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

- Any car which is pushed into its pit garage during that time will have all its times deleted until that point and will not be able to take any further part in the qualifying session.
- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of Q1 to the end of Q3. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the Team/pit to the car.
- No blowers or fans may be used on or near the car.
- Skates or any other means to lift the car may be used to move cars in the working lane during or between qualifying periods from the start of Q1 until the start of Q3 but must not be used during the Q3 period. They can be used at the end of Q3 to put the car into Parc Fermé if the car is not selected for scrutineering.
- No external batteries may be plugged in.
- Only the following work can take place on the car;
    - o Cleaning windscreens (inside and outside) and mirrors.
    - O Changing tyres (including placing them in the heating cupboard in case of a red flag).
    - O Changing drivers.
    - O Checking and adjusting tyre pressures.
    - O Engine fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.

O Removing dirt, gravel or grass from the radiator.
O Adjusting mirrors or other similar adjustments for safety reasons.
O Repair of genuine accident damage with the approval of the Technical Delegate.
O Sanitising cockpit & steering wheel

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

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

These regulations also apply during any red flag period during qualifying, unless otherwise indicated by the Race Director or Stewards.

137 GRID

137.1 At the end of the qualifying practice, the average time calculated according to the times set by each car in Q1, Q2 and Q3 will be published officially.

The starting grid for the race will be drawn up according to Article 37.4

Once the grid has been established in accordance with the Articles above, grid position penalties (if any) will be applied to the drivers in question in the order in which the related offences were committed.

Should, for any reason, it be impossible to hold the qualifying session, or the qualifying session is curtailed before times have been set, the results of the free practice 2 session will be used to set the starting grid. Nevertheless, at the sole discretion of the Stewards, the results of free practice 1 session may be used to set the grid should the results of free practice 2 be deemed to be unrepresentative (e.g. weather or repeated red flags). Should either session be used to set the grid, any lap including notification for track limits will be deleted and a revised result sheet will be issued from which the grid will be produced.

If any one of the periods Q1, Q2 or Q3 cannot take place, the qualifying results will be based on the average time from each car based on the periods which have taken place. The drivers from the missing session will be qualified to take part in the race as long as they have set a time in free practice according to Article 135.4.2.

If two of the periods Q1, Q2 or Q3 cannot take place, qualifying will be based on the results of the remaining session. Drivers from the other periods would be qualified to take part in the race as long as they have set a qualifying time in free practice according to Article 135.4.2.

145. PODIUM CEREMONY AND PRESS CONFERENCES

145.1 There will be a podium ceremony after the 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, 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 Licence or that of the Drivers for the podium flag for that car; any such requests must be made to the Promoter in writing.

1: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Overall

2: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Gold Cup
3: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Silver Cup
4: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Cup Bronze Cup

Note that the order of the podiums may be altered by the Organisers.

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

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

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

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

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

145.7 Competitors are informed that additional press conferences may be announced during the season. They will be informed during the race weekend. Attendance at any such conference will be mandatory, and any requested drivers not present will be reported to the Stewards.

145.8 The Team Managers are responsible for ensuring that their drivers fulfil their obligations.
A fine will be imposed on any required driver who is absent except in a case of force majeure recognised as such by the Stewards.

145.9 Media Obligations
Teams and drivers are obliged to take part in any media activities which are included on the Official Timetable for the Event. Any Driver or Competitor who is absent may be reported to the Stewards who may, except in cases they recognise as force majeure, impose any penalty they consider appropriate.
This includes the Media Photos which are mandatory for the television graphics. Each driver must attend the photo session at the time communicated during their first Event at the season. Failure to do so will be reported to the Stewards.

CHAPTER 3

CASE B – RACE WITH A 24-HOURS DURATION – CROWDSTRIKE 24 HOURS OF SPA

205 TITLES

205.1 DRIVERS

The **GT Challenge Europe powered by AWS Endurance Overall, Gold, Silver and Bronze Cups for Drivers** will be awarded to the driver(s) who has scored the highest number of points, taking into consideration all the results obtained in the relevant Cup during the Competitions run according to Article 4.2 Cases A, B and C which have taken place.

205.2 TEAMS

The **GT Challenge Europe powered by AWS Endurance Overall, Gold, Silver and Bronze 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 entered in the relevant Cup category during the Competitions run according to Article 4.2 Cases A, B and C (Endurance) 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.

205.3 KING'S CUP

In the **CrowdStrike 24 Hours of Spa**, run according to Article 4.2 case B, the **King's Cup** will be awarded to the leading Manufacturer, according to the procedure set down in Article 250, where a Manufacturer is understood to be a Car Manufacturer, producer of GT3 Grand Touring Cars homologated by the FIA in accordance with the FIA homologation requirements.

206 POINTS

206.1 QUALIFYING

a. **Superpole**

All drivers and the Team of the cars setting the three fastest times during the Superpole session will be awarded points according to the following scale towards the Overall classification of the GT Challenge Europe powered by AWS in the Teams and Drivers classifications :

Position	Points
1st	3
2nd	2
3rd	1

b. **Overall Qualifying**

For each category, (Gold, Silver or Bronze) one point for Qualifying will be awarded to the Team and all drivers of either the highest place car of that category in the final Superpole classification or, should no car from that category qualify for the Superpole, the highest placed car in the combined average qualifying times.

c. **The Race**

The Competition is considered as a single Competition during which intermediate classifications will be drawn up after six and twelve hours of racing, giving rise to the allocation of points according to the following tables. Only the classification at the end of the Competition is considered as the final classification of the Competition; the classification at six and twelve hours will not be considered in relation to Article 6.4.

206.2 THE RACE

Classifications after six hours and twelve hours will be drawn up based on the intermediate race result as published by the Official Timekeepers for the Event, and taken the first time that the leading car crosses the Line after six and twelve hours of the race respectively.

The points in the intermediate classifications will be awarded equally to the car and to all the drivers in the crew. Points are awarded overall and in each Cup. A car does not have to be classified at the end of the Competition for the intermediate points to be awarded. The classification after six and twelve hours will not be considered in resolving a dead heat as described in Article 6.4. In the case that the race is suspended and not resumed, points will be awarded equally to all drivers sharing one car.

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

211 DRIVER LINE-UPS

CATEGORY	**MAXIMUM LINE UPS**			**IF A 4TH DRIVER IS ADDED**
PRO CATEGORY	**Any Driver Categorisation**	**MAX 3 DRIVERS**		
GOLD CUP	GOLD	GOLD	SILVER	GOLD
SILVER CUP	SILVER	SILVER	SILVER	SILVER
BRONZE CUP	PLATINUM	SILVER	BRONZE°	SILVER
PRO AM	PLATINUM	BRONZE	BRONZE	PLATINUM

The Bronze Cup is reserved for line-ups with a Bronze driver who is not a former professional driver (Gold or Platinum) unless they have proven in recent seasons to be racing at a standard Bronze level of performance. All line-ups must be assessed and approved (See Article 11.3)

211.5 PRO-AM Category – CrowdStrike 24 Hours of Spa only

A Pro-Am category will be opened for Case B – CrowdStrike 24 Hours of Spa only.
No points will be awarded, and no season title or classification will take place in 2026.
Three or four driver line-ups will be accepted.

211.6 SPECIAL NOTES

- In all Cups, for Case B, should the Team wish to race with three drivers, the maximum line-ups listed above for Cases A and C for three- and six-hour races will apply.
- For Case B (CrowdStrike 24 Hours of Spa), drivers in Gold, Bronze and Pro-Am are subject to driving limits in accordance with Article 20.3.5
- See Article 11.3.1 for the definition of Bronze°

212 DRIVER NUMBERS AND LIMITS

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

AWS Endurance Pro category, no fewer than three drivers and no more than four drivers may drive one and the same car.
Drivers must be designated as Driver 1, Driver 2, Driver 3 and Driver 4 before the end of the administrative checks. After this point, no changes may be made to the driver order without the approval of the Stewards. For cars competing with only three drivers, there will be no Driver 1.

218 DRIVING STINTS AND PIT STOPS

218.4 MAXIMUM DRIVING STINT

The maximum driving stint time (MDS) will be given per event, as well as an extended maximum stint time (EDS). The time for each Event will be given in a Stewards Bulletin. A provisional table of the MDS and EDS for the 2026 season is given below, as well as the number of mandatory pit stops.

Provisional Stint Times – Endurance Cup			
	MDS Maximum Driving Stint Time	EDS Extended Stint Time (for stints including FCY/SC)	Nr of Mandatory Stops
Spa-Francorchamps	60	65	N/A
All stint times are rounded down to the nearest minute			

218.5 PIT STOPS

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

Restrictions (in terms of either a minimum or maximum refuelling connection time) will be imposed in relation to any pit stops which include refuelling, in accordance with Article 18. The length of any other pit stops, apart from the mandatory Technical Pit Stop, is free.

The minimum refuelling time for cases B will be announced in the BOP for the Event together with the provisional maximum refuelling times per Brand for short stops. Both of these values may be amended by Bulletin from the Stewards or in the Supplementary Regulations for the Event.

218.5.1 Technical Pit Stop

Each car must complete one Technical Pit Stop, which must have a minimum duration of five (5) minutes from pit-in to pit out which must be commenced between the start of the 12th hour (race time 11:00:00) and before the end of the 22nd hour of the race (race time 21:59:59), including during Full Course Yellow or Safety Car procedures. The time at 'pit in' determines the start of the pit stop.

Any car failing to commence the Technical Pit Stop during the prescribed time will be given a stop-and-go penalty of at least an equivalent duration to the missed Technical Pit Stop as well as any other penalty deemed suitable by the Stewards.

Any pit stop of a duration (pit in to pit out) under 4 minutes 55 seconds will be disregarded and the car will be still expected to undertake a full Technical Pit Stop or be subject to the penalty above. A pit stop equal to or over 4 minutes 55 seconds but under 5 minutes will be considered a short Technical pit stop and will be given a stop-and-go penalty of the missing time as well as any other penalty deemed suitable by the Stewards.

218.5.2 Minimum and Maximum Driving Times

The maximum driving time for any driver is either the maximum imposed on them in the category in which they are competing according to Article 218.6 below, or a total of 11 hours if no other maximum time is imposed on them.

Except for cases of force majeure accepted as such by the Stewards, a penalty will be imposed on the car of any driver who exceeds these limits in accordance with Article 218.6 below.

The minimum driving time for any driver competing in the 24-hour race is two hours. Except for cases of force majeure accepted as such by the Stewards, a penalty will be imposed on the car of any driver who fails to complete the minimum driving time.

218.5.3 Continuous Driving Period

The maximum continuous driving time per driver will be equivalent to three times the MDS time at the Event, counted from the first time that a driver crosses the pit exit line (or takes the race start) until the next time the car crosses the pit exit line with a different driver behind the wheel, not including any time spent in the pits. This will be extended by 5 minutes should a Full Course Yellow or Safety Car be in operation during the final lap of a driver's last consecutive stint. After any continuous driving period of two hours or more, a minimum rest period of one hour is required.

218.6 DRIVER LIMITATION PER CUP

a) Limitations in Pro-Am
A driver from the Bronze category must be behind the wheel for a minimum of eight hours over the race duration. This time may be shared between the Bronze drivers in the line-up.
Additionally, in all Pro-Am cars, a Bronze driver must be behind the wheel for a minimum of one hour in the first six hours of the race, for a minimum of one hour during the second six-hour period, for a minimum of one hour during the third six-hour period and for a minimum of one hour during the final six-hour period.

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

A driver with a Bronze* derogation cannot contribute more than half of the minimum Bronze driving time. Regardless of his total driving time, only four hours may be counted towards the eight-hour minimum time.

b) <u>Driver Limitations in Bronze Cup</u>
In the Bronze Cup, the Bronze driver must contribute a minimum of four hours over the race, which must include one hour during the first six-hour period. The Platinum or Gold driver may contribute a maximum of eight (8) hours during the race. The Silver drivers will share the rest of the time, with the exception of Silver drivers marked as being 'Provisional' or 'Under Review' on the FIA Categorisation list, who may have further restrictions placed on their maximum driving time. For any other combinations of drivers, specific regulations will be given in the acceptance document. Except for force majeure recognised as such by the Stewards, penalties will be given by the Stewards to any Competitor failing to abide by these restrictions.

c) <u>Driver Limitations in the Gold Cup</u>
In the Gold Cup, the Silver driver(s) must complete a minimum of four hours over the race. If there is more than one Silver driver, they may share the time. Except for force majeure recognised as such by the Stewards, penalties will be given by the Stewards to any Competitor failing to abide by this restriction

218.7 PENALTIES FOR REFUELLING AND PIT STOP TIMES

218.7.1 Minimum refuelling times

If the measured refuelling time during a pit stop is shown on the timing system to be under the minimum refuelling time for that Event, a time penalty will be given according to the following calculations :

The missing time, calculated as the minimum refuelling time minus the actual refuelling time, will be rounded up to the next multiple of 5, before a further time penalty is added :

- 1st infraction : missing time rounded up to next multiple of 5 seconds + 10 seconds
- 2nd infraction : missing time rounded up to next multiple of 5 seconds + 15 seconds
- 3rd infraction : missing time rounded up to next multiple of 5 seconds + 20 seconds
- 4th infraction : missing time rounded up to next multiple of 5 seconds + 25 seconds

Any subsequent infractions may be given an additional penalty by the Stewards.

218.7.3 Maximum Refuelling times – Short refuelling pit stop

If the measured refuelling time during a short refuelling pit stop is shown to be over the maximum 'short stop' refuelling time for that Event, but below the minimum refuelling time, it will be deemed to be a breach of the minimum refuelling time.

The additional time, calculated as the actual refuelling time minus the maximum refuelling time, will be rounded up to the next multiple of 10, before a further time penalty is added :

- 1st infraction : missing time rounded up to next multiple of 10 seconds + 10 seconds
- 2nd infraction : missing time rounded up to next multiple of 10 seconds + 15 seconds
- 3rd infraction : missing time rounded up to next multiple of 10 seconds + 20 seconds
- 4th infraction : missing time rounded up to next multiple of 10 seconds + 25 seconds

Any subsequent infractions may be given an additional penalty by the Stewards.

218.8 Amendments to driving stints and pit stop times

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

223 TYRE LIMITATIONS DURING THE EVENT

NOTE : PLEASE SEE THE GENERAL TYRE REGULATIONS IN ARTICLE 506

	24H		Subsequent Endurance event
Total new tyres	30 Sets		
Total carryover tyres	2 sets from the Prologue may be included within the 30 sets		2 sets may be carried over from Spa to the next Endurance events
New tyres to be used IN QUALY	S1/D1-S2/D2-S3/D3-S4/D4		
SUPERPOLE	SET 0		

223.1 TYRE ALLOCATION

A maximum of 30 sets of tyres, purchased in accordance with Article 506.1, will be marked per car. One Joker tyre is automatically available in accordance with Article 223.2 These 30 sets of tyres may include two sets of carryover tyres from the Spa Prologue (see Article 23.3)

These sets must be used throughout the Competition, from free practice onwards.

For the qualifying sessions no more than three sets of dry-weather tyres per car may be used, four for cars in the Gold, Silver, Bronze or Pro-Am Cups with four drivers. These tyres must be marked before the start of the qualifying session and a barcode list will be issued by Pirelli.

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

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

For the avoidance of doubt, tyres may be changed at any point during the qualifying session but only the correct tyres designated for the relevant period may be used on track (i.e. S1 during Q1, S2 during Q2, etc.)

An additional set of new tyres (S0) will be authorised for the cars qualifying for the Superpole, on condition that dry-weather tyres are used during the Superpole, that the car actually takes part in the Superpole and sets a time during the session. An additional barcode list will be issued for this. After the Superpole session this set must be returned to Pirelli and cannot be used at any other point during the Competition. If, for any reason, the S0 set is not used during the Superpole, it will be remarked as one of the 30 sets of slick tyres authorised for that car. The tyre regulations for the Superpole may be amended according to the final format, up to and including in the Supplementary Regulations for the Event.

Barcodes of fitted tyres will be sent to the Technical Delegate periodically throughout the Competition and may be checked at any time.

In all cases, any infractions will be penalised by the Stewards

A maximum of two sets of tyres per car may be chosen to be carried over to subsequent Endurance Competitions only.

Additional clarifications or changes to the tyre limitations may be given in the appendix 1 for the Event or by Sporting note.

223.2 Joker Tyres and other Replacement tyres

a) Joker Tyres
Each car competing in the **CrowdStrike 24 Hours of Spa** has an automatic allocation of one joker tyre, which can be used to replace any tyre which has been damaged or is otherwise unusable. This can be obtained from Pirelli on simple request, providing the barcode of the tyre to be replaced.

b)**Additional New Tyres**
Apart from the joker tyre, any additional new tyres may only be issued with the agreement of the Stewards, on submission of a dossier from the Competitor explaining the situation and with confirmation from Pirelli that the original tyre(s) may no longer be used. Should the Stewards agree such a request, they may impose any penalty they consider appropriate.

c) Replacement of Tyres – all cases

If any tyres are damaged beyond use, they may be replaced by other tyres from within the team's allocation for the Event with the following conditions :

- Front and rear tyres may not be swapped
- If it is specified that a specific set of tyres must be reused, for example S1, S2 and S3 for the race, any replacement tyres within those sets must have already been used during the Event and cannot be new/stickered.

223.3 Tyre Changing Equipment

a) 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.

b) Electric wheel guns may be used on the grid, in the garage or awning and in scrutineering. Electric wheel guns may not be used in the pit lane. Cars using electric wheelguns in the pit lane will be reported to the Stewards.

223.4 Brake Operations during CrowdStrike 24 Hours of Spa.

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

1: During the refuelling, the tyres must be removed from the car by the two tyre mechanics (yellow armbands). They must then take the wheels, tyres, and the tyre changing equipment (wheel guns) out of the working zone.

2: Once refuelling has finished and the refuelling personnel and their equipment have been removed from the working zone, four mechanics may then enter the working zone to proceed with the brake operation, with the necessary tools, to proceed with the brake operations.

3: Once these four mechanics have finished and left the working zone, the two tyre mechanics (yellow armbands) must put the tyres (either new or the previous used tyres) back on according to the standard procedures in Article 32.

4: Once the tyre mechanics (yellow armbands) have put the car back on its wheels and taken themselves and the equipment from the working zone, the other operations listed in Article 33 may take place.

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

For the avoidance of doubt, this procedure must be followed in full, and cannot be altered depending on the number of discs changed or wheels to be removed.

235.4 EVENT FORMAT

235.4.1 FREE PRACTICE

There will be two free practice sessions lasting a maximum of 180 minutes in total. There will be no Parc Fermé after these sessions unless requested by the Stewards or as provided for in Article 512.1

235.4.3 NIGHT PRACTICE

There will be one Night Practice session, during which all drivers must satisfy the following criteria, regardless of the times achieved during the free practice sessions :

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

Any car whose drivers fail to complete the minimum Night Practice laps will be reported to Stewards. Except for cases of force majeure, any of the following penalties may be imposed :
• Drop of grid positions,
• Deletion of all qualifying laps,
• Stop-and-go penalty of a duration up to 5 minutes.

