GT4 EUROPEAN SERIES

2026 SPORTING REGULATIONS

INDEX

CHAPTER	DESCRIPTION	PAGE
1	Regulations	1
2	General Undertaking	1
3	General Conditions	2
4	Eligible Cars	2
5	Series Competitions	3
6	Titles	3
7	Points	4
8	Organiser, Organisation and Insurance	6
9	Officials	6
10	Conditions for Participation of Drivers and Composition of the Crews	7
11	Applications and Conditions of Entry	9
12	Passes, access to the site and armbands	11
13	Driver Designations and Changes of Driver	12
14	Instructions and Communications to Competitors	12
15	Unsporting Behaviour	13
16	Incidents and Sanctions	14
17	Behaviour Warning Points	17
18	Protests and Appeals	18
19	Mandatory Equipment	19
20	Driving Stints and Pit Stops	21
21	Number of Cars allowed to participate	22
22	Liveries – Race Numbers – Graphical Charter	22
23	Administrative Checks	23
24	Sean Edwards Foundation Test	23
25	Briefings	23
26	Scrutineering	24
27	Data Logger and ECU	26
28	Weighing	27
29	Supply of Tyres and Tyre Limitations during the Event	29
30	Balance of Performance, Official Test Sessions and Private Testing	32
31	Promotional Activities – cars, pit walks and autograph sessions	34
32	General Car Requirements	35
33	General Safety	35
34	Pit Lane, pit garages and pit lane allocation	39
35	Fuel	41
36	Pit Stops – General	41
38	Tyre Changes	42
39	Other Operations in the Pits	44
40	Replacement of Mechanical Parts	44
41	Free Practice, Pre-Qualifying and Qualifying Practice	44
42	Stopping a practice session	47
43	Grid	48
44	Starting Drivers	48
45	Starting Procedure	48
46	The Races	51
47	Suspending and Resuming the Race	54
48	Finish	57
49	Parc Fermé	57
50	Classification	57

51	Podium Ceremony and Press Conferences	58
Appendix 1	Information required under article 8.2	59
Appendix 2	2026 Rookie Cup – Sporting Regulations	62
Appendix 3	Graphical Charter	63
Appendix 4	Calendar	70
Appendix 5	Sporting Board, Technical Board, Sporting Fund and Teams Committee	71
Appendix 6	Podium Ceremony	74
Appendix 7	Mandatory technical equipment – supplier details	75
Appendix 8	Race Control Frequencies	77
Appendix 9	Obligations for Television	78
Appendix 10	Use of Camera Images	79
Appendix 11	Paid Testing Regulations	80