235.4.4 WARM-UP
There may be one warm-up which will take place the day before the race.

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

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

Qualifying will take place as follows :

Cars will be divided into three Groups :
Group A : Bronze Cup, & Pro-Am
Group B: Silver Cup &Gold Cup
Group C : Pro

Each session will last 10 minutes. As soon as the chequered flag is shown for one session, the fast lane will be open for the next. As soon as the last car from one session takes the chequered flag, the pit lane will open for the next session

a) Q1A : for 10 minutes, all cars driven by 'Group A Drivers 1' will be permitted on the track using the tyres nominated as S1.
b) Q1B : for 10 minutes, all cars driven by 'Group B Drivers 1' will be permitted on the track using the tyres nominated as S1.

The best time for each driver, which must be within 120% of the best time of the Q1 period, will be considered as T1.
If any cars in Group A and B are running with three drivers, they will not take part in this session.

c) Q2A : for 10 minutes, all cars driven by 'Group A Drivers 2' will be permitted on the track using the tyres nominated as S2.
d). Q2B : for 10 minutes, all cars driven by 'Group B Drivers 2' will be permitted on the track using the tyres nominated as S2.
e). Q2C: for 10 minutes, all cars driven by 'Group C Drivers 1 ' will be permitted on the track using the tyres nominated as S2

The best time for each driver, which must be within 120% of the best time of the Q2 period, will be considered as T2.

f) Q3A: for 10 minutes, all cars driven by 'Group A Drivers 3' will be permitted on the track using the tyres nominated as S3.
g) Q3B : for 10 minutes, all cars driven by 'Group B Drivers 3' will be permitted on the track using the tyres nominated as S3.

h) Q3C : for 10 minutes, all cars driven by 'Group C Drivers 3' will be permitted on the track using the tyres nominated as S3.

The best time for each driver, which must be within 120% of the best time of the Q3 period, will be considered as T3.

i) Q4A: for 10 minutes, all cars driven by 'Group A Drivers 'will be permitted on the track using the tyres nominated as S3.
l) Q4B : for 10 minutes, all cars driven by 'Group B Drivers 4' will be permitted on the track using the tyres nominated as S4.
m) Q4C : for 10 minutes, all cars driven by 'Group C Drivers 4' will be permitted on the track using the tyres nominated as S4.

The best time for each driver, which must be within 120% of the best time of the Q4 period, will be considered as T4.

Note that cars from Q4Aand Q4B must remain in the pit lane working area, at 45°, under parc fermé conditions, until the end of Q4C. At that point, any cars required for Scrutineering must proceed to the nominated location, while all other cars will be in parc fermé in their garages.

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

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

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

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

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

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

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

The top 20 cars according to the combined qualifying results will be eligible for the Superpole session according to the specific regulations below (see Article 235.4.6).

From the start of Q1 until the end of Q4 the following principles will apply :
- Any car which is pushed into its pit garage during that time will have all its times deleted until that point and will not be able to take any further part in the qualifying session.
- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of Q1 to the end of Q4. This includes

connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the Team/pit to the car.
- No blowers or fans may be used on or near the car.
- Skates or any other means to lift the car may be used to move cars in the working lane during or between qualifying periods from the start of Q1 until the start of Q4, but must not be used during Q4. They may be used at the end of Q4 to put the car into Parc Fermé if the car is not selected for scrutineering.
- No external batteries may be plugged in.
- Only the following work can take place on the car;
o Cleaning windscreens (inside and outside) and mirrors.
O Changing tyres (including placing them in the heating cupboard in case of a red flag).
O Changing drivers.
O Checking and adjusting tyre pressures.
O Engine fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
O Removing dirt, gravel or grass from the radiator.
O Adjusting mirrors or other similar adjustments for safety reasons.
O Repair of genuine accident damage with the approval of the Technical Delegate.
Should any other work be performed on the car, all times set until that point during the qualifying session (i.e. from the start of Q1 up until that point) will be deleted.

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

These regulations also apply during any red flag period during qualifying, unless otherwise indicated by the Race Director or Stewards.

235.4.6 SUPERPOLE

A superpole session will be organised to set the front rows of the grid. The final format of this session will be detailed in the Supplementary Regulations for the CrowdStrike 24 Hours of Spa.

237 GRID

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

The starting grid for the race will be drawn up in accordance with Articles 235.4 and 235.4.6, with precedence given to those cars which qualified for the Superpole.
Apart from the procedures set out above for the Superpole, any car that does not complete a timed lap will be placed at the back of the grid. If two or more cars fail to complete a timed lap, their order will be determined by the Stewards. In this case, a Competitor cannot appeal the decision of the Stewards.

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

Once the grid has been established in accordance with the Articles above, grid position penalties (if any) will be applied to the drivers in question in the order in which the related offences were committed.

Should, for any reason, it be impossible to hold the qualifying session, or the qualifying session is curtailed before times have been set during Q1, or after the end of Q1, the results of the second free-practice session will be used to set the starting grid. Nevertheless, at the sole discretion of the Stewards, the results of free practice 1 session may be used to set the grid should the results of free practice 2 be deemed to be unrepresentative (e.g. weather or repeated red flags). Should either session be used to set the grid, any

lap including notification for track limits will be deleted and a revised result sheet will be issued from which the grid will be produced.

If any one of the periods Q1, Q2, Q3 or Q4 cannot take place, the qualifying results will be based on the average time from each car based on the periods which have taken place. The drivers from the missing period will be qualified to take part in the race as long as they have set a time in free practice according to Article 34.2.

If two of the periods Q1, Q2, Q3 or Q4 cannot take place, qualifying will be based on the results of the two remaining periods. Drivers from the other sessions would be qualified to take part in the race as long as they have set a qualifying time in free practice according to Article 34.2

240. Wave-By

During the six- and twenty-four hour Endurance races (cases B or C), a 'Wave-By' procedure may take place at the end of any long Full Course Yellow period (determined as such by the Race Director), in order to allow each Cup to form up behind the category leader. Should the Race Director decide to provide a 'Wave-By' opportunity, the following procedure will take place. This procedure may be amended by Bulletin(s) from the Stewards during the season. Note that the Wave-By does not apply to cars in the Pro category even if the race leader is not a Pro car.

a) When the race is ready to resume at the end of the FCY period, the Race Director will announce via the timing screens and/ or the Team radio that a 'Wave-By' will be facilitated. From this point, the pit lane entry will be closed and no car may enter except to perform an 'Emergency Stop' as defined in b) below. The Safety Car will come on track in accordance with Article 40.1 and, once in front of the leader, a Safety Car period will proceed according to Article 40.2.

b) No car may enter the pit lane once it is closed in accordance with a) above except for an 'Emergency Stop' which is reserved only for the following cases :

- Cars running out of fuel
- Puncture (not flat spot)
- Mechanical issues
- Accident damage
- Driver risking overrunning the stint time or driver time

Any car entering to perform an Emergency Stop must notify Race Control and will be given a 20-second penalty to be added to the race time or served at the next pit stop, with the exception of stops for mechanical or accident damage which keeps the car in the pit lane for over two laps. Any car stopping for a reason which is not deemed to be an Emergency Stop will be referred to the Stewards who may award any penalty they consider necessary.

The maximum refuelling time authorised during an Emergency Stop will normally be the maximum short refuelling time for the Event, but may be amended by Bulletin from the Stewards.

c) If deemed appropriate, the Race Director will authorise a 'Wave-By' for any car that has their category leader behind them in the order circulating behind the Safety Car.

d) It is the duty of the competitor to determine if their car is eligible for a 'Wave-By'. Any car taking a Wave-By when they are deemed ineligible will be given a minimum penalty of a 5-minute stop-and-go penalty.

e) Cars eligible for the 'Wave-By' must, throughout the procedure, remain in line relative to each other, in the order initially established behind the Safety Car.

f) When instructed to do so, all the eligible cars (from all categories) must move to the right. Once the order 'Wave-By Commence' is given by the Race Director, they may overtake the other cars ahead of them and the Safety Car, remaining in the fixed order, and must catch up with the field as quickly as possible without affecting safety and take up their position at the rear of the cars behind the Safety Car.

g) Once all cars which have elected to perform a 'Wave-By' have overtaken the SC, the Race Director will announce 'Wave-By Completed' and the pit lane will be open and no further restrictions will be given on entering the pits.

h) Once the 'Wave By' cars have reached the end of the tail of cars behind the Safety Car, the SC will accelerate and perform a minimum of one fast lap.

i) There will be no wave-by at the following times :
   1. When the SC is called out during the first 30 minutes of a race
   2. When an FCY or SC procedure is called out during the last 90 minutes of a race
   3. When the time between the green flag at the end of one Safety Car period which included a 'Wave-By' procedure and the time at which the next long Full Course Yellow period (ie the moment at which the Full Course Yellow countdown reaches zero), is under 30 minutes. However, the Race Director may decide to allow a Wave By, in particular when there is a long sequence of FCY/SC periods close together.

j) Should the leading car in any category make an Emergency Stop during the 'Wave-By' procedure, the Race Director or his Deputy will announce the provisional change of leader over the Race Control radio.

241. SUSPENDING AND RESUMING THE RACE

241.1. SPECIAL CASE

Considering the number of cars in the CrowdStrike 24 Hours of Spa and the space available, cars may be lined up in columns in the order of arrival at the red flag line.

The length of the race suspension will not be added to the remaining time for the race.

Any car which has started a Technical Pit Stop prior to the red flag must cease work at the moment the red flag is shown and work may not recommence until Parc Fermé conditions are lifted. The car must then remain in the pit lane until the balance of the 5-minute Technical Pit Stop time has resumed and been completed, commencing from the moment the race resumes behind the Safety Car. Any questions concerning cars which were already in the pit lane before the red flag will be checked by the Race Director after the restart and any unauthorised work will be reported to the Stewards.

All stints will be paused at the time of the red flag and the same stint will resume when the race restarts, except for cars which were already in the pit lane completing a pit stop and who have completed a driver change as permitted above. The time spent in the pit lane under red flag will not be counted towards the driving time of any driver. The Stewards will take any further decisions about specific driving times depending on the circumstances.

245. PODIUM CEREMONY AND PRESS CONFERENCES

245.1 There will be a podium ceremony after the 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, 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 Licence or that of the Drivers for the podium flag for that car; any such requests must be made to the Promoter in writing.

Case B – 24-hour race
1: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Overall
2: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Gold Cup
3: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Silver Cup
4: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Bronze Cup
5: 1st GT Challenge Europe powered by AWS Endurance Pro-Am Cup
6: Coupe du Roi

Note that the order of the podiums may be altered by the Organisers.

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

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

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

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

245.6 The following drivers must proceed to the Press Conference
1: 1st, GT Challenge Europe powered by AWS Endurance Pro-Am Cup (TBC)
2: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Bronze Cup
3: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Silver Cup
4: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Gold Cup
5: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Cup Overall

245.7 Competitors are informed that additional press conferences may be announced during the season. They will be informed during the race weekend. Attendance at any such conference will be mandatory, and any requested drivers not present will be reported to the Stewards.

245.8 The Team Managers are responsible for ensuring that their drivers fulfil their obligations.
A fine will be imposed on any required driver who is absent except in a case of force majeure recognised as such by the Stewards.

245.9 Media Obligations

Teams and drivers are obliged to take part in any media activities which are included on the Official Timetable for the Event. Any Driver or Competitor who is absent may be reported to the Stewards who may, except in cases they recognise as force majeure, impose any penalty they consider appropriate.
This includes the Media Photos which are mandatory for the television graphics. Each driver must attend the photo session at the time communicated during their first Event at the season. Failure to do so will be reported to the Stewards.

250. KING'S CUP – COUPE DU ROI – SPORTING REGULATIONS

FOREWORD

The Coupe du Roi ('King's Cup') will take place during the CrowdStrike 24 Hours of Spa, a round of the GT Challenge Europe powered by AWS Series. It comprises one Cup Winners title for Manufacturers called the Coupe du Roi (King's Cup)

ELIGIBLE CARS

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

THE CUP

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

POINTS

Points will be allocated according to the following criteria :
a. Pole position
One point will be allocated to the Manufacturer of the car on pole position in each category, according to the final classification of the qualifying sessions and Superpole, subject to the provisions of Article 7.10.

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

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

Points will be scored in the Pro, Gold, Silver, Bronze and Pro-Am categories according to the following criteria:

- GT Challenge Europe powered by AWS Endurance Pro category : the results from the three (3) best classified cars of each make will count towards the Cup

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

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

Should more than three cars score points towards one Manufacturer in Pro, or more than two cars score points towards one Manufacturer in Gold, Silver or Bronze Cups or more than one in the Pro-Am Cup, the points scored by those other cars do not count towards the Coupe du Roi and will not be redistributed.

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

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

CHAPTER 4

CASE C – RACES WITH A SIX-HOUR DURATION

305 TITLES

305.1 DRIVERS

The **GT Challenge Europe powered by AWS Endurance Overall, Gold, Silver and Bronze Cups for Drivers** will be awarded to the driver(s) who has scored the highest number of points, taking into consideration all the results obtained in the relevant Cup during the Competitions run according to Article 4.2 Cases A, B and C which have taken place.

305.2 TEAMS

The **GT Challenge Europe powered by AWS Endurance Overall, Gold, Silver and Bronze 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 entered in the relevant Cup category during the Competitions run according to Article 4.2 Cases A, B and C (Endurance) 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.

306 POINTS

306.1 QUALIFYING

After qualifying, all drivers and the Team of the car setting the fastest average time overall as well as in the Endurance Gold, Silver and Bronze Cups will be awarded one point.

306.2 RACES

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

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

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

311 DRIVER LINE-UPS

CATEGORY	MAXIMUM LINE UPS		
PRO CATEGORY	Any Driver Categorisation		
GOLD CUP	GOLD	GOLD	SILVER
SILVER CUP	SILVER	SILVER	SILVER
BRONZE CUP	PLATINUM	SILVER	BRONZE°

The Bronze Cup is reserved for line-ups with a Bronze driver who is not a former professional driver (Gold or Platinum) unless they have proven in recent seasons to be racing at a standard Bronze level of performance. All line-ups must be assessed and approved (See Article 11.3.1).

312 DRIVER NUMBERS AND LIMITS

a) Throughout any Competition, no fewer and no more than three drivers may drive one and the same car (except as provided for in b) below). Drivers must be designated as Driver 1, Driver 2 and Driver 3 before the end of the administrative checks. After this point, no changes may be made to the driver order without the approval of the Stewards.

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

In the GT Challenge Europe powered by AWS Endurance Bronze Cup, two drivers may be allowed to compete for a Team, subject to the approval of the SRO Sporting Board, on condition that one of the drivers is Bronze.

If such a pairing is authorised, the following conditions apply:

- For a Gold/Bronze or Platinum/Bronze line-up
  - the Bronze driver must compete in two qualifying periods. The Team may choose which sessions at the time of driver nomination. The car must compete in all three qualifying periods.
  - The 'Pro' driver, who may be Gold or Platinum, must compete in one qualifying period
  - The Pro driver has a maximum of 2 (MDS-5) minutes during the race (extended to 2 (EDS-5) minutes if a Safety Car or Full Course Yellow period is in operation during the second stint).

- For a Silver/Bronze line-up
  - the Silver driver must compete in the first and third qualifying periods.
  - The car must compete in all three qualifying periods
  - The Bronze driver must compete in the second qualifying period
  - During the race, the Bronze driver must drive a minimum of two stints, each of a minimum of (MDS-5) minutes

c) Two-Driver pairs in the GT Challenge Europe powered by AWS Endurance Cup Gold and Silver Cup

In the Gold Cup and Silver Cup, two-driver pairings will only be accepted in cases of force majeure accepted as such by the SRO Sporting Board before the Event has started, or by the Stewards during the Event. No line-up may run with two drivers in more than one race during the season. Conditions such as the driving times for each driver will be given and additional time or weight penalties may be imposed by the SRO Sporting Board.

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

In the Pro category, two-driver pairings are not allowed.

318 DRIVING STINTS AND PIT STOPS

318.4 MAXIMUM DRIVING STINT

The maximum driving stint time (MDS) will be given per event, as well as an extended maximum stint time (EDS). The time for each Event will be given in a Stewards Bulletin. A provisional table of the MDS and EDS for the 2026 season is given below, as well as the number of mandatory pit stops.

Provisional Stint Times – Endurance Cup			
	MDS Maximum Driving Stint Time	EDS Extended Stint Time (for stints including FCY/SC)	Nr of Mandatory Stops
Paul Ricard	60	65	N/A

All stint times are rounded down to the nearest minute

318.5 PIT STOPS

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

Restrictions (in terms of either a minimum or a maximum refuelling connection time) will be imposed on all pit stops including refuelling, in accordance with Article 18.1. The length of any other pit stops is free.

The minimum refuelling time for Case C will be announced in the BOP for the Event together with the provisional maximum refuelling times per Brand for short stops. Both of these values may be amended in accordance with Article 507.1.

The total maximum driving time per driver is 140 minutes (two hours and twenty minutes) except in the cases referred to in Article 312 b. This time is taken by adding any stints by that driver, excluding time spent in the pits. Except for force majeure recognised as such by the Stewards, a penalty will be imposed on the car of any driver who exceeds this limit.

318.6 AMENDMENTS TO PIT STOP TIMES

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

318.7 PENALTIES FOR REFUELLING AND PIT STOP TIMES

318.7.1 Minimum refuelling times

If the measured refuelling time during a pit stop is shown on the timing system to be under the minimum refuelling time for that Event, a time penalty will be given according to the following calculations :

The missing time, calculated as the minimum refuelling time minus the actual refuelling time, will be rounded up to the next multiple of 5, before a further time penalty is added :

- 1st infraction : missing time rounded up to next multiple of 5 seconds + 10 seconds
- 2nd infraction : missing time rounded up to next multiple of 5 seconds + 15 seconds
- 3rd infraction : missing time rounded up to next multiple of 5 seconds + 20 seconds
- 4th infraction : missing time rounded up to next multiple of 5 seconds + 25 seconds

Any subsequent infractions may be given an additional penalty by the Stewards.

318.7.3 Maximum Refuelling times – Short refuelling pit stop

If the measured refuelling time during a short refuelling pit stop is shown to be over the maximum 'short stop' refuelling time for that Event, but below the minimum refuelling time, it will be deemed to be a breach of the minimum refuelling time.

The additional time, calculated as the actual refuelling time minus the maximum refuelling time, will be rounded up to the next multiple of 10, before a further time penalty is added :

- 1st infraction : missing time rounded up to next multiple of 10 seconds + 10 seconds
- 2nd infraction : missing time rounded up to next multiple of 10 seconds + 15 seconds
- 3rd infraction : missing time rounded up to next multiple of 10 seconds + 20 seconds
- 4th infraction : missing time rounded up to next multiple of 10 seconds + 25 seconds

Any subsequent infractions may be given an additional penalty by the Stewards.

323 TYRE LIMITATIONS DURING THE EVENT

NOTE : PLEASE SEE THE GENERAL TYRE REGULATIONS IN ARTICLE 506

	6H First Event		6H Not First Event
Total new tyres	10 sets		9 sets
Total carryover tyres	0 sets		Any previous marked set
New tyres to be used throughout the Event	S1-S2-S3-S4 -S5-S6-S7-S8-S9-S10		
Tyre for qualifying	S1-S2-S3		S1-S2-S3
Tyre for race	S1/D1-S2/D2-S3/D3 + S4 -S5-S6-S7-S8-S9-S10		S1/D1-S2/D2-S3/D3
Carry over to be used in FP only	-		Any previous marked set

323.1 TYRE ALLOCATION

For the 6-hour race, ten sets of tyres may be marked at the time specified in the Official Timetable and may be used during the Competition.

Three sets of the tyres registered as new for the Event, S1, S2 and S3, must be designated for use during qualifying and the Race.

- S1 must be used by Driver 1 during Q1 and during one of Driver 1's stints during the Race
- S2 must be used by Driver 2 during Q2 and during one of Driver 2's stint during the Race
- S3 must be used by Driver 3 during Q3 and during one of Driver 3's stint during the Race.

No other tyres may be used than those designated for each Qualifying session, unless the session is declared wet and wet-weather tyres are used. Any Team failing to comply with this will be reported to the Stewards.

If wet-weather tyres are used during Qualifying, there is no obligation to change tyres for each Driver during Qualifying. The obligation to use S1, S2 and S3 by Driver 1, Driver 2 and Driver 3 respectively during the Race remains.

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

For the avoidance of doubt, tyres may be changed at any point during the qualifying session but only the correct tyres designated for the relevant period may be used on track (i.e. S1 during Q1, S2 during Q2, etc.)

Additional clarifications or changes to the tyre limitations may be given in the appendix 1 for the Event or by Sporting note.

323.2 Joker Tyres and other Replacement tyres

a) Joker Tyres

Each car competing in the GT Challenge Europe powered by AWS Series has an allocation of one joker tyre per Competition, which can be used to replace any tyre which has been damaged or is otherwise unusable. The use of a joker tyre will only be authorised on information from the Race Director that the car was involved in a related Incident or other on-track occurrence, and confirmation from the tyre Manufacturer and/or Technical Delegate that the tyre to be replaced may no longer be safely used. A formal request

must be made in writing using the official Joker Tyre form and must include the reference of the damaged tyre and the reference of the tyre replacing it. The form must be signed by the Race Director and Technical Delegate before submission to Pirelli. If no joker tyre is requested during a Competition, the joker tyre allocation for that Competition is considered to have lapsed and cannot be carried over to the next Competition. The joker tyre form must be sent by electronic means (email or Team Messaging System).

b) Additional New Tyres

Apart from the joker tyre, any additional new tyres may only be issued with the agreement of the Stewards, on submission of a dossier from the Competitor explaining the situation and with confirmation from Pirelli that the original tyre(s) may no longer be used. Should the Stewards agree such a request, they may impose any penalty they consider appropriate.

c) Replacement of Tyres – all cases

If any tyres are damaged beyond use, they may be replaced by other tyres from within the team's allocation for the Event with the following conditions :

- Front and rear tyres may not be swapped
- If it is specified that a specific set of tyres must be reused, for example S1, S2 and S3 for the race, any replacement tyres within those sets must have already been used during the Event and cannot be new/stickered.

323.3 Tyre Changing Equipment

a) 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.

b) Electric wheel guns may be used on the grid, in the garage or awning and in scrutineering. Electric wheel guns may not be used in the pit lane. Cars using electric wheelguns in the pit lane will be reported to the Stewards.

335.4 EVENT FORMAT

335.4.1 Free Practice

There will be two free practice sessions of a maximum of 180 minutes in total, which may be divided into sessions according to the Official Timetable of the Event. There will be no Parc Fermé after this session unless requested by the Stewards or as provided for in Article 512.1

335.4.3 Qualifying

There will be one qualifying practice session, including a maximum of 60 minutes effective racing time, and divided into three periods; there may be a break between each one and the next. Except for cases of force majeure, recognised as such by the Stewards, all drivers must complete at least one timed lap, not including in and out laps, during one qualifying period in order to qualify for the race.

Cars with permission to race with two drivers according to Article 312 b) must follow the requirements detailed in that Article concerning the designation of Driver 1, Driver 2 and Driver 3, as well as any requirements in the confirmation document from the SRO Sporting Board.

Qualifying will take place as follows :

Cars will be divided into two Groups :
Group A : Bronze Cup & Silver Cup
Group B: Gold Cup & Pro

Each session will last 10 minutes. As soon as the chequered flag is shown for one session, the fast lane will be open for the next. As soon as the last car from one session takes the chequered flag, the pit lane will open for the next session

a) Q1A : for 10 minutes, all cars driven by 'Group A Drivers 1' will be permitted on the track using the tyres nominated as S1.
b) Q1B : for 10 minutes, all cars driven by 'Group B Drivers 1' will be permitted on the track using the tyres nominated as S1.

The best time for each driver, which must be within 120% of the best time of the Q1 period, will be considered as T1.

c) Q2A : for 10 minutes, all cars driven by 'Group A Drivers 2' will be permitted on the track using the tyres nominated as S2.
d) Q2B : for ten minutes, all cars driven by 'Group B Drivers 2' will be permitted on the track using the tyres nominated as S2.

The best time for each driver, which must be within 120% of the best time of the Q2 period, will be considered as T2.

e) Q3A: for 10 minutes, all cars driven by 'Drivers 3' will be permitted on the track using the tyres nominated as S3.
f) Q3B : for 10 minutes, all cars driven by 'Drivers 3' will be permitted on the track using the tyres nominated as S3.

The best time for each driver, which must be within 120% of the best time of the Q3 period, will be considered as T3.

Note that cars from Q3A must remain in the pit lane working area, at 45°, under parc fermé conditions, until the end of Q3B. At that point, any cars required for Scrutineering must proceed to the nominated location, while all other cars will be in parc fermé in their garages.

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

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

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

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

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

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

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

- Any car which is pushed into its pit garage during that time will have all its times deleted until that point and will not be able to take any further part in the qualifying session.
- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of Q1 to the end of Q3. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the Team/pit to the car.
- No blowers or fans may be used on or near the car.
- Skates or any other means to lift the car may be used to move cars in the working lane during or between qualifying periods from the start of Q1 until the start of Q3 but must not be used during the Q3 period. They may be used at the end of Q3 to put the car into Parc Fermé if the car is not selected for scrutineering.
- No external batteries may be plugged in.
- Only the following work can take place on the car;
    - o Cleaning windscreens (inside and outside) and mirrors.
    - o Changing tyres (including placing them in the heating cupboard in case of a red flag).
    - o Changing drivers.
    - o Checking and adjusting tyre pressures.
    - o Engine fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
    - o Removing dirt, gravel or grass from the radiator.
    - o Adjusting mirrors or other similar adjustments for safety reasons.
    - o Repair of genuine accident damage with the approval of the Technical Delegate.
    - o Sanitising cockpit & steering wheel in line with Covid-19 procedures.

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

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

These regulations also apply during any red flag period during qualifying, unless otherwise indicated by the Race Director or Stewards.

335.4.4 Split Qualifying Session

Depending on the circuit configuration and the number of cars entered in the Competition, each qualifying practice session may be split into two, with the grid divided into groups. Should the decision be taken to split the grid, teams will be informed of this in the Appendix 1 document for the Competition, a Sporting Note or by a Bulletin from the Stewards if the Event has started. The Procedure to be followed will be detailed in a Sporting Note or Bulletin.

337 GRID

337.1 At the end of the qualifying practice, the average time calculated according to the times set by each car in Q1, Q2 and Q3 will be published officially.

The starting grid for the race will be drawn up according to Article 37.4.

Once the grid has been established in accordance with the Articles above, grid position penalties (if any) will be applied to the drivers in question in the order in which the related offences were committed.

Should, for any reason, it be impossible to hold the qualifying session, or the qualifying session is curtailed before times have been set, the results of the second free practice session will be used to set the starting grid. Nevertheless, at the sole discretion of the Stewards, the results of free practice 1 session may be used to set the grid should the results of free practice 2 be deemed to be unrepresentative (e.g. weather or

repeated red flags). Should either session be used to set the grid, any lap including notification for track limits will be deleted and a revised result sheet will be issued from which the grid will be produced.

If any one of the periods Q1, Q2 or Q3 cannot take place, the qualifying results will be based on the average time from each car based on the periods which have taken place. The drivers from the missing session will be qualified to take part in the race as long as they have set a time in free practice according to Article 34.2

If two of the periods Q1, Q2 or Q3 cannot take place, qualifying will be based on the results of the remaining session. Drivers from the other periods would be qualified to take part in the race as long as they have set a qualifying time in free practice according to Article 34.2.

340. Wave-By

During the six- and twenty-four hour Endurance races (cases B or C), a 'Wave-By' procedure may take place at the end of any long Full Course Yellow period (determined as such by the Race Director), in order to allow each Cup to form up behind the category leader. Should the Race Director decide to provide a 'Wave-By' opportunity, the following procedure will take place. This procedure may be amended by Bulletin(s) from the Stewards during the season. Note that the Wave-By does not apply to cars in the Pro category even if the race leader is not a Pro car.

i) When the race is ready to resume at the end of the FCY period, the Race Director will announce via the Team radio and the timing screens that a 'Wave-By' will be facilitated. From this point, the pit lane entry will be closed and no car may enter except to perform an 'Emergency Stop' as defined in b) below. The Safety Car will come on track in accordance with Article 40.1 and, once in front of the leader, a Safety Car period will proceed according to Article 40.2

j) No car may enter the pit lane once it is closed in accordance with a) above except for an 'Emergency Stop' which is reserved only for the following cases :

- Cars running out of fuel
- Puncture (not flat spot)
- Mechanical handicap
- Accident damage
- Driver risking overrunning the stint time or driver time

Any car entering to perform an Emergency Stop must notify Race Control and will be given a 30-second penalty to be added to the race time or served at the next pit stop, with the exception of stops for mechanical or accident damage which keeps the car in the pit lane for over two laps. Any car stopping for a reason which is not deemed to be an Emergency Stop will be referred to the Stewards who may award any penalty they consider necessary.

k) If deemed appropriate, the Race Director will authorise a 'Wave-By' for any car that has their category leader behind them in the order circulating behind the Safety Car.

l) It is the duty of the competitor to determine if their car is eligible for a 'Wave-By'. Any car taking a Wave-By when they are deemed ineligible will be given a minimum penalty of a 5-minute stop-and-go penalty.

m) Cars eligible for the 'Wave-By' must, throughout the procedure, remain in line relative to each other, in the order initially established behind the Safety Car.

n) When instructed to do so, all the eligible cars (from all categories) must move to the right. Once the order 'Wave-By Commence' is given by the Race Director, they may overtake the other cars ahead of them and the Safety Car, remaining in the fixed order, and must catch up with the field

as quickly as possible without affecting safety and take up their position at the rear of the cars behind the Safety Car.

o) Once all cars which have elected to perform a 'Wave-By' have overtaken the SC, the Race Director will announce 'Wave-By Completed' and the pit lane will be open and no further restrictions will be given on entering the pits.

p) Once the 'Wave By' cars have reached the end of the tail of cars behind the Safety Car, the SC will accelerate and perform a minimum of one fast lap.

i) There will be no wave-by at the following times :

q) When the SC is called out during the first 30 minutes of a race

r) When an FCY or SC procedure is called out during the last 30 minutes of a race

s) When the time between the green flag at the end of one Safety Car period which included a 'Wave-By' procedure and the time at which the next long Full Course Yellow period (ie the moment at which the Full Course Yellow countdown reaches zero), is under 30 minutes. However, the Race Director may decide to allow a Wave By, in particular when there is a long sequence of FCY/SC periods close together.

k) Should the leading car in any category make an Emergency Stop during the 'Wave-By' procedure, the Race Director or his Deputy will announce the provisional change of leader over the Race Control radio.

345. PODIUM CEREMONY AND PRESS CONFERENCES

345.1 There will be a podium ceremony after the 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, 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 Licence or that of the Drivers for the podium flag for that car; any such requests must be made to the Promoter in writing.

1: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Overall
2: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Gold Cup
3: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Silver Cup
4: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Endurance Cup Bronze Cup

Note that the order of the podiums may be altered by the Organisers.

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

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

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

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

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

345.7 Competitors are informed that additional press conferences may be announced during the season. They will be informed during the race weekend. Attendance at any such conference will be mandatory, and any requested drivers not present will be reported to the Stewards.

345.8 The Team Managers are responsible for ensuring that their drivers fulfil their obligations.
A fine will be imposed on any required driver who is absent except in a case of force majeure recognised as such by the Stewards.

345.9 Media Obligations
Teams and drivers are obliged to take part in any media activities which are included on the Official Timetable for the Event. Any Driver or Competitor who is absent may be reported to the Stewards who may, except in cases they recognise as force majeure, impose any penalty they consider appropriate.
This includes the Media Photos which are mandatory for the television graphics. Each driver must attend the photo session at the time communicated during their first Event at the season. Failure to do so will be reported to the Stewards.

CHAPTER 5

CASE D – TWO RACES WITH A ONE-HOUR DURATION – SPRINT RACE

405 TITLES

405.1 DRIVERS

The **GT Challenge Europe powered by AWS Sprint Overall, Gold, Silver and Bronze Cups for Drivers** will be awarded to the driver(s) who has scored the highest number of points, taking into consideration all the results obtained in the relevant Cup during the Competitions run according to Article 4.2 case D (Sprint) which have taken place.

405.2 TEAMS

The **GT Challenge Europe powered by AWS Sprint Overall, Gold, Silver and Bronze 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 4.2 case D (Sprint) 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.

406 POINTS

406.1 QUALIFYING

- After the Q1 session, the drivers and the Team of the car setting the fastest time overall as well as in the GT Challenge Europe powered by AWS Sprint Gold, Silver, and Bronze Cups will be awarded one point.
- After the Q2 session, the drivers and the Team of the car setting the fastest time overall as well as in the GT Challenge Europe powered by AWS Sprint Gold, Silver, and Bronze Cups will be awarded one point

406.2 RACES

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

1st: 16.5 points
2nd: 12 points
3rd: 9.5 points
4th: 7.5 points
5th: 6 points
6th: 4.5 points
7th: 3 points
8th: 2 points
9th : 1 point
10th: 0.5 points

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

411 DRIVER LINE-UPS

CATEGORY	MAXIMUM LINE UPS	
PRO CATEGORY	Any Driver Categorisation	
GOLD CUP	GOLD	SILVER
SILVER CUP	SILVER	SILVER
BRONZE CUP	PLATINUM	BRONZE°

The Bronze Cup is reserved for line-ups with a Bronze driver who is not a former professional driver (Gold or Platinum) unless they have proven in recent seasons to be racing at a standard Bronze level of performance. All line-ups must be assessed and approved (See Article 11.3.1)

412 DRIVER NUMBERS AND LIMITS

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

For each car, the Team Manager of each Team must designate the "Driver 1" and the "Driver 2" for each Competition before the end of the administrative checks. After this point, no changes may be made to the driver order without the approval of the Stewards.

With the exception of the Bronze Cup, or line-ups with derogations or other permissions from the Sporting Board, the Team may choose Driver 1 / Driver 2.

For the Bronze Cup, the Bronze Driver will be Driver 2.

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

In cases of force majeure during an Event, the Stewards, in consultation with the SRO Sporting Board, may allow a driver to race alone with a minimum pit stop time.

418 DRIVING STINTS AND PIT STOPS

A mandatory pit stop is to be carried out during each of the races. Depending on the circuit configuration, the number of cars entered and the length of the pit lane, the pit window may be split.
The decision to split the pit window will be announced in the Appendix 1 document, or by a Bulletin from the Stewards.

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

All four tyres must be changed during the mandatory pit stop. In the case where wet tyres are being used, the tyres will be considered to have been changed if they are removed, taken behind the line, and then the same tyres are placed back on the car.

418.1 Option 1 : Single Pit Window
All cars must cross the pit entry line from 25:00:00 after the official start of the race until 34:59.99 after the official start of the race.

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

418.2 Option 2 : Split Pit Window
The procedure for a split pit window will be as follows :

I. The cars will be divided into two groups :

Race 1

- Group A: cars in Pro and Gold categories
- Group B: cars in Silver and Bronze categories

Race 2

- Group A: cars in Silver and Bronze categories
- Group B: cars in Pro and Gold categories

If necessary, the composition of the Groups may be altered for a better balance.

II. Race
All the cars in Group A must cross the pit entry line from 25:00:00 after the official start of the race until 29:59.99 after the official start of the race.
All the cars in Group B must cross the pit entry line from 30:00:00 after the official start of the race until 34:59:99 after the official start of the race.

III. Should a car perform its mandatory pit stop having entered the pit lane before or after the times given for their Group above it will be reported to the Stewards who will impose a minimum penalty of a stop-and-go.

IV. In terms of safety car or red flag, the term pit window will refer to the full period from 25:00:00 to 35:00:00 regardless of the groups above.

418.3 If the Safety Car is on track or a Full Course Yellow period is in operation at the time when the pit window is scheduled to open (25:00 after the start of the race) the pit window will be delayed. The pit window will be opened immediately after the green flag is shown at the end of the SC or FCY period. At the end of a Safety Car period, all cars must take the green flag at the Line before pitting. The pits will remain open for the mandatory stops for 10 minutes after the green flag was shown. Any pit stops taken before the start of the new pit window, or before the car has taken the green flag on track, will not count as the mandatory pit stop.
If, due to situations of Force Majeure, the Race Director decides not to delay the pit window, all teams will be informed on the Team Radio and Timing Screens that the window will open as originally scheduled.

418.4 If the Race Director decides for any other reason than given in Article 418.3 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 timing monitors and the radio. A new pit window will be communicated, the start time of which will be given in terms of the time remaining in the race. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

418.5 Should the Safety Car be called on track, or a Full Course Yellow period be declared, during the pit window, the Race Director may extend the time of the pit window by a time between one and three minutes.

418.6 PIT STOP TIMES – BRONZE CUP

A minimum pit stop time will be imposed for the Bronze Cup for Sprint races. The pit stop time will be issued for each Competition in a Bulletin from the Stewards. Any relevant car whose pit stop time is less than the given time between pit in and pit out will be given a penalty by the Stewards.

There will be a one-second tolerance which can be used once during the Competition (ie once during the two races).

For single-driver cars according to Article 412, a minimum pit stop time between pit entry and pit exit will be applied which must be adhered to. This time will be published in a Bulletin from the Stewards at each Competition.

For all cases where minimum pit stop times have been applied, e.g for the Bronze Cup or for solo drivers, if the pit stop time, measured between pit in and pit out, of any car is under the mandatory pit stop time for that car as published in the Bulletin for that particular Competition, the minimum penalties will be as follows :

- Under one second for the first time in an Event : use of the joker second
- Under one second for the second time in an event: 10 second time penalty to be added to the race time
- Over 1 second: time penalty of 10 seconds plus the missing time, rounded up to the next full second

418.7 AMENDMENTS TO PIT STOP TIMES

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

423 TYRE LIMITATIONS DURING THE EVENT

NOTE : PLEASE SEE THE GENERAL TYRE REGULATIONS IN ARTICLE XX

423.1 TYRE ALLOCATION

a) Full-season Competitors in the GT Challenge Europe powered by AWS Sprint Cup

	First Event / Option 1	First Event /Option 2	Subsequent Events
Total new tyres	7 sets	5 sets	5 sets
Total carryover tyres	0 sets	2 sets	2 sets
New tyres to be used throughout the Event	S1-S2-S3-S4-S5-S6-S7	S1-S2-S3-S4-S7	S1-S2-S3-S4-S7
Qualifying	S1 for Q1 S4 for Q2	S1 for Q1 S4for Q2	S1 for Q1 S4 for Q2
Carry over to be used in FP only	-	S5 - S6	S5 – S6
Race 1	S1 for Driver 1 S3 for Driver 2	S1 for Driver 1 S3 for Driver 2	S1 for Driver 1 S3 for Driver 2
Race 2	S2 for Driver 1 S4 for Driver 2	S2 for Driver 1 S4 for Driver 2	S2 for Driver 1 S4 for Driver 2

b) Single-event Competitors at their first Event only. For further Events, see a) above.