70% 50.3

45 degrees 34.19

50 km/h 34.11

A

Access to garages 12.3

Additional Briefing 25

Additional Laps 31.1

Administrative checks 23.1

Appeals 18

Armbands 12.4

Average Weight 28.7

B

Balance of Performance 30.1

Behaviour Warning Points 17

Briefing 25

Briefing Notes as Formal documents 1.5

Bulletins 14.1

C

Camber and Pressure 29.12

Cancellation of Competitions 5.7

Categorisation 10.4

Chassis and Tyres 29.6

chassis change 40

Chequered flag twice 33.24

Classification 50.1

Cleanliness and safety in paddock 15.2

Clothing restrictions 12.2

Compliance of Eligibility and Safety 3.3

Crossing the line once 33.24

D

Data Acquisition system 19.1

Data cards 27.3

Data Logger 27.1

Dead Heats / Ties 7.8

Derogations 10.4.3

Digital Noticeboard 14.2

Drive-through 16.6

Driver Change in Pit Stop 20.1

Driver Cooling Systems 4.5

Driver line-ups per Category 10.1.2

Driver Numbers 13.1

Driver Weight 28.7

Drivers Titles 6.1

Drivers under supervision 10.1.3

Drivers, Changes 13.2

E

Eligibility and Safety Compliance 3.3

Eligibility for Points 6.4

Eligible Cars 4.1 and Appendix 12

Eligible drivers 10.1.1

End of season Prize Giving 6.6

Engine alone and unaided 33.11

Engine change 40

Engine, off 36.8

Entry Fees 11.3

Equipment in the working area 34.19

F

fast lane open 34.15

Finish 48.1

Flashing headlights 33.17

free practice 41.7.1

Fuel supplier 35.1

Full Course Yellow 46.4

G

Graphical Charter Appendix 3

Grid 43.3

Grid, wheel changes 45.3

H

Hardship Laps 30.8

Headlights 33.16

Helmets for Drivers 26.7

I

Incident camera 19.2

Incidents 16.1

Initial Scrutineering 26.1

Insurance 8.4

International D Licence 3.6

International Competition 5.1

J

Joker second 20.1

Joker Tyres 29.5

L

Leader 5.3

Licences 3.6

Lighting 33.16

Line 5.4

lollipops 36.4

M

Mandatory equipment Appendix 7

Mandatory pit stop 20.1

mechanics, clothing 36.6

mechanics, number 36.5

N

Nominated person 3.7

Number of Cars allowed 21

Number of Competitions 5.5

O

Obligation to remain at track 3.7

Obligation to attend prize giving 6.6

Observation of the Code 3.1

Observing Provisions 2.1

Official Test Sessions 30.2

Officials 9.1

Opposite direction 33.2

Organiser 8.1

other operations 39

P

Paddock safety 15.3

Paid Test Sessions 30.3

panels in pit lane 36.4

Parc Fermé 49.1

Parking in paddock 15.3

Passes 12.1

Passes, obligation 3.5

Penalties 16.4

Pirelli 29.1

Pit allocation 34.1

Pit lane speed limit 34.11

Pit stops 36

Pit Wall 33.21

Pit Window delay 20.5

Podium Ceremony 51.1

Points 7.2

Points when race red flagged 7.7

Private Testing 30.9

Promotional activities 31.1

Protests 18

Provisional Results 3.7

Punctures 29.7

Q

Qualifying 41

Qualifying, Interruption, 41

R

Race Control frequency 14.5

Race Duration 5.2
Race number 22.1
Rain light 33.16
Red flag, practice 42.1
Red Flag, race 47.1
Reference time for pit stop 20.2
refuelling 37
Rejoining the track 34.18
Representative 3.2
Resuming the Race 47.3
Right of the Stewards 16.7
Rolling start 45.8
S
Safe and appropriate manner 34.17
Safety Car 46.7
Safety Car Race Start 46.8
Safety Features 4.2
Safety net and harness 33.13
Scrutineering 26.1
Sean Edwards test 24
SET 24
Solo drivers 13.1
Solo drivers, getting out of the car 39.2
Sponsorship 11.3
Sporting Board Appendix 5
Sporting Notes 1.4
Starting drivers 44.3
Starting procedure 45.1
Starting Race behind SC 46.8
Stop and Go 16.6
Suspending the Race 47.1

T

Team Messaging System 14.3
Teams Committee Appendix 5
Technical Board Appendix 5
Technical booklet 29.1
Temporary Categorisation 10.4.2
Test Sessions 30.2
Time Penalties 16.6
Tolerance 20.1
Track Limits 33.1
Transponder 19.3
Tyre changes during pit stop 20.1
tyre changes, personnel 38.1
Tyre Heating 29.4
Tyre Limitations 29.7
Tyres 29.1
Tyres and Chassis 29.6
Tyres, Number of 29.7

U

Unbuckling 33.13
Unsporting Behaviour 15.1

V

Valid Licences 3.6

W

Weighing of cars 28.1
Weight, drivers 28.7
Wet Track 33.19
Wet weather tyres 29.11

GT4 EUROPEAN SERIES

SPORTING REGULATIONS 2026

FOREWORD

The GT4 European Series is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code") and the Technical Regulations for GT4 Grand Touring Cars. It will be run in conformity with these 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 of these regulations.

SRO Motorsports Group (hereinafter referred to as “the Promoter”), will organise the GT4 European Series (hereinafter "the Series") reserved for RACB-homologated Grand Touring cars (hereinafter "GT4").

The Series comprises the title of GT4 European Series for Drivers in the Silver, Pro-Am and Am categories and one overall title for Teams.

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 as defined 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. The official language of the International Sporting Code is stated within that document.

1.2 These Sporting Regulations come into force from 1 January 2026 and replace all previous Sporting Regulations regarding this Series.

1.3 Not applicable

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

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 Team Managers’ and Drivers’ Briefing Notes, associated presentations and any season Briefing Notes issued are formal documents which must be complied with.

2. GENERAL UNDERTAKING

2.1 All Drivers, Competitors and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions of the Code and the present Sporting Regulations, together with any supplements or amendments of the Code, the GT4 Technical Regulations issued by the RACB, Bulletins and Clarifications from the SRO Sporting Board issued during the season. 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.

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

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

3.5 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear an appropriate pass and clothing at all times as stated in Article 12.2. Any infractions will result in penalties according to the following provision:

a) First offence: Three hundred euros (300 euros)
b) Second offence: Four hundred and fifty euros (450 euros)
c) Third offence: Six hundred euros (600 euros)

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

3.7 Results remain provisional until all sporting matters and Technical Scrutineering are completed. This includes the checking of any onboard cameras 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 issued.

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

4. ELIGIBLE CARS

4.1 Competitions are first and foremost reserved for GT4 Grand Touring cars homologated by the RACB for SRO as defined by the applicable Technical Regulations and which are included in the detailed list in appendix 12. Furthermore, GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate.

4.2 All cars must be in conformity with the list of safety features according to Technical Regulations for GT4 Grand Touring Cars.

4.3 GT4 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.

5. SERIES COMPETITIONS

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

Competition means any race registered on the annual calendar of the GT4 European Series including administrative checks, Technical Scrutineering, all free practice and qualifying sessions and the races.

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

The length of the race may be modified. Any such modification, along with any resulting changes in other Articles, will be specified in the Appendix 1 supplementary regulations for the Event or in a Bulletin from Stewards for changes taking place during a Competition.

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

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

5.5 The maximum