	First Event
Total New Tyres	7 sets
New Tyres to be used throughout the Event	S1-S2-S3-S4-S5-S6 - S7
Race 1	S1 for Driver 1 S3 for Driver 2
Race 2	S2 for Driver 1 S4 for Driver 2

Qualifying	S1 for Q1 S4 for Q2

Notes :
1: Full-season Competitors in the GT Challenge Europe powered by AWS may choose between option 1 and option 2 in table a) for the first Sprint Event of the season

2: Full-season Competitors in the Endurance Cup taking part in their first Sprint Cup Event as a single-event Competitor may choose between option 1 and option 2 in table a) for their first Event.

3: All quantities given are the maximum. Competitors do not have to take all the possible tyres.

4: Note that no other tyres may be used in Qualifying than the set listed above. In case of punctures or other damage, a tyre must be used from those allocated to the Event and must be shown to the Technical Delegate.

5: The ten fastest drivers in each qualifying session, according to the final qualifying results of the session, must start their race on the tyres they used in Qualifying.

423.2 Joker Tyres and other Replacement tyres

a) Joker Tyres

Each car competing in the GT Challenge Europe powered by AWS Series has an allocation of one joker tyre per Competition, which can be used to replace any tyre which has been damaged or is otherwise unusable. The use of a joker tyre will only be authorised on information from the Race Director that the car was involved in a related Incident or other on-track occurrence, and confirmation from the tyre Manufacturer and/or Technical Delegate that the tyre to be replaced may no longer be safely used. A formal request must be made in writing using the official Joker Tyre form and must include the reference of the damaged tyre and the reference of the tyre replacing it. The form must be signed by the Race Director and Technical Delegate before submission to Pirelli. If no joker tyre is requested during a Competition, the joker tyre allocation for that Competition is considered to have lapsed and cannot be carried over to the next Competition. The joker tyre form must be sent by electronic means (email or Team Messaging System).

b) Additional New Tyres

Apart from the joker tyre, any additional new tyres may only be issued with the agreement of the Stewards, on submission of a dossier from the Competitor explaining the situation and with confirmation from Pirelli that the original tyre(s) may no longer be used. Should the Stewards agree such a request, they may impose any penalty they consider appropriate.

c) Replacement of Tyres – all cases

If any tyres are damaged beyond use, they may be replaced by other tyres from within the team's allocation for the Event with the following conditions :

- Front and rear tyres may not be swapped.
- If it is specified that a specific set of tyres must be reused, for example S1, S2 and S3 for the race, any replacement tyres within those sets must have already been used during the Event and cannot be new/stickered.
- Carryover tyres may not be used after Free Practice 2.

423.3 Tyre Changing Equipment

a) 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.

b) Electric wheel guns may be used, including in the pit lane.

423.4 Nomination of Tyres
Should dry-weather tyres be used :

Driver 1 must use S1 of tyres for Qualifying 1 and to start Race 1. Driver 2 in Race 1 must use S3.
Driver 2 must use S4 of tyres for Qualifying 2 and to start Race 2. Driver 1 in Race 2 must use S2.

Any changes to this may only be allowed due to force majeure, and must be notified and ratified by the Stewards. Sporting penalties (such as a pit stop time penalty) may be given.

431 REFUELLING
431.1 Free practice
During the free practice session(s), refuelling is allowed only in the Teams' pit garages with all necessary safety procedures in place.

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

431.3 Races
Refuelling is forbidden during the races.

433. OTHER OPERATIONS IN THE PITS

433.2 Other operations may be carried out on the car when any tyre changes have finished and the mechanics undertaking the wheel changes and their equipment are no longer in the working area.

At all other times, the following apply :

Personnel authorised in the pit lane working area after tyre changes, for maintenance, repairs and driver changes:
- 1 Car Controller.
- A maximum of 4 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
- A Data Technician may download data from the car by cable, card or data stick without performing any other task. The Data Technician does not require an armband.
- The driver exiting the car may assist the driver replacing him.
- Any other Team members standing in the working area (working lane, Article 28.4) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 10.4.

434 FREE PRACTICE, and QUALIFYING PRACTICE

435. EVENT FORMAT

435.4.1 Free Practice
There will be two free practice sessions, each of a minimum of 60 minutes and a maximum of 80 minutes, according to the Official Timetable of the Event. There will be no Parc Fermé after free practice unless requested by the Stewards or as provided for in Article 512.1.

435.4.2 Bronze/Silver Session
If there are more than 12 cars entered in the Competition which include at least one driver categorised Bronze or Silver in the line-up, the first section of the free practice **1** session will be reserved for drivers who have been categorised as Silver or Bronze, including drivers with derogations as Silver* or Bronze*.
Silver or Bronze drivers who have been given exceptional permission to race alone in accordance with Article 412 will not be authorised to take part in **this part of the** session.

This section will last 30 minutes (for free practice sessions of 60 minutes) or 40 minutes (for all other durations) The exact duration will be specified in the Official Timetable. After the end of the section, all drivers will be able to take part for the remainder of the session.

Should fewer than 12 cars be eligible for such a section, then all cars will be authorised to take part in the full session.

In the case that, for any reason, the qualifying session cannot take place, or the periods Q1 or Q2 are stopped before times can be set, the best time from each driver during the second free practice session will be used to set the grid.
If Q1 is so affected, the best time from Driver 1 will set the grid for race 1
if Q2 is so affected, the best time from Driver 2 will set the grid for race 2.
Nevertheless, at the sole discretion of the Stewards, the results of free practice 1 session may be used to set the grid should the results of free practice 2 be deemed to be unrepresentative (eg weather or repeated red flags). Should either session be used to set the grid, any lap including notification for track limits will be deleted and a revised result sheet will be issued from which the grid will be produced.

435.4.3 Not in use

435.4.4 Qualifying
No driver may take the start of either race without completing one timed lap (not including in- and out-laps) in the relevant qualifying sessions except in a case of force majeure duly recognised as such by the Stewards.
Drivers who set a time within 120% of the fastest time during free practice may be authorised by the Stewards to take the start of the race. Permission must be obtained from the Stewards for any such drivers in order to be allowed to take the start of the race.

For Events run over three days, there will be two 10-minute qualifying practice sessions, Q1 to take place on Saturday and Q2 on Sunday.

Driver 1 will take part in Q1
Driver 2 will take part in Q2

In accordance with Article 412, any driver given permission to race alone will be both Driver 1 and Driver 2 and will take part in both Q1 and Q2.

For Events run over two days, Q1 and Q2 will be combined into one session with a 10-minute gap between the periods as follows :
a) From 0:00 to 0:10 – first period (Q1)
b) From 0:20 to 0:30 – second period (Q2)
In accordance with 435.4.5, a qualifying session is defined as starting from the green flag for the start of the first period until the end of the final period if multiple qualifying sessions are combined into one session.

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

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

A qualifying session is defined as starting from the green flag for the start of the first period, until the end of the final period if multiple qualifying sessions are combined into one session during Events taking place over two days.

At no time will competing cars be allowed in their pit garage or the paddock areas until the relevant qualifying session (or combination of qualifying periods) has ended. Any car pushed into their garage or entering the paddock will lose all times for that period. However, should this happen in the first of two combined sessions for Events over two days, with permission from the Technical Delegate, the car may be allowed to take part in the second period.

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

- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of the session until the end of the session or combination of sessions. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the Team/pit to the car.
- No blowers or fans may be used on or near the car.
- For the use of skates, refer to 35.12
- No external batteries may be plugged in.
- Only the following work can take place on the car;
    - Cleaning windscreens (inside and outside) and mirrors.
    - Placing tyres in the heating cupboard in case of a red flag.
    - Changing tyres if sessions are combined, or in case of puncture or other damage noted by the Technical Director. Note that only one set of tyres may be used during each session.
    - Changing drivers.
    - Checking and adjusting tyre pressures.
    - Engine fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
    - Removing dirt, gravel or grass from the radiator.
    - Adjusting mirrors or other similar adjustments for safety reasons.
    - Repair of genuine accident damage with the approval of the Technical Delegate.

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

These regulations also apply during any red flag period during qualifying, unless otherwise indicated by the Race Director or Stewards.

After the end of each qualifying session, all cars will be under Parc Fermé regulations. Except for the cars selected for scrutineering by the Technical Delegate, they must be placed in their pit garages with the nose towards the pit lane. For cars not selected for scrutineering, skates or any other means to lift the car can be used to put the cars into the garages. The Technical Delegate may seal the doors and bonnet. Should the Teams not be working from the pit garages, alternate arrangements will be given via a Bulletin.

435.4.6 Split Qualifying Session

Depending on the number of cars entered in the Competition, each qualifying practice session may be split into two, with the grid divided into groups. Should the decision be taken to split the grid, teams will be informed of this in the Appendix 1 document for the Competition, or by a Bulletin from the Stewards if the Event has started. The Procedure is as follows, but may be supplemented or amended by a Sporting Note or Bulletin.

The following procedure will be followed should the qualifying sessions be split into two groups according to the number of cars and the circuit configuration.

Qualifying 1 for Race 1.

There will be one qualifying practice session (Q1) divided into two periods of 10 minutes (Q1A, Q1B) in accordance with the official timetable for the Event, with a gap between the two sessions.

Q1A will be for Driver 1 for cars entered in Pro and Gold Cup only.
Q1B will be for Driver 1 from cars entered in Silver Cup and Bronze Cup only.

The end of Q1A will be signalled by a Chequered Flag (from the signalling box and on the timing screens) and all cars in Q1A must complete no more than one 'In' lap before returning to their working area.

Qualifying 2 for Race 2.

There will be one qualifying practice session (Q2) divided into two periods of 10 minutes (Q2A, Q2B) in accordance with the official timetable for the Event, with a gap in between the two.

Q2A will be for Driver 2 from cars entered in Silver Cup and Bronze Cup only.
Q2B will be for Driver 2 from cars entered in Pro and Gold Cup only

The end of Q2A will be signalled by a Chequered Flag (from the signalling box and on the timing screens) and all cars in Q2A must complete no more than one 'In' lap before returning to their working area.

General Notes for Split Qualifying

- At the beginning of Qualifying Sessions 1 and 2, all cars that will take part in Q1B and Q2B are allowed to use sun covers.
- At the end of Qualifying Sessions 1A and 2A, all cars that took part in those groups are under parc fermé conditions.
- Each Qualifying Session is defined as starting from the green flag for the start of the first period (Q1A or Q2A), until the end of the final period (Q1B or Q2B respectively).
- The use of skates is only allowed to put the cars inside the garages, for all cars not selected for scrutineering. Skates must be removed once the cars are inside the garages. All cars selected for scrutineering must make their way to the scrutineering bay without using skates.

437 GRID

437. 1 Grid after standard qualifying practice

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 related offences were committed.

In case of the impossibility to hold either Q1 or Q2, or should the sessions be curtailed before times have been set, the grid will be set in accordance **with 435.4.2**

437.2 Grid after split Qualifying Practice

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 combined results of **Q1A and Q1B.**
The grid of race 2 will be drawn up according to the combined results of **Q2A and Q2B.**
Once the grid has been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the related offences were committed.

In case of the impossibility to hold either Q1 or Q2, or should the sessions be curtailed before times have been set, **or in case of significant weather changes between the A and B parts of a split qualifying,** the grid will be set in accordance with 435.4.3.

437.7 STARTING DRIVER

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

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

439. SHORT FULL COURSE YELLOW – SPRINT CUP

A Short FCY may only be called during a Sprint Race outside of the Pit Window.

In the case of a Short FCY, once the problem is resolved, the track will return to Green after a countdown from Race Control. Information will be given on the timing monitors and Team radio. If the problem is not resolved, the Short FCY may be transformed to a Long FCY or to a Safety Car intervention.

Any alterations to the FCY procedures as stated in these regulations may be given by Sporting Note, Bulletin from the Stewards, or in the Briefing Notes and Slides from the Race Director and will supersede the instructions given here.

441. SUSPENDING AND RESUMING THE RACE

441.5 RACE SUSPENSION DURING MANDATORY PIT WINDOW
Should a red flag be deployed during the mandatory pit window, counted from the start of the opening of the first window until the end of the second window in case of split windows, or during the time originally scheduled for the pit window if this has been delayed, 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.

Specifically, under these circumstances, the resumption procedure described in Article 41.3 below will be amended as follows :

- The Race Director will announce a time warning of at least 5 minutes

- The Safety Car will be positioned at the pit exit with its lights illuminated
- The pit marshals will call the cars forward from their pit boxes according to the grid provided by the timekeepers
- Once all cars are in position, the Safety Car will proceed on track and all cars will follow in single file.

The Safety Car will leave the track and the race will be resumed as described in Article 40.2.

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.

It is further clarified that should a red flag be deployed during the mandatory pit window, any time penalties which had been awarded by the Stewards (Article 15.6) to take place during the mandatory pit stop, as well as any time penalties in accordance with Article 12, will be applied to the final race result.

445. PODIUM CEREMONY AND PRESS CONFERENCES

445.1 There will be a podium ceremony after the 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, 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 Licence or that of the Drivers for the podium flag for that car; any such requests must be made to the Promoter in writing.

1: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Sprint Overall
2: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Sprint Gold Cup
3: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Sprint Silver Cup
4: 1st, 2nd and 3rd GT Challenge Europe powered by AWS Sprint Cup Bronze Cup

Note that the order of the podiums may be altered by the Organisers.

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

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

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

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

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

445.7 Competitors are informed that additional press conferences may be announced during the season. They will be informed during the race weekend. Attendance at any such conference will be mandatory, and any requested drivers not present will be reported to the Stewards.

445.8 The Team Managers are responsible for ensuring that their drivers fulfil their obligations.
A fine will be imposed on any required driver who is absent except in a case of force majeure recognised as such by the Stewards.

445.9 Media Obligations
Teams and drivers are obliged to take part in any media activities which are included on the Official Timetable for the Event. Any Driver or Competitor who is absent may be reported to the Stewards who may, except in cases they recognise as force majeure, impose any penalty they consider appropriate. This includes the Media Photos which are mandatory for the television graphics. Each driver must attend the photo session at the time communicated during their first Event at the season. Failure to do so will be reported to the Stewards.

CHAPTER 6

500. ELIGIBLE CARS

500.1 The GT Challenge Europe powered by AWS Series, including all Cups and Categories, is intended for FIA GT3 cars according to the FIA Homologation form.

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

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

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

500.4.1 GT3 cars with an FIA homologation as defined by the applicable Technical Regulations (Article 257A of Appendix J to the Code) 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) For cars homologated from 2022 onwards, only the springs approved by both the manufacturer and SRO are authorised for use. All cars homologated prior to 2022, must use the springs as listed in their homologation file.
f) For cars homologated from 2022 onwards, a minimum ride height and ride height points to measure these minima, agreed by both the manufacturer and SRO, will be used.
g) All cars must comply with a list of additional details concerning technical definitions and descriptions which will be issued further to the 2026 Balance of Performance tests.

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

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

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

500.4.2 GT3 cars fitted with adaptations solely for the purpose of allowing their use by drivers with disabilities will be authorised. These adaptations must be registered and approved by the FIA. Any such cars must carry the universal symbol approved by the FIA Disability and Accessibility Commission distinguishing them as participants with disabilities, on both car doors, and at the front and rear of their

Competition vehicle during both Competition and testing in accordance with Appendix L Chapter I Article 18.5.2 of the Code.

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

500.5 All cars must be in conformity with all safety features according to Article 257A of Appendix J to the Code.

501 EXTREME WEATHER CONDITIONS

501.1 Driver Cooling Systems

In extreme heat, it is recommended that a Driver Cooling System be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2018 standard). Exceptionally, Driver cooling vests which are not FIA-homologated may be worn but shall be in addition to and worn over the top of the mandatory homologated underwear. They must include a base garment certified and labelled to ISO 15025 or SFI 3.3 standard; and any refuelling to an on-board system must comply with Article 5.8.6 of the FIA 8856-2018 standard.

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

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

501.4 The Driver Cooling System must be constructed in a manner which is to the satisfaction of the Technical Delegate.

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

501.6 FANS AND BLOWERS

The use of Fans and/or Blowers is not authorised at any time in the pit lane or on the grid.

However, if the ambient temperature is judged to be excessive, permission may be given on safety grounds to allow teams to use fans or blowers directly solely towards the drivers, on the grid and in the pit lane during the races only. Teams will be informed via the Team Messaging Application. If permission is so given, no fans or blowers may be directed towards the mechanical parts of a car and any such use will be reported to the Stewards. Any team using a fan or blower if permission has not been given, or outside of the strict limits of this article, will be reported to the Stewards

502 MANDATORY EQUIPMENT

502.1 Data Acquisition System

All Competitors must use the GT Challenge Europe powered by AWS data acquisition system ('data logger'), which will be defined by SRO and will be detailed in this technical section chapter 6. This system must be used throughout each Competition and must operate correctly at all times during each Competition, with all required data fully recorded and retrievable. It serves exclusively to store the data acquired, which may be checked at any point during any Competition. The weight of the system is included in the minimum weight of the car.
All costs connected with the checking, servicing and updating of the system are borne entirely by the Competitors.
Please see Article 504 for all information concerning the use of the Data Acquisition System.

The data logger for the 2026 season is the Emotag model SRO.RTSLGen2 with the appropriate add-ons dependent on the car.

The data logger must be ordered from :
emotag e.K. Matthias Holle
Robert-Bosch-Str. 22 * 65582 Diez (Germany)
mail: emotag@mathol.de
Phone +49-6432-9197-0 Fax: -44 mobile: +49-177-8187-226

The order form can be found on the Teams section on https://www.gt-world-challenge-europe.com

The installation guide, which forms an integral part of this regulations, can be downloaded from the Teams section of the website via this link

502.2 Incident Camera

An onboard Incident Camera must be installed in each car throughout each Competition.

The onboard cameras (incident camera) for the 2026 season is the SRO RTSL MotorsportCAM, available from Emotag (see above).

Teams must also provide a driver-facing camera, which can be as above or another suitable camera.

It is the responsibility of each Competitor to obtain an Incident Camera system and to install it in strict compliance with the relevant instructions.
The weight of the Incident Camera system is included in the minimum weight of the car.
The Incident Camera must operate correctly as soon as the car leaves its garage. The GT Challenge Europe powered by AWS Officials may recover the footage after all practice sessions and races. The footage can be used only by the GT Challenge Europe powered by AWS Officials.

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

The required memory card shall be provided by SRO. The memory card slot will be sealed before the first free practice begins. It shall be the Competitors' responsibility to keep the seal in place and intact until the end of the Parc Fermé after the last race at each Event. Only Scrutineers may remove memory cards at any

time before, during or after any Event. Competitors must not attempt to access or interfere in any way with the camera or memory card at any time.

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

502.3. Transponder

Each driver must use the driver timing transponder specified by the Promoter throughout the Competition. It is the responsibility of each Competitor to obtain this transponder at their own expense, to install it, to make it work correctly, and to ensure it is showing the correct information at all times. This transponder must be installed in strict compliance with the relevant instructions. Any problems with the transponder must be notified to the Race Director immediately.

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

Teams are responsible for making sure the correct driver is shown at all times on the timekeeping system. If an incorrect driver ID is recorded at pit entry or pit exit, a penalty may be imposed by the Stewards.

The transponder to be used are either :

- MyLaps TranX 260 dpi
- MyLaps X2 Club

MyLaps X2 Club Transponders are available from Swiss Timing. The prices and order form are available on the website. Contact Steffen Ruhl ruhl.s@st-sportservice.com.

502.4 Lumirank

A light panel approved by the Promoter, showing the car's race 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.

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

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

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

502.5 GPS

Competitors will be required to install a data unit in each car for the purpose of transmitting GPS positioning data to the timekeeping system. It will be their responsibility to obtain and install this unit in accordance with the instructions given by the Promoter, and to ensure that it works correctly at all times during every session and race. Any such data may be used by Officials to inform any investigations or decisions. Failure to use the GPS correctly may result in a penalty from the Stewards.
Should any car be involved in a serious collision, Teams are required to return the GPS box to Swiss Timing for checks. Teams will be required to sign a waiver in this respect.

502.6 Pit Gantry Cameras

A Pit Gantry Camera must be obtained by each Competitor. 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 whenever the car is in the working area, including pit stops in all sessions and races and must be working correctly at all times. The date and time on the Pit Gantry Camera must be set up correctly.

Option 1 : When requested, the data cards must be deposited by each Team in the box designated for this purpose within 10 minutes of the end of the session, so that they can be examined by the Pit Lane Officials. Cards will be distributed at the start of every Event by the Pit Lane Officer and must be handed in at the end of the Event. Infractions may be reported to the Race Director or the Stewards. Failure to provide the images or to deposit the card may result in a penalty. Appendix 10 applies.

Option 2 : According to the terms of any Safety Protocol in place for the Event, Competitors may be required to upload the images from the Pit Gantry Cameras after each session or after each pit stop, as notified on the Team Messaging Application. Failure to upload any such data when requested will be reported to the Stewards.

502.7 Onboard Driver-facing Safety Cameras

For safety reasons, Competitors must obtain and install an additional onboard Camera in each car throughout each Competition, and which will be facing towards the driver, so that the seat belts can be clearly seen. The choice of onboard driver-facing camera is up to the Team.
It is the responsibility of each Competitor to obtain an Onboard Safety Camera system and to install it in strict compliance with the relevant instructions. The weight of the Onboard Safety Camera system is included in the minimum weight of the car.
The camera must be switched on whenever the car is moving. Any infractions may be reported to the Stewards.

502.9 Bronze Identification Lights

If so instructed by the Promoter, Competitors whose driver line-up includes a Bronze driver must obtain and install a Bronze Identification Light on the rear of the car, according to the instructions provided. This will be linked to the driver ID and will light up when the Bronze driver is in the car. Unless specified otherwise by a Bulletin or Sporting Note, the colour for this Bronze Identification Light must be pink.

502.10 Lifting Bars

As lifting bars are used to recover those cars which have suitable holes in their roof panels in accordance with their homologation, these holes must be identified and covered in accordance with appendix 13. Any car found to have non-compliant coverings, such as when the holes have been painted over and cannot be used, in particular when marshals are attempting to recover the car, will be reported to the Stewards.

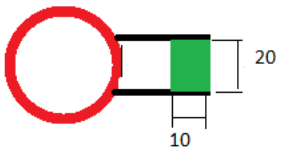
The device must be that which has been homologated. The access to the bushes must be easy and the location must be marked as follows:
The two bushes must be marked with a ring approx. 5 mm wide, (of a distinctive and bright colour, standing out from the car's livery) around the opening.

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

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

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

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



502.11 In-car Marshalling system

An in-car marshalling system must be obtained by all Competitors and installed in each car in accordance with the instructions given. It will be the responsibility of each Team to rent this unit (see this technical section chapter 6) and to ensure that this is working correctly at all times. Irrespective of the in-car marshalling light system, drivers must always abide by the instructions given by flags and/or light panels around the track. However, as an exception, the in-car marshalling system will be the primary method of communication in terms of FCY and SC and overrides the circuit flag and light signals solely in this respect. Flags, including black-and-white warning flags and blue flags may be shown on the displays, which will have the same value as any flag shown from the gantry at the Line.

502.12 Tyre Pressure Management System

All cars must have a Tyre Pressure Management System installed, connected to the data logger and properly calibrated. Any failure to do so will be reported to the Stewards. It must be operational throughout every session and any failures will be reported to the Stewards. Any changes in the use of the TPM system will be communicated by Sporting Note during the Season.

502.13 Fuel Coupler Sensor

a) All cars competing in the GT Challenge Europe powered by AWS Endurance Cup must have a suitable fuel coupler sensor installed, in order to measure the time that the fuel nozzle is connected. The Competitors are responsible for obtaining this sensor and installing it in compliance with the relevant instructions. It must operate correctly at all times during the sessions.
b) In the case of a failure confirmed by the Technical Delegate, the Pit Gantry Camera may be used to confirm the connection time, along with photographic evidence of any internal check of the time. Additionally, the length of each pit stop from pit in to pit out with no refuelling data must comply with a minimum time as stated in a Bulletin from the Stewards. Any team whose sensor fails during the race will be reported to the Stewards who may award any additional penalty they see fit.
c) Tests on the refuelling sensors may be requested during paid test sessions or free practice during any rounds of the GT Challenge powered by AWS Endurance Cup. Teams will be requested to bring their cars to the pits and connect for the minimum refuelling time. It is not necessary to refuel, but for the car to be connected so it can be checked that the sensors are working correctly.

502.14 XML Data Feed

Subject to any circuit or technical constraints, the Promoter will make an XML data feed available by cable in the pit lane during the Events. When possible, it will be available during any official test days or test sessions. The data provided remains the property of SRO Motorsports Group Ltd, and is for internal use by the Competitors only. No commercial use may be made of the data, and no distribution of the data may take place without specific written permission from SRO. Competitors should note that any live data will not have been checked or verified by the Organiser and the absence of any such data provision does not absolve the Competitor of the responsibility to ensure compliance with all applicable regulations.

502.15 Sporting Kit
Teams must purchase a Sporting Kit for each car entered, which covers the rental of items such as the Driver Display, the Lumirank panel, as well as the live data feed and the Team Messaging system. The cost of the Sporting Kit will be included with the entry fee, either for full-season or single-event entries.

502.16 ADR unit
In accordance with Article 1308 of Article 257A of Appendix J to the Code, ADR units are mandatory in all FIA GT3 cars homologated since 2016. The list of authorized units is given in Technical list 88, available on the FIA website. All teams must consult their manufacturer for fitting instructions in order to be in conformity with the technical regulations.

502.17 Fuel Flow Meter Sensor
It is mandatory for all cars entered in the PRO category to install the FFM sensor associated with the data logger. The sensors will be calibrated at the start of the season. Should a car use a different fuel to compete in a different series, they will need to recalibrate the FFM sensor before the start of their next GT World Challenge Europe Event. The sensor must be purchased from Emotag and installed in accordance with the provided instructions.

502.18 In case of failures of any essential mandatory sporting and technical equipment (data logger, fuel coupler sensor, transponder, driver information display, GPS, Onboard Camera and any other onboard system mandated for use during the season etc) which is essential for the good running of the race, Teams may be ordered to adjust, replace or repair any such equipment under the aegis of the Technical Delegate and Scrutineers. Depending on the Race format and the nature of the failure, the car may be shown a black and orange flag for immediate repairs, or ordered to conduct repair during the next pit stop. Any such interventions will override the standard pit stop procedures in articles 37- 39 and will only take place further to instructions from the Technical Delegate.

502.19 Installation of equipment must take place in accordance with the provided instructions and equipment must be operated correctly. For the installation of antennas, and the placement of boxes inside the car, the detailed plan given in Appendix 11 must be followed.

502.20 New Equipment
During the season, selected teams may be requested to fit new equipment to test during the Test Sessions or Free Practice.

503 SCRUTINEERING

503.1 Each Competitor must have all documents required by Article 3.6, and the various documents relating to his car, available for inspection at any time during the Event. Each car must bear identification stickers clearly visible from the front, rear and from each side of the car.

503.2 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.

Each team must present their homologation forms when attending initial scrutineering at each Event. Failure to do so will be reported to the Stewards.

503.3 Cars must be presented to scrutineering at the time indicated on the Scrutineering Timetable in the following condition :
- with fuel cell and safety cage certificate,

- without fuel,
- with restrictors, ready for sealing,
- with ballast, ready for sealing, wire provided by the Team,
- with the engine sealed by the manufacturer,
- for cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired,
- with identification and additional lights installed if applicable,
- with all mandatory stickers (technical / safety / Series sponsors) in accordance with the Graphical Charter and its appendices (see Appendix 3),
- with dry-weather tyres
- with the lifting bar holes ready for use.

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

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

503.6 For Endurance Competitions, the refuelling tower must be properly installed, empty and earthed before scrutineering. The refuelling rig restrictor must be in accordance with the BOP decisions for the Competition, and accessible for measurement and sealing. The refuelling tower must comply with Article 257A of Appendix J to the Code and with Article 35 below.

503.7 All drivers competing in the GT Challenge Europe powered by AWS Series must use a helmet, which meets the FIA Standard 8860-2018 or 8860-2018-ABP (International Sporting Code Appendix L Chapter III Article 1.1.1) and with the FHR devices that are homologated by the FIA.

Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2018. Helmets and clothing must pass Scrutineering before every round of the GT Challenge Europe powered by AWS Series. 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 20.5 and Article 9.2 k).

If advised by the Organisers, a safety form listing the equipment may replace the physical examination of the equipment by the ASN; the form must be completed, signed and submitted before the start of the Event.

503.8 At any Competition including refuelling in the pit lane (according to Article 4.2 Cases A, B and C), the safety equipment of the refuellers (helmets, overalls etc) must be checked by the ASN before the car is allowed on track.

503.9 The Official Series and sponsors patches provided by the Promoter must be stitched or embroidered on the drivers and mechanics overalls in accordance with ISC Appendix L Chapter III Article 2. Any breach of this Article will lead to sanctions imposed by the Stewards, with a fine of a minimum of €2,000 for each missing patch.

503.10 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 if they are satisfied that special circumstances justify this. Competitors who do not comply with the Official Timetable and who have not obtained a waiver may be given a penalty according to the following scale:

- First offence: fine of five hundred euros (€500)
- Second offence: fine of seven hundred and fifty euros (€750)
- Third offence: fine of one thousand euros (€1,000)

Teams must abide by the instructions of the Officials and pit lane marshals when proceeding to Scrutineering.

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with Article 12.4.1.d of the International Sporting Code.

503.11 No car and no driver may take part in the Competition until they have successfully passed all scrutineering checks.

503.12 The Scrutineers may:

a) check the eligibility of any car or of any Competitor at any time during an Event and may conduct checks without prior request from the Clerk of the Course or Stewards.

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

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

d) require a Competitor to supply them with such parts or samples as they may deem necessary. At the end of qualifying, and of the races, the car must contain at least 2 kg of fuel should the car return to Parc Fermé under its own power, and 2.5 kg should it be brought back by circuit equipment or marshal's intervention. The fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.

e) check the air restrictor diameters:

1. Competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J of the Code and in Article 500.1 above, and modifications throughout the season made by the SRO Technical Board.
2. The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and any modifications throughout the season made by the SRO Technical Board, at all times and in all temperatures.
3. The restrictors to be checked and marked must be accessible during the scrutineering of the cars.
4. The accuracy of the information entered on the technical passport for each Competition is the responsibility of the Competitor, who will sign it, once he has filled in all requested information.
5. Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number must also be entered in the technical passport. The diameter must be engraved on the restrictor. It will be the responsibility of the Competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

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

503.14 At the end of the qualifying practice sessions and after the finish of the races, all classified cars must make their way to the Parc Fermé for checking. The presence of an authorised representative of the Competitor is required.

503.15 Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar

consequences, must be re-presented for scrutineering approval before taking part in any further track session.

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

503.17 The Race Director, of his own volition or on request from the Technical Delegate, may require that any car involved in an accident be stopped and checked at any time.

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

503.19 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.

503.20 In accordance with Article 257A of Appendix J to the International Sporting Code, the ground clearance of the car must not be less than 50 mm at any point during the competition.
This measurement shall be taken with the driver on board, or with a representative ballast equivalent to the driver's weight. If the tyre pressure is below 1.5 bar, the Technical Delegate may require the tyres to be inflated to 1.5 bar prior to the ground clearance check.

504 DATA LOGGER & ECU

504.1 A data logger with additional sensor must be installed in all cars at all Competitions in accordance with Article 502.1. SRO Data Technicians will check all data loggers prior to the first free practice. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards. The data logger must be fitted with the interface for the Timing GPS module.

504.2 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 2026 SRO Official BOP test and/or those collected during other tests and races with the current BOP decisions.

504.3 Only the data cards supplied with the data logger or by the Data Technician are authorised to be used during any Event.

No data, memory cards or similar storage media shall be extracted or removed from the data logger 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 constitutes a breach of these regulations and will be reported to the Stewards.

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

504.4 Information on the installation and use of the data logger is given in Article 502.1. It must be installed with all the sensors and looms following the homologation file, or the specific scheme per manufacturer, the link to which can be found in Article 502.1 The installation guide forms an integral part of these regulations.

504.5 Sensor Scheme
Documents detailing the sensor scheme that must be followed per brand are included in the Emotag installation manual available in the Teams section of the gt-world-challenge-europe.com website.

These documents form an integral part of the 2026 Sporting Regulations and must be adhered to at all times.

Teams failing to adhere to the latest scheme for their car will be reported to the Stewards.

504.6 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 specialised in electronic systems in order to ensure the correct operation and the conformity of the readings of the data logging system and the conformity of the various systems with which the cars are equipped.
They may at any moment remove, exchange or control the various electronic components of a car and draw up a report to the Technical Delegate on their investigations, and they reserve the right to keep the components they have removed for later analysis.

No protest or appeal will be accepted concerning these controls and removed components. If a case of non-conformity is noted (either during or after any Event), this may be reported to the Stewards.

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

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

504.8 SRO reserves the right to install antennas on the roof of any car and has priority on this space. The GPS antenna of the data logger and other official antennae (see 505.5 for TV) must be mounted on the roof in accordance with the instructions and diagrams given in Appendix 11 to these Sporting Regulations. Any other antennae must be placed outside the indicated zones on the car. Teams may additionally install a maximum of one antenna for radio communications and one antenna for GPS.

504.9 All Manufacturers or tuners must provide the SRO Technical Board with a reference ECU unit with the homologated maps, which can be placed in any of their cars competing in the Competitions in the Series. Each Manufacturer must also supply any technical means needed to swap the ECU belonging to a Competitor with the reference ECU as supplied. The SRO Technical Board or the Scrutineers will not be held responsible for any consequences linked to a change of ECU and/or any subsequent failure.

504.10 Each data logger will be associated with a specific chassis and will be noted as such during initial scrutineering at the first Event at which that chassis and that data logger are to be used. Any changes after that point must be requested in writing one week before the start of the event in question and agreed by the Technical Director or Technical Delegate.

504.11 All restricted sensors (in accordance with Article 507 of Article 257A of Appendix J to the International Sporting Code, and identified as either banned or banned /optional in the car's homologation file) are forbidden to be used in the GT World Challenge Events, including any official paid test sessions and the prologues held at the start of the Event or during the season.

The following sensors are not allowed at any Event or official test session :
Pitot Pressure

Laser ride Height
Tyre surface Temperature
Track surface Temperature
Ground Speed (Correvit)
Damper force
ARB Drop Link
Fuel flow meter (with the exception of the data logger sensor in accordance with 502.17)

505 WEIGHING

505.1 At any time during any Event, the Technical Delegate or Scrutineers may select cars to be weighed. Should it be deemed necessary to aid identification of which driver is on board the car, drivers must carry any identification mark required by the Organisers of the Event in agreement with the Stewards and the Technical Delegate.

505.2 Should the weight of a car be less than that specified on the Balance of Performance table for that Competition, the Competitor concerned may be penalised in accordance with Article 28.8, save where the Stewards are satisfied that the deficiency in weight results solely from the accidental loss of a component of the car.

505.3 No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished qualifying or 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).

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

505.5 A car must carry an official television on-board camera and its equipment if so requested. The weight is included in the weight of the car as specified on the Balance of Performance sheet for that Competition. All cars must be prepared to allow the installation of the camera according to Appendix 9, and to carry a dummy antenna if so requested. Competitors are responsible for the camera installed and any non-accidental damage may be reported to the Stewards.

505.6 Competitors may fit one or more personal cameras in the car. Official onboard cameras have priority. The Competitor must obtain written permission from the Promoter and from the Technical Delegate for each camera. The installation must be presented at the time of scrutineering. Any cameras considered unsafe will be removed. The weight of the complete equipment is not included in the minimum weight of the car. Cameras affixed to helmets are not authorised.
Note that the instructions on camera fixations in Article 257A of Appendix J to the International Sporting Code must be followed.
Personal cameras transmitting live video footage are only authorised during the Bronze Test and Free Practice for training purposes only. The images may only be used by the team and may not, under any circumstances, be broadcast or used on social media. Any infractions to this rule, or use of the cameras at any other time during the Event, will be reported to the Stewards.

If necessary, the Race Director or Stewards may ask to see the images from any such personal camera, even if the car is in Parc Fermé. If necessary, SRO, the Race Director or the Stewards may requisition the images. In particular, they may request that the images be downloaded during a pit stop and supplied to the Officials. The images are not authorised to be distributed, shared or uploaded on the internet unless specifically authorised by SRO.

505.7 The average weight of the drivers in any car competing in the Series must be at least 85 kilograms. Should the average weight of the drivers in any specific car be less than 85 kg, the car will be required to carry Driver Ballast to compensate. The following procedure will be followed:

i. Each Competitor must declare the weight of his drivers, including overalls, underwear, shoes, gloves, helmet and FHR, at the time of the administrative checks. Note that seat inserts for the driver are not part of the driver weight and should not be included in the declared weight. Seat inserts are not included in the minimum weight of the car.

ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W). For drivers competing alone in the Sprint Cup, the driver's weight will be considered as W.

iii. If W < 85, then the Driver Ballast to be carried by the car will be 85–W

iv. The Driver Ballast must be installed in the ballast box and sealed before free practice.

v. The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the Event. Any anomalies will be reported to the Stewards. Penalties may go as far as deletion of lap times in qualifying or disqualification from the race.

vi. The Driver Ballast is not included in the minimum BOP weight of the car.

vii. If the average weight of the driver(s) is over 85 kg, up to a maximum of 5 kg may be removed from the minimum BOP weight of the car according to the following table :

Average Weight	Amount to be removed
85 kg	0 kg
86 kg	1 kg
87 kg	2 kg
88 kg	3 kg
89 kg	4 kg
90 kg	5 kg
91 kg	5 kg
92 kg upwards	5 kg

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

505.9 The ballast carried by each car may be published by the Stewards.

506 SUPPLY OF TYRES – GENERALITIES

506.1 Tyre Supply

Only tyres from Pirelli, approved and registered by the Promoter and sold at Series Events, will be accepted. Tyres must be ordered and paid by the deadlines set by Pirelli, failing which tyres will not be supplied. For the purposes of this Article, 'Event' means any official test session or round of the Series held during the year.

Only one type (specification and dimensions) of dry-weather tyre and one type of wet-weather tyre will be registered per car.

The list of the approved tyre specifications will be published at the latest two weeks prior to the first Event in the Series.

All tyres must be used as supplied at Series Events by the tyre Manufacturer specified by the Promoter. They must comply with the specifications determined by Article 506.2. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile must not be modified or cut.

Modification to marking, reference, information written on the tyre or any traceability means is forbidden. This includes the barcode, Manufacturer serial number, type of tyre, dimensions and any other relevant items.

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

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.

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

DEADLINE TABLE TBC

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

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

506.2 Dry and Wet weather tyres

New Tyres : 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.

Dry-weather tyres: only tyres with no tread pattern are accepted as dry-weather tyres.

Wet-weather tyres: a wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 30% symmetrically around the tyre centre-line and covering a square:

Tyre width:

- 9 inches 180 x 180 mm
- 10 inches 200 x 200 mm
- 11 inches 230 x 230 mm
- 12 inches 250 x 250 mm
- 13 inches 280 x 280 mm
- 14 inches 300 x 300 mm
- 15 inches 320 x 320 mm
- 16 inches 345 x 345 mm

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

506.3 Control of tyres

1. The control of the tyres will be carried out according to a process defined by the Promoter.
2. The outer sidewall of all tyres which are to be used at a Competition must be marked with an FIA Barcode as identification.

3. Other than in cases of force majeure (accepted as such by the Stewards), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate prior to the end of initial scrutineering.
4. A used tyre is one that has been registered for a previous Competition with the same car number. For single-event Competitors, this is considered to be any previous Event in which the car was entered. Used tyres must be presented to Pirelli for checking and re-registration following the process defined by the Promoter and Pirelli. Pirelli maintains a list of the tyres which have been recorded during the season. Used tyres must be taken to Pirelli for re-registration before any new tyres are fitted.
5. The use of tyres without appropriate identification is strictly forbidden during the whole Competition.
6. Any marking applied by Pirelli on the tyres must not be removed by the team.
7. Note that modifications to the tyres are prohibited by the Sporting and Technical Regulations. Tyres must not be subject to any large deformation or impact. Pirelli would also like to inform all Competitors that purging, as shown below, is strictly forbidden.

506.4 Tyre-heating devices

Tyre heating is authorised subject to the conditions below :

Option 1:

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

1. The volume must not exceed 12 m3 and must fit within the Team's allocated area in the paddock.
2. No part of the cupboard can be situated inside the pit garage, on the pit lane or on the grid. Tyre trollies heated in the cupboard may be stored in the pit garage, but are not authorised on the pit lane or grid.
3. There must only be one system for heating the interior of the cupboard. It must be a forced air system and must run on fuel oil, electricity or gas. The cupboard must be made from non-flammable materials.
4. The transportation of tyres must be carried out without thermal protection.
5. For systems using fuel oil, this must be HV0100 100% Hydrotreated Vegetable Oil from TotalEnergies.

Option 2:

Tyre blankets may be used instead or in combination of heating cupboards, on condition that the same restrictions on location and transportation are respected. The Tyre Blankets may not be powered using the circuit's electricity but must be powered by the team's generators.

Teams may use a combination of either blankets or a cupboard during the same Event.

A maximum of four (4) set of blankets per car may be used at any time during the Event.

506.5 Replacement tyres

Apart from the joker tyre (see individual race sections), any additional tyres may only be issued with the agreement of the Stewards, on submission of a dossier from the Competitor explaining the situation and with confirmation from Pirelli that the original tyre(s) may no longer be used. Should the Stewards agree such a request, they may impose any penalty they consider appropriate.

If any tyres are damaged beyond use, they may be replaced by other tyres from within the team's allocation for the Event with the following conditions :

- Front and rear tyres may not be swapped
- If it is specified that a specific set of tyres must be reused, for example S1, S2 and S3 for the race, any replacement tyres within those sets must have already been used during the Event and cannot be new/stickered.
- Carryover tyres may not be used after Free Practice 2

506.6 Carryover Tyres

Carryover tyres are defined as those which were registered for use at a previous Event. In this context, 'Event' does not normally include the tyres from the Official Prologue and Spa Prologue, unless these are specifically mentioned elsewhere.

A carryover set of tyres may be made up of tyres from various sets registered at previous events.
Full-season Competitors in the GT World Challenge Europe powered by AWS will carry their tyres over between Events regardless of whether they are Sprint or Endurance, with the exception of carry over tyres from the CrowdStrike 24 Hours of Spa, which may only be carried over to subsequent Endurance Events.

Nevertheless, in order to be able to cater for different clients in Sprint and Endurance, teams may choose, at the first round of the Sprint Cup and the first round of the Endurance Cup, to request to be considered as a new Competitor. This request must be made by the deadline for ordering tyres and must be communicated both to Pirelli and to SRO.

Full-season Competitors in either the GT World Challenge Europe powered by AWS Sprint Cup or the GT World Challenge Europe powered by AWS Endurance Cup may, on their first appearance on a race-by-race basis in the other Cup, choose to be treated either as a new Competitor in terms of tyres, or to be considered as a returning Competitor.

506.7 Wet Weather Tyres

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

For 2026, only the WHB tyre must be used from free practice 1 onwards. WHA tyres may be used in paid test sessions or in the bronze test.

For free practice and qualifying, wet-weather tyres may be used only after the track has been declared wet by the Race Director, his Deputy or the Clerk of the Course.
For the race, the use of wet-weather tyres is free.
Wet-weather tyres will not be marked and there is no limit on how many of them may be used during any Competition

If wet-weather tyres are used during a race, this replaces the need to use the nominated set of tyres per driver, but if the driver changes back to dry-weather tyres, the driver must use the nominated set.

Any infractions will be penalised by the Stewards.

506.8 Chassis & Car Number

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

- Should a car change race number during the season but remain with the same Competitor, the used tyres will be transferred to the new race number.

- Should a Competitor change the model of car during the season so that the used tyres are no longer suitable, then the car will be treated as a new Competitor in terms of tyres. However, if the Competitor then reverts to the old model, the previously used tyres must be used.
- Should a car be transferred between Competitors, the new Competitor may choose either to retain the used tyres or to be considered as a new Competitor.

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

506.9.1 Camber
For all Competitions, the maximum negative value for the camber of both rear wheels of the car may be monitored in static condition anytime during the Event, including in Parc Fermé after qualifying and the race(s), and must not exceed -3.5°.

For all Competitions the maximum negative value for the camber of both front wheels of the car may be monitored in static condition anytime during the Event, including in Parc Fermé after qualifying and the race(s), and must not exceed -4°.

These figures may be altered for any Competition, in particular should there be any changes to the circuit configuration. Any such changes will be announced before the Event but values may be further modified by Stewards' Bulletin during an Event.

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

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

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

507 BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING

507.1 Balance of Performance (BOP)
Due to the nature of the cars and the choice of circuits, a specific Balance of Performance can be carried out for cars taking part in the GT Challenge Europe powered by AWS Series.

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

All Manufacturers whose cars will be competing in the 2026 season must enter at least one of their cars in these sessions for the purposes of Balance of Performance testing. The SRO Technical Board may refer any Team which does not attend to the Stewards, except for force majeure accepted as such by the Board.

Additional performance tests may be carried out at any point during any Event and Teams will be required to allow their cars to take part in these tests if selected. At the request of the Technical Director, the official SRO Balance of Performance driver may be required to complete a number of laps in any cars entered in the Event during the Bronze Test, or free practice session. Competitors must allow this to take place. The BOP Driver will be added to the authorised drivers for the cars in question via a Bulletin from the Stewards and will be subject to the same Scrutineering and Administrative Checks as all other drivers.

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

The SRO Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of the race for cases A, B and C, and for Case D, 120 minutes before the start of race 1, and where Qualifying is held before each race, 120 minutes before the start of race 2. Teams will be notified of any such changes during the Event via a Bulletin from the Stewards.

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

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

Cars must comply at all times during each Competition with the information and instructions given in the Balance of Performance document for the Event (the current version of which will be validated by the Stewards for each Competition via a Bulletin) including the following notes in Articles 507.2 and 507.3, which may be expanded or replaced by information in the document for any individual Event.

507.2 Balance of Performance Notes

These notes will always be superseded by any more recent notes given in the BOP document valid for each Event. Other changes may feature in a Bulletin from the Stewards.

a) Additional weight must be installed in accordance with Article 257A of Appendix J to the International Sporting Code. Driver pairing weight must be installed in the ballast box. It should be identifiable and installed as a whole and is not part of the total weight of the car with BOP ballast.
b) In accordance with article 257A Appendix J 2026, the use of the foam supplied by and installed following the directives from the manufacturer of the fuel cell is recommended.
c) Technical drawings of air restrictors for all FIA GT3 cars are registered with FIA and this per brand and model. Only restrictors in compliance with this registration are allowed.
d) Use of the catalytic converter is compulsory
e) The SRO Sporting Board is allowed to modify any parameter required to establish the Balance of Performance cfr the Sporting Regulations
f) Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure drop, etc) and performance data (acceleration rates, V-max, aero data) are those collected during BOP tests and Dyno tests, and will be used for checks. Lambda is fixed. Fuel saving maps are not allowed.
g) Refuelling rigs, refuelling rig restrictors shape and refuelling couplers must comply with Article 257A of Appendix J to the International Sporting Code and the GT World Challenge Europe powered by AWS Sporting Regulations and any Sporting or Technical Notes
h) if another Krontec coupler is used, the refuelling restrictor size reduces by 2 mm.
i) Staubli SAF 45 system (39/11VO) for F488 GT3, if ATL system is used refuelling rig restrictor size is 31mm.
j) Aero devices cannot be covered by tape or paint.

k) Max front static camber is -4°. Max rear static is -3.5° (subject to any change in accordance with Article 506.9.1)
l) Minimum ground clearance ruling from article 257A of Appendix J to the International Sporting Code applies for all cars
m) Only springs homologated in the FIA GT3 Homologation file can be used for FIA GT3-042 and FIA GT3-038. For FIA GT3-038, FIA GT3-051, FIA GT3-053, FIA GT3-054, FIA GT3-055, FIA GT3-056, FIA GT3-057 and FIA GT3-058 only springs allowed by SRO Motorsports Group can be used.

507.3 Boost control:
These notes will always be superseded by any more recent notes given in the BOP document valid for each Event. Other changes may feature in a Bulletin from the Stewards.

- Values are boost pressure ratio and need to be multiplicated by the ambient pressure to get the Pboost Limit.
- Competitors must adjust the boost pressure relative to ambient pressure at each Event.
- Pboost limits linear interpolation approach.

The control of Pboost strategy takes place via Series Datalogger and pressure sensors:
If the Throttle is greater than 25 % open and the RPM is greater than 3000 and the Longitudinal Acceleration is increasing or constant or greater than zero and the overboost greater than "Pboost Limit + 10 mbar" is recorded for more than 50ms, then this will be flagged and reported to the Stewards.

508 GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's Competitor or driver, save for the following:
- legible messages on a pit board;
- body movement by the driver;
- lap trigger signals from the pits to the car;

Lap marker transmitters must be battery-powered and, once operating, must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers must use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and must not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
- verbal communication between a driver and his Team by radio;
- Telemetry: one-way (car to pit) telemetry is allowed.

IMPORTANT: no item, installation or antenna is permitted which may interfere at any time with the official data logger, timing, GPS, radio or TV systems.

Provisional permission is given for two-way radio communications using approved voice over IP systems for the 2026 season. Data is only allowed from car to pits. Should any interference be reported on any of the official channels, including TV, Timekeeping including track limits, Lumirank, and all forms of telemetry (GPS, TPMS, Data Logger, RSTL etc) this permission will be immediately revoked. Approval for any such systems must be requested from the Sporting Board.

No equipment may be positioned on top of the pit wall or any adjacent structure, unless securely fixed to the satisfaction of the Officials. Any such equipment cannot protrude from the wall on the track side.

Electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter.

509 LIGHTING

509.1 REGULATORY LIGHTING

a) The car's regulatory lighting system must function at all times during each Competition. Any car that does not present the minimum illumination listed below, may be stopped by the Race Director for repairs:

- At the Front: 2 headlights (right and left) and 2 direction indicators
- At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights.
- Also the illumination of the numbers if required for the Event, and, should the weather conditions deteriorate, the rain light.

b) The Rain Light must have a flashing frequency of 4Hz (0.125 seconds on followed by 0.125 seconds off)

c) Direction indicators must be present on each side at the front and the rear of the car. They must simultaneously flash when under Full Course Yellow. They must have a flashing frequency of 4Hz (0.125 seconds on followed by 0.125 seconds off).

509.2 HEADLIGHTS

Driver are not allowed to 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 same session will result in a drive-through penalty.

509.3 MANDATORY LIGHTING PERIODS

During any period of mandatory lighting :
In terms of a failure of any part of the obligatory lighting, including the illuminated door panels, the Race Director, of his own volition or at the request of the Technical Delegate, may stop a car using the mechanical flag should they consider that this is causing an immediate safety issue.

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

The following principles apply throughout any Event :

• One front headlight not functioning	Repair at next pit stop
• Both front headlights not functioning	Mechanical flag to stop
• One rear light not functioning	Repair at next pit stop
• Both rear lights not functioning	Mechanical flag to stop
• One or both direction indicators not functioning	Repair at next pit stop
• One stop light / brake light not functioning	Repair at next pit stop
• Both stop light /brake lights not functioning	Mechanical flag to stop
• Rain light not functioning in wet conditions	Mechanical flag to stop
• Number illumination not working	Repair at next pit stop
• Flashing indicators not working under FCY	Repair at next pit stop
• Rain light functioning but not flashing	Repair at next pit stop

Note : in case of the number illumination not working, Teams may add LED lights under the supervision of a Technical Scrutineer, to see if this fixes the problem. If the number still does not show up sufficiently, the car may receive a black/orange flag to stop. Any such additional LED lights must be removed when the backlit numbers are no longer in use.

509.4 WET TRACK

The car's headlights and red rear lights must be illuminated, and its rear rain light must be operating 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. Should conditions improve sufficiently, the Race Director may also instruct that rain lights must be switched off. Any use of the rain lights when not authorised may be reported to the Stewards.

509.5 LIGHTS WITH NIGHT RUNNING

For Competitions run according to Article 4.2 case B or C, or to any other Competitions with night running, the following additional lights are authorised :

- a maximum of four additional lights are allowed in the front bumper or front facia. They must be installed symmetrically and in pairs. The additional lights must be of ECE homologated type.
- It is authorised to equip the car with a maximum of 2 identification lights (an assembly of LED Lights will count as a single light unit), with a maximum power of 25 watts or equivalent which must be approved by the Scrutineers. These may be placed on the roof, on the rear view mirrors, on the windscreen pillar, behind the passenger side of the windscreen or in any other location such as the radiator grille, as long as this does not distract the driver or the other Competitors. Any assembly must be carried out before the car undergoes scrutineering. The use of flashing or revolving lights as identification lights is forbidden. The obligatory period of illumination will be announced by the presentation of the "LIGHT"- panel by the Clerk of the Course.

When lights are mandatory (in wet conditions and in the mandatory night period) main beams must be switched on at all times that the car is moving; the additional lights may be flashed if needed, subject to the same limitation as for flashing headlights in Article 509.2

510. 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.

The minimum penalty for any infractions to the above rule from the beginning of Free Practice onwards, is a pit lane start.
However, changes of individual parts of the engine that may be attached by seals, such as the turbo(s), may be subject to lower penalties at the discretion of the Stewards.

511. SRO TECHNICAL BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS
Article 1 – Purpose
The SRO Technical Board is a body set up by the Series Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the Technical Regulations, other than those which fall within the exclusive remit of the Officials of the Event as defined by the provisions of the International Sporting Code.
Article 2 – Members
The SRO Technical Board will consist of the following people or their representatives:

- The Chairman of SRO

- The SRO Technical Director
- An RACB Representative.

Article 3 – Missions

The tasks of the SRO Technical Board will include:

- Adaptations and changes to the Balance of Performance
- Issues of eligibility of cars for acceptance for participation in the Series
- 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 majority agreement of the members.

Article 5 – Right of Protest

Decisions taken by the SRO Technical Board are final and are not subject to protest or appeal.

512 FUEL, FUEL RIGS, FUEL CELL & FUEL CIRCUIT

512.1 Fuel & Fuel Supplier

TotalEnergies/Elf is designated as the official fuel supplier and only the fuel purchased according to the method indicated in this technical section chapter 6 may be used by any Competitor at any point during the Competitions, including paid test sessions held before the start of certain Events (Article 23.2 and Appendix 4), official test sessions held before and during the season (see Articles 23.1 and 23.3), and Bronze Test sessions.

The official fuel for the 2026 season is **Excellium Racing EVO,** supplied by TotalEnergies.

Fuel used during each Competition, Paid Testing Session or Official Test Session must be purchased from Total/Elf on the online ordering platform prior to the Event.

No other fuel is authorised for use in the cars entered in the Competition.

The onus will be on the Competitor to ensure that there are no residual traces of non–approved fuels remaining in tanks/fuel systems at any Event, including official test sessions and paid test sessions.

All fuel used during each Competition, official test session or paid test session must be purchased on site. Fuel samples will be checked at random.

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

For infractions at official tests or paid test sessions, these will be reported to the Stewards at the next Event.

In addition to samples taken by the Technical Scrutineers, TotalEnergies may take fuel samples after free practice. Any cars selected will be placed in Parc Fermé conditions in their pit garages after the sessions and Teams will be notified by means of the timing monitors and/or the Team Messaging Application. The nominated representative from TotalEnergies will be accompanied by a Pit Lane Official to take the samples. Any refusal to comply with this procedure, any breach of Parc Fermé conditions or any anomalies in the Fuel will be reported to the Stewards. These procedures may be corrected or changed through a Sporting Note.

512.2 FUEL STOCKAGE

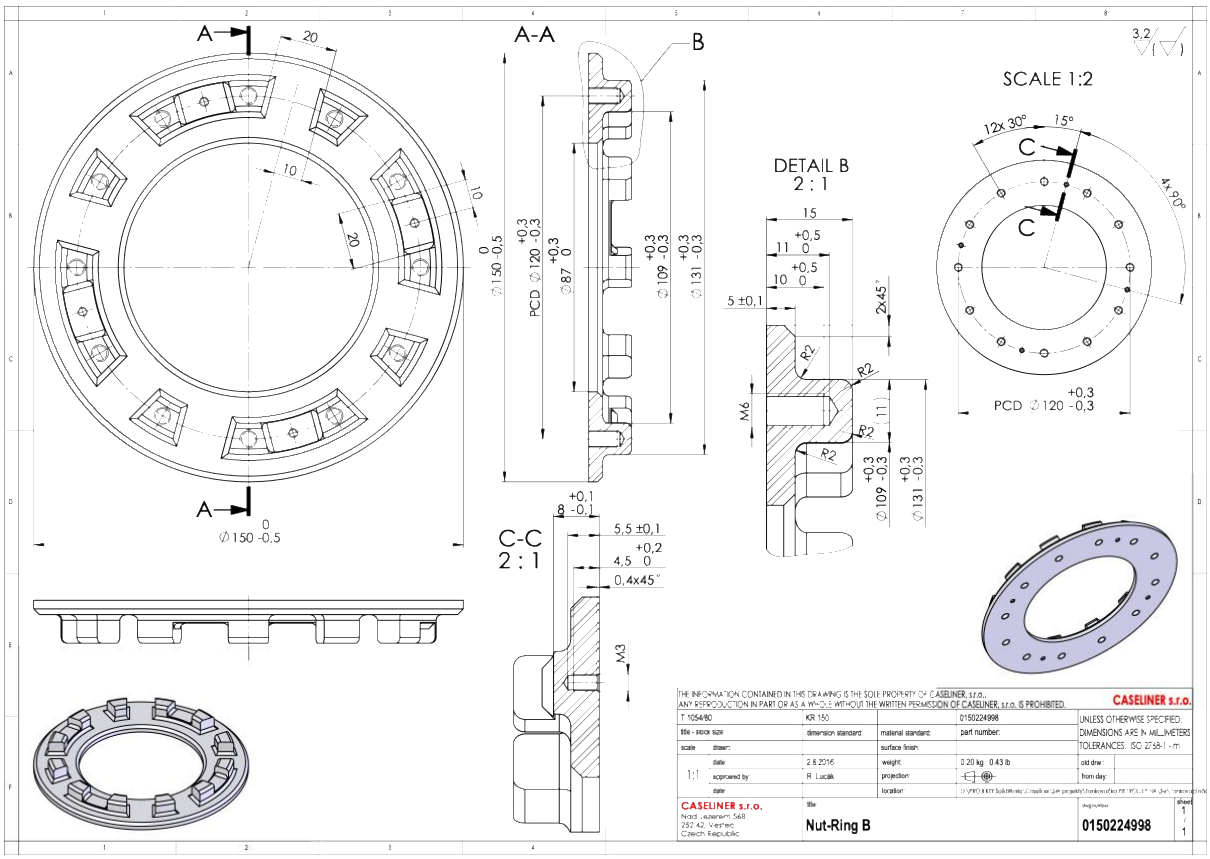
The maximum quantity of stock authorised per car in each pit garage is 240 litres. This fuel must be stored near the door, on the paddock side. Fuel may only be transported in accordance with the paddock regulations in force at each Event.

512.3 FUEL RIGS

Fuel rigs are defined by drawing 252-7 of Article 257A of Appendix J to the Code and described in Article 400 of Article 257A of Appendix J to the Code.
In accordance with Article 400.1.b of Article 257A of Appendix J to the Code, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow.
The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the suppliers.

The flow restrictor that must be placed at the end of the refuelling tank must be fixed with a nut ring placed inside the refuelling tank as specified in the drawing below. This nut ring may be ordered from the following supplier :

Caseliner Benelux by Amaze group
Blandenstraat 32a
3053 Haasrode
Belgium
Tel +32475604790
e-mail: steve@amazegroup.be



512.4 Couplers

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

The couplers held by the Technical Department are those used during the BOP refuelling test. Only couplers that are the same as those used by the Technical Department can be used by the Teams in the GT Challenge Europe powered by AWS Endurance Cup. Teams are reminded that these couplers must not be modified. In case of any doubts, Teams may ask the Technical Delegate to have their couplers checked.

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

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

Make	FIA GT3 Homologation	Model	Refueling Coupler Male
BMW	GT3-043	M6 GT3	Krontec RFC-88K-SL
Bentley	GT3-049	Continental GT3	Staubli SAF 45.1838
Ferrari	GT3-044	488 GT3	ATL RE-AG-003
Ferrari	GT3-044	488 GT3 EVO 2020	Staubli SAF 45.1838
Nissan	GT3-048	GT-R Nismo GT3 2018	ATL RE-AG-022
Porsche	GT3-041	911 GT3-R (991.1)	Krontec RFC-88K-SL
Acura	GT3-047	NSX GT3	ATL RE-AG-003
LEXUS	GT3-046	RCF G	Staubli SAF 45.1838
McLaren	GT3-037	650S	ATL RE-AG-003
Aston Martin	GT3-032	Vantage GT3	ATL RE-153
Lamborghini	GT3-040	HURACAN GT3	Krontec RFC-88K-SL
Mercedes	GT3-042	AMG GT GT3	ATL HWA
Audi	GT3-038	R8 LMS	Krontec RFC-88K-SL
Bentley	GT3-035	Continental GT3	Staubli SAF 45.1838
Nissan	GT3-030	GT-R NISMO GT3	ATL RE-AG-022
McLaren	GT3-052	720S GT3	Krontec RFC 89K
Aston Martin	GT3-051	Vantage AMR GT3	Krontec RFC 89K
Porsche	GT3-050	911 GT3-R (991.II)	Krontec RFC 89K
BMW	GT3-053	BMW M4 GT3	Krontec RFC 89K
Lamborghini	GT3-054	Huracan GT3 EVO2	Krontec RFC 89K
Porsche	GT3-055	911 GT3-R (992)	Krontec RFC 89K
Ferrari	GT3-056	296 GT3	Staubli SAF 45.1838
Corvette	GT3-057	Z06 GT3.R	Krontec RFC 89K
Ford	GT3-058	Mustang GT3	Staubli SAF 45.1838

512.5 Fuel Cell & Fuel Circuit

In accordance with Article 402 of Article 257A of Appendix J to the Code, it is recommended that the fuel cell be filled with MIL-B-83054, SAE-AIR-4170 (MIL-F87260 recommended in case of quick refuelling) type safety foam.

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.

512.6 General fuel precautions

Whenever fuel is being manipulated, the Competitor must adopt appropriately safe working practices. Any unsafe handling may be reported to the Stewards.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 8.2

The Event is to be held under the Code and under National rules if they exist.

PART A

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

b) Name and address of the Organiser.

c) Date and place of the Event.

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

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

f) Precise location at the circuit of:
1. Stewards' office
2. Race Director's office
3. Sporting checks
4. Scrutineering, flat area and weighing
5. Parc Fermé
6. Drivers' and Competitors' briefing
7. Media centre
8. Media accreditation centre.

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

h) The names of the following Officials of the Event, appointed by the ASN:
Steward,
Clerk of the Course,
Secretary of the Event,
Chief National Scrutineer,
Chief National Medical Officer.

Any other specific items.

PART B – TO BE COMPLETED BY THE PROMOTER

1: Timetable Information :
- Start of the sporting checks and Scrutineering
- Time and date of the Briefing
- Start time of the race(s).

2: Organisation and Management of the Event
3: List of Officials nominated by the Promoter and the Parent ASN
Permanent Chairman of the Stewards
International Steward
Race Director
Deputy Race Director
Medical Delegate (Optional)
Technical Delegate
Chief Scrutineer for the Series
Sporting Director
Sporting Manager
Pit Lane Officials
Sporting Secretary (Optional)
Chief Timekeeper
Safety Car Driver
Leading Car Driver
Press Delegate
Driver Advisor (Optional)
Any other Officials
4: Composition of the Sporting Board for the Event
5: Details of appeals, petition of review, protests and fines, FIA classification of the series
6: Other information including link to the Digital Notice Board

Competitors are reminded of the provisions of the FIA International Sporting Code, particularly in relation to minimum licence requirements (ISC Appendix L Chapter I), Code of Driving Conduct (ISC Appendix L Chapter V) and on-track signalling (ISC Appendix H Article 2.5)

PART C – Detailed Timetable

PART D – Event Insurance

APPENDIX 2

REGULATIONS FOR OFFICIAL TEST DAYS AND PAID TEST SESSIONS

In addition to the 2026 Sporting Regulations, all those entering any official or paid test sessions must abide by the following general regulations, which may be completed or corrected by the actual regulations published for each individual event.

1: ENTRY FEES / WAIVERS
Each car must complete an entry form and pay the entry fee before competing in the test.
Each driver competing in the test sessions must sign on for the test by signing the Waiver(s) as requested and receiving a bracelet (if applicable).

2: PIT LANE
Cars should be parked at 45° at all times and only parallel if doing a standard pit stop. For any other work, cars should be in the garages to leave maximum space for the other cars.

3: CLOTHING
All Team members in the working zone are strongly recommended to abide by the specifications of the Sporting Regulations in terms of clothing: flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets.

4: REFUELLING
For Sprint events, refuelling is authorised inside the garage with full safety equipment (fully homologated fire suit, shoes, helmets, visors) including one member of staff with a fire extinguisher. For Endurance events, refuelling is authorized using the refuelling rig in accordance with article 31 of these regulations.

5: TYRES
For paid tests, tyres must be purchased from Pirelli or must be registered tyres from a previous event, previous official test day including the Paul Ricard test day. The tyres used in the test session **MAY NOT BE USED DURING THE EVENT** but may be used during the BRONZE TEST

Please note the limitations on new tyres purchased for the test session, in accordance with the Sporting Regulations.

For the official test sessions, the regulations must be followed according to information given.

6: PIT LANE SPEED
As a reminder, the pit lane speed limit is 50 km/h. Cars must respect this speed from pit in to pit out.

7: RED FLAGS
In case of a red flag, cars must reduce their speed to 80 km/h and return to the pit lane where they will be at 45° in the pit lane, nose towards pit exit.

8: TIMEKEEPING
Teams must use the driver order as declared

APPENDIX 3

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

1

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3

4

5

6

MECHANIC OVERALLS

7

TEAM UNIFORMS

8

DECALS AND
STICKERS

9

CAR DECALS for ALL ROUNDS
except the CrowdStrike 24 Hours of Spa

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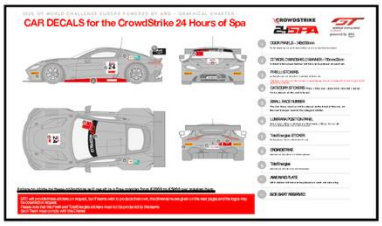
CAR DECALS for the CrowdStrike 24 Hours of Spa

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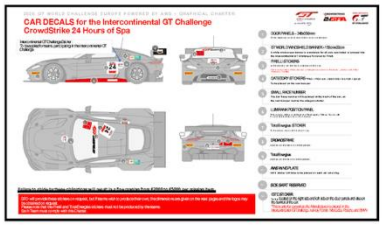
CAR DECALS for the Intercontinental GT Challenge
CrowdStrike 24 Hours of Spa

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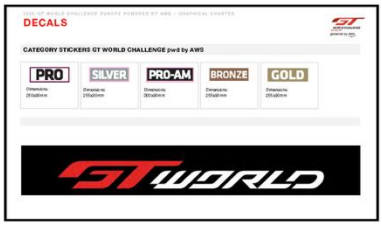

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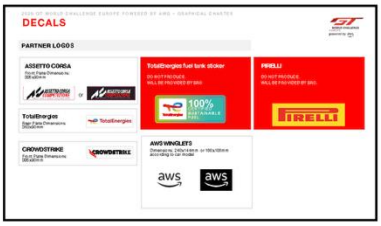

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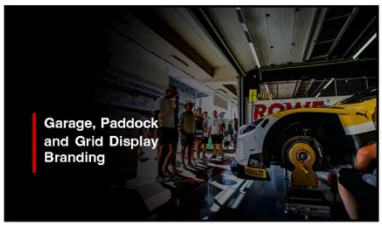

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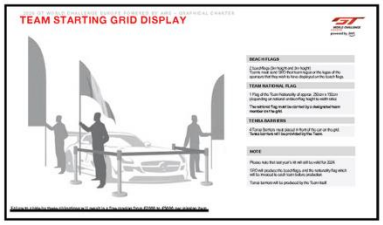

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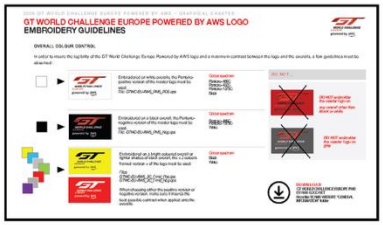

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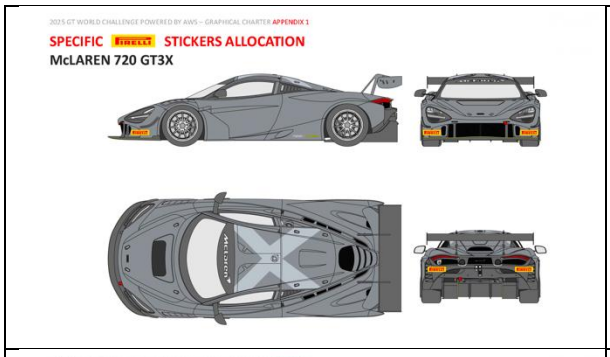
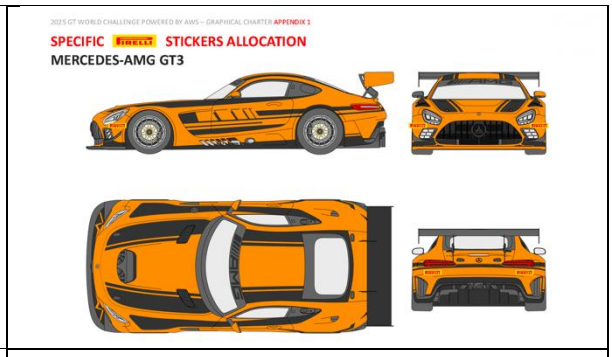
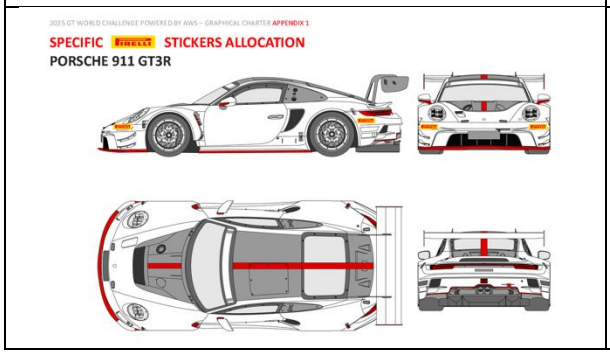
PIRELLI GUIDELINES 2026

These additional guidelines must be followed in order to comply with the Pirelli instructions on placement of stickers. The full-sized document can be downloaded from the Website


2025 GT WORLD CHALLENGE POWERED BY AWS – GRAPHICAL CHARTER APPENDIX 1
SPECIFIC PIRELLI STICKERS ALLOCATION
McLAREN 720 GT3X


2025 GT WORLD CHALLENGE POWERED BY AWS – GRAPHICAL CHARTER APPENDIX 1
SPECIFIC PIRELLI STICKERS ALLOCATION
MERCEDES-AMG GT3


2025 GT WORLD CHALLENGE POWERED BY AWS – GRAPHICAL CHARTER APPENDIX 1
SPECIFIC PIRELLI STICKERS ALLOCATION
PORSCHE 911 GT3R

APPENDIX 4 – CALENDARS

SECTION 1 : PROVISIONAL 2026 CALENDAR
GT WORLD CHALLENGE POWERED BY AWS

R1	Mar 27-29	Phillip Island	GTWC Australia	2x 1 hour
R2	Mar 27-29	Sonoma	GTWC America	3-hour race
R3	April 04-05	Sepang	GTWC Asia	2x 1 hour
R4	April 11-12	Paul Ricard	GTWC Europe	Endurance 6 hrs
R5	April 24-26	COTA	GTWC America	3 hour race
R6	May 02-03	Brands Hatch	GTWC Europe	Sprint
R7	May 02-03	Mandalika	GTWC Asia	2x 1 hour
R8	May 08-10	Sebring	GTWC America	3 hour race
R9	May 29-31	Monza	GTWC Europe	Endurance 3 hrs
R10	May 8-10	Motorsport Park	GTWC Australia	2x 1 hour
R11	June 05-06	Shanghai	GTWC Asia	2x 1 hour
R12	June 12-14	Queensland	GTWC Australia	2x 1 hour
R13	June 12-14	Road Atlanta	GTWC America	3 hour race
R14	June 24-28	Spa	GTWC Europe	Endurance 24 hrs
R15	July 11-12	Fuji	GTWC Asia	2x 1 hour
R16	July 17-19	Misano	GTWC Europe	Sprint
R17	July 24-26	Hidden Valley	GTWC Australia	2x 1 hour
R18	Jul 31-02 Aug	Magny-Cours	GTWC Europe	Sprint
R19	Aug 28-30	Nürburgring	GTWC Europe	Endurance 3 hrs
R20	Aug 28-30	Road America	GTWC America	3 hour race
R21	Aug 29-30	Okayama	GTWC Asia	2x 1 hour
R22	Sept 18-20	Sydney	GTWC Australia	2x 1 hour
R23	Sept 18-20	Zandvoort	GTWC Europe	Sprint
R24	Sept 25-27	Barber	GTWC America	3 hour race
R25	Oct 02-04	Barcelona	GTWC Europe	Sprint
R26	Oct 08-10	Indianapolis	GTWC America	8-hour race
R27	Oct 03-04	Beijing Street Circuit	GTWC Asia	2x 1 hour
R28	Oct 16-18	Portimao	GTWC Europe	Endurance 3 hrs
R29	Nov 26-28	Adelaide	GTWC Australia	2x 1 hour

SECTION 2 – CALENDAR
GT CHALLENGE POWERED BY AWS EUROPE

R1	April 11-12	Paul Ricard	GTWC Europe	Endurance 6 hrs
R2	May 02-03	Brands Hatch	GTWC Europe	Sprint
R3	May 29-31	Monza	GTWC Europe	Endurance 3 hrs
R4	June 24-28	Spa	GTWC Europe	Endurance 24 hrs
R5	July 17-19	Misano	GTWC Europe	Sprint
R6	Jul 31-02 Aug	Magny-Cours	GTWC Europe	Sprint
R7	Aug 28-30	Nürburgring	GTWC Europe	Endurance 3 hrs
R8	Sept 18-20	Zandvoort	GTWC Europe	Sprint
R9	Oct 02-04	Barcelona	GTWC Europe	Sprint
R10	Oct 16-18	Portimao	GTWC Europe	Endurance 3 hrs

SECTION 3 – OFFICIAL TEST SESSIONS AND PRE-EVENT PAID TEST SESSIONS

Official Test Sessions / Prologues

- Prologue 8th – 9th April Circuit Paul Ricard (FRA) Official Test Days
- Prologue 19th – 20th May Spa-Francorchamps (BEL) Official Test Days

Last Day of authorised private testing

The last day that private testing is authorised on the GT Challenge Europe powered by AWS Series Endurance circuits is set for **2nd April**.

The last day that private testing is authorised on the GT Challenge Europe powered by AWS Series Sprint circuits is set for **23rd April** with the exception of Bronze Cup Sprint competitors, for whom the deadline is 8th July.

Pre-Event Official paid test sessions

Two-hour Official paid test sessions (non-mandatory) will be organized at a number of 2026 Events. The provisional list is given below:

- Monza – Friday, 29th May
- Spa – Tuesday 23rd June
- Misano – Thursday, 16th July
- Magny-Cours – Thursday, 30th July
- Nürburgring – Friday 29th August
- Barcelona - Thursday, 1st October
- Portimao – Friday 16th October

Cost :

Season Entry (7 events) = 11 200€
Endurance Only (Monza + Spa + Nürburgring + Portimao) = 6.400€
Sprint Only (Misano + Magny-Cours + Barcelona) = 4.800€
Single Event = 1 600€

Bronze Test :

- Paul Ricard – Friday 10th April – 1 200€ (1 hour)
- Monza – Thursday 28th May – 2 400€ (2 hours)
- Spa – Tuesday 23rd June – 1 200€ (1 hour)
- Nürburgring – Friday, 28th August – 1 200€ (1 hour)
- Portimao – Thursday 15th October – 2 400€ (2 hours)

Season entry (5 events) : 8 400€
Single entry (per hour) : 1 200€

Cups per Event

R	Dates	Circuit		Pro	Gold Cup	Silver Cup	Bronze Cup	Pro-Am
R1	11th – 12th April	Circuit Paul Ricard (FRA)	Endurance 6 hours	X	X	X	X	
R2	2nd – 3rd May	Brands Hatch (GBR)	Sprint	X	X	X		

R3	29th – 31st May	Monza (ITA	Endurance 3 hours	X	X	X	X	
R4	25th – 29th June	Spa-Francorchamps (BEL)	Endurance 24 hours	X	X	X	X	X
R5	17th – 19th July	Misano (ITA)	Sprint	X	X	X	X	
R6	July 31st – 2nd August	Magny-Cours (FRA)	Sprint	X	X	X	X	
R7	28th – 30th August	Nürburgring (DEU)	Endurance 3 hours	X	X	X	X	
R8	18th – 20th September	Zandvoort (NED)	Sprint	X	X	X	X	
R9	2nd – 4th October	Barcelona (ESP)	Sprint	X	X	X	X	
R10	16th – 18th October	Portimao (POR)	Endurance 3 hours	X	X	X	X	

APPENDIX 5

SRO SPORTING BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS
Article 1 – Purpose
The SRO Sporting Board is a body set up by the Series Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the Sporting and Technical Regulations and the organisation of the GT World Challenge powered by AWS and the GT Challenge Europe powered by AWS Events, other than those which fall within the exclusive remit of the Officials of the Event as defined by the provisions of the International Sporting Code.

Article 2 – Members
The SRO Sporting Board will consist of the following people or their representatives:

- The Series General Manager
- The Race Director
- The SRO Technical Director
- The SRO Sporting Director /Sporting Manager
- The Chairman of the Stewards
- An RACB Representative.

Article 3 – Missions
The tasks of the SRO Sporting Board will include:
- Issuing clarifications on the regulations and their interpretation
- Taking decisions on the application of the regulations concerning organisational matters at the Events, in order to respond to specific situations (e.g. shortening of grid procedures, Timetable issues)
- Responding to any situations involving the commercial management of the Series
- Deciding on the acceptance of requests for private testing including coaching and participants of other series, and on any penalties or restrictions in the GT Challenge Europe powered by AWS Series.
- Deciding on exemptions for Driver Categorisations
- Deciding on pit stop time or weight penalties for drivers with Derogations.
- Deciding on additional laps during Events in accordance with Article 31.
- 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, including attribution of the point for fastest lap in qualifying in case of penalties
- Deciding on any questions concerning issues that cannot be dealt with by the Stewards.
- During official test sessions or paid practice, the Sporting Board may refer any incidents to the Stewards of the next Event.

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 majority 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
All decisions taken by the SRO Sporting Board are final and are not subject to protest or appeal, with the exception of driver/line-up eligibility assessments which may be appealed to the SRO Teams Committee as provided for in Article 10.5.3

SRO TEAMS COMMITTEE
INTERNAL REGULATIONS
Article 1 – Purpose
A Committee made up of representatives of the longest-serving teams in the SRO International Series will be constituted to give Competitors a voice on matters concerning driver categorisation.

Article 2 – Members
Representatives of the Teams on the Committee will be identified and their names published at the start of every year.

Article 3 – Missions
The task of the SRO Teams Committee is to advise on matters of driver categorisation and line-up, in particular appeals concerning drivers who have been upgraded by SRO for the season or line-ups for the Bronze Cup.
Other missions may be added on simple request from SRO including driver derogation penalties.

Article 4 – Meetings
Meetings of the Committee may take place if so wished but main communication will be by email

Article 5 – Voting
Decisions will be taken by simple majority. In case of a tie, the promoter will have a deciding vote. Team representatives are required to abstain from any votes for which they have a vested interest.

Article 6 – Decisions
The decisions are binding and may not be further appealed.

SRO DRIVERS COMMITTEE
INTERNAL REGULATIONS
Article 1 – Purpose
A Committee made up of a mix of Factory and Bronze drivers may be constituted to give a voice on various matters within the GT World Series Europe powered by AWS.

Article 2 – Members
Representatives on the Drivers Committee will be identified and their names published at the start of every year. They may be changed during the season.

Article 3 – Missions
The task of the SRO Drivers Committee is to advise on matters where a driver's voice is needed, such as placement of track limits cameras. Other missions may be added on simple request from SRO.

Article 4 – Meetings
Meetings of the Committee may take place if so wished but main communication will be at the circuit.

SRO MOTORSPORTS FUND

INTERNAL REGULATIONS
Article 1 – Purpose
All money collected in the form of fines from Competitors entered in the GT Challenge Europe powered by AWS Series will be placed in a Fund, the SRO Motorsports Fund as authorised by the RACB further to Article 12.8.3 of the Code.

This Fund will be returned to the Competitors in the form of a Prize Fund, and/or will be presented to a Charity.

The usage of the Fund in any given year will be announced to the Teams by means of a Bulletin from the SRO Sporting Board.

Article 2 – Administration
The SRO Motorsports Fund will be managed by the Chief Operating Officer of SRO Motorsports Group. The balance of the account may be requested by Competitors in writing at any time.

APPENDIX 8

RACE CONTROL RADIO

Please note that in order to improve coverage and reception for the teams, we will be moving from an analogue to a digital signal for the Race Control radios.

Teams must ensure that they have a Kenwood digital radio in order to receive the race control messages.

All teams using MRTC as their supplier already have the correct radios. All other teams must have a Kenwood Digital radio, with the NX-300, NX3300 or NX320 models recommended.

MRTC can rent or sell race control radios. TBC

Teams are informed that the Race Control frequencies are as follows :

Ch	RX Frequency	TX Frequency	Ch Type	TX Mode	QT/DQT Dec	QT/DQT Enc	RAN Dec	RAN Enc	Channel Name	Ch Spacing (Analog)	Ch Spacing (NXDN)
7	468.187500		NXDN	NXDN	---	---	29	None	DIG CHANNEL 7	---	Very Narrow
8	468.375000		NXDN	NXDN	---	---	29	None	DIG CHANNEL 8	---	Very Narrow
9	468.275000		NXDN	NXDN	---	---	29	None	DIG CHANNEL 9	---	Very Narrow
10	468.375000		NXDN	NXDN	---	---	29	None	DIG CHANNEL 10	---	Very Narrow
11	468.381250		NXDN	NXDN	---	---	29	None	DIG CHANNEL 11	---	Very Narrow

The frequency for each event will be issued as soon as possible before each Event.

APPENDIX 9
OBLIGATIONS FOR TELEVISION

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

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

Teams will need to provide a hole in the roof of the car. The position of this is to be agreed with the TV technicians for the camera transmitter. A dummy antenna may be provided if the car is not chosen to carry a camera.

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

AVAILABILITY OF TEAM PERSONNEL DURING SESSIONS

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

DRIVER PORTRAITS

Each driver competing in the 2026 season must upload a portrait of themselves in overalls or Team uniform, following the instructions given on the link:
https://sromotorsportsgroup.typeform.com/to/bHml0T

APPENDIX 10

MANDATORY PIT GANTRY CAMERAS – SPORTING REGULATIONS

Each Team competing in the GT Challenge Europe powered by AWS Series (including in any of the Endurance or Sprint Cup Competitions) must acquire a video camera which must be affixed to the pit gantry.

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

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

PIT GANTRY CAMERA SET-UP

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

The pit gantry camera must be switched on for all pit stops. It may be switched off in between stops to conserve the battery. Failure to switch on the camera will be reported to the Stewards.

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

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

USE OF THE CAMERA IMAGES

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

On request of an Official
An Official of the Event may request that the images relating to any car or Team be examined after the race. In this case, the Pit Lane Official will recover the images and give them to the Stewards who may impose penalties for any breaches of regulations. Any such cars will be placed under investigation.

On request of a Team
In case of a report from a Pit Lane Marshal, the Team may challenge the report and request that the images should be examined. In this case, the Pit Lane Official will check the images after the chequered flag. Should the images confirm the Pit Marshal's report, an additional penalty may be given.
Important : no Team may request that the images of a specific car (other than their own car when it is the subject of a report from a Pit Lane Marshal) be examined without making a formal protest to the Stewards in accordance with the International Sporting Code.

SAFETY PROTOCOLS

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

APPENDIX 11 – ANTENNA PLACEMENT

In accordance with articles 504.8 and 505.5, antennae must be installed in accordance with the following instructions. Any other antenna installed by the team must remain outside the specific areas indicated on the diagrams below. A team may add a maximum of one antenna for radio and one antenna for GPS.

SRO MOTORSPORTS GROUP

SPECIFIC TV / TIMING GPS / EMOTAG CAR LOCATION GUIDE GT3

SRO MOTORSPORTS GROUP

Introduction

- The following document outlines the specific locations for the key antenna positions on each vehicle roof.
- Vehicle illustrations indicate the reserved locations for the TV antenna, Timing equipment, RF and GPS antenna, as well as the EMOTAG GPS antenna.
- Correct distances between other antennas and the above items are also defined.
- SRO has agreed upon the outlined positioning to reduce any occurrences of interference with GPS or RF signals.
- Please note that all additional team antennas (GPS, radio, ...) must be placed outside the agreed zones outlined within this document.

SRO MOTORSPORTS GROUP

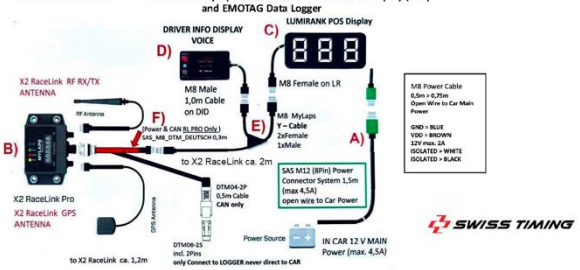
Timing equipment fitment

- The GPS RaceLink device is free to be placed where the team sees fit, provided the status lights on the device are visible to any Technical Official.
- The GPS RaceLink device does not require any external line of sight visibility, as the RF antenna is responsible for the data transmission and reception.
- The installation of the Driver Information Display (DID) must be in a place so that the screen displaying the Flag Signals and Race Control information can be seen by the driver, and the onboard judicial camera used by the organisers.
- Ensure the cable routing for the GPS RaceLink device is kept on one side of the roll cage tubing to allow TV equipment to be positioned on the opposite side of the tube, thereby reducing any possible interference.
- The use of Aluminium tape to secure the GPS RaceLink device cabling or equipment, as well as TV onboard units, is prohibited as this can cause interference with other RF equipment.

SRO MOTORSPORTS GROUP

Timing equipment fitment

Schematic: MyLaps Racelink PRO to Driver Info Display (DID) and EMOTAG Data Logger



SRO MOTORSPORTS GROUP

Antenna Locations – Timing Equipment

- The **Timing GPS** antenna should be mounted on the roof of the vehicle close to the front edge of the roof behind the upper edge of the windscreen on the left-hand side of the car. The antenna should be mounted no more than 200mm from the screen, accommodating for the roll-cage position.
- No other antenna should be mounted within 250mm of the timing GPS antenna.
- No other RF antenna should be fitted within 250mm of the timing RF antenna.
- All additional antennas (GPS, radio, ...) must be placed outside the zones marked on the illustrations.
- A permanent hole is required to be drilled into the roof to allow the antenna fitment.
- The mounting positions of all antennas must be approved by the Technical Delegate.

SRO MOTORSPORTS GROUP

Antenna Locations - EMOTAG

- The **EMOTAG GPS** antenna should be mounted on the roof of the vehicle close to the front edge of the roof behind the upper edge of the windscreen, on the right-hand side of the car. The antenna should be mounted no more than 200mm from the screen, accommodating for the roll-cage position.
- No other antenna should be mounted within 250mm of the EMOTAG GPS antenna.
- All additional antennas (GPS, radio, ...) must be placed outside the zones marked on the vehicle illustrations.
- A permanent hole is required to be drilled into the roof to allow the antenna fitment.
- The mounting positions of all antennas must be approved by the Technical Delegate.

SRO MOTORSPORTS GROUP

Antenna Locations - TV

- The **TV camera equipment** antenna should be placed at the rear of the car as close to the centre line as possible. A permanent hole is required to be drilled into the roof to allow the antenna fitment.
- A plastic TV placeholder will be issued to each car to remain in position when the car is not fitted with a unit. The illustrations show the area in which the TV antenna should be fitted. All TV equipment will be fitted and removed by Hayfisher Productions personnel at each event.
- No other antenna should be fitted within 250mm of the TV camera antenna, and all GPS antennas should be positioned below the TV antenna to reduce any signal issues.
- All additional antennas (GPS, radio, ...) must be placed outside the zones marked on the vehicle illustrations.
- The mounting positions of all antennas must be approved by the Technical Delegate.

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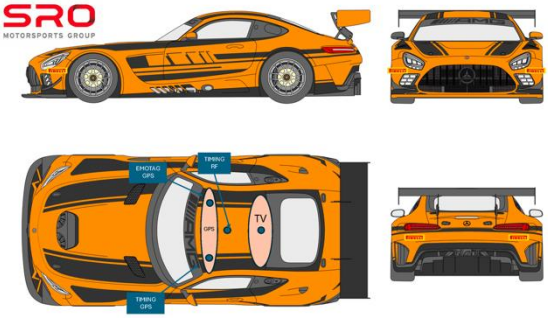

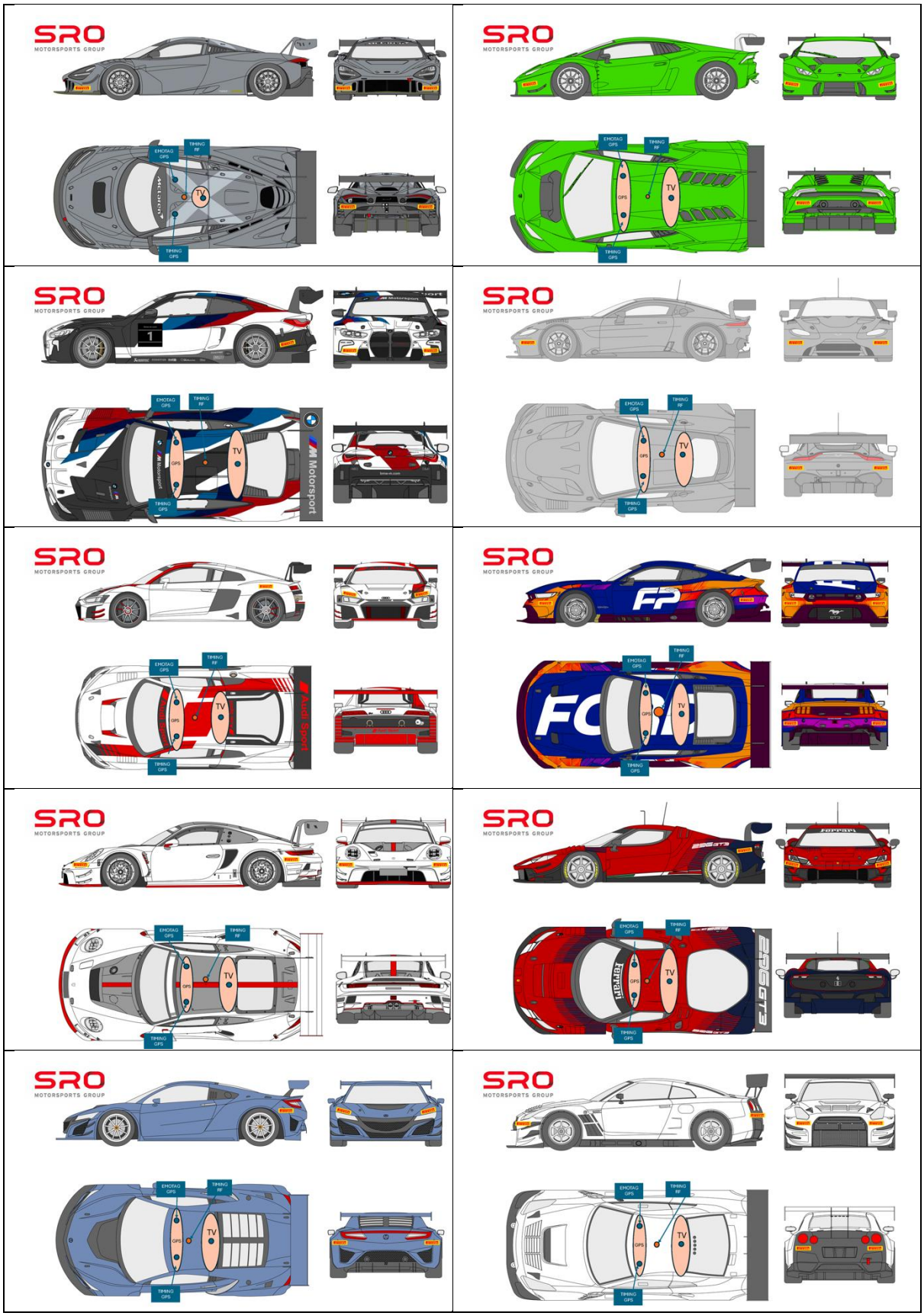
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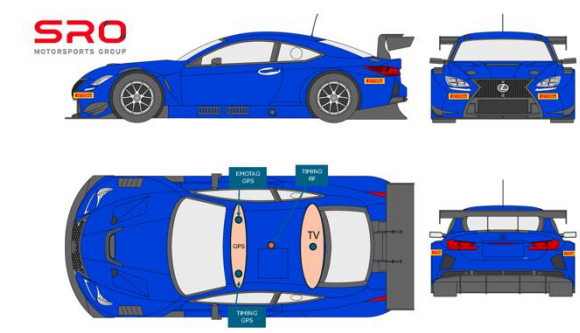
MOTORSPORTS GROUP
EMOTAG GPS
TIMING RF
TV
TIMING GPS
GPS
Motorsport
Audi Sport
FP
Ferrari

 SRO MOTORSPORTS GROUP EMOTAG GPS TIMING RF GPS TV TIMING GPS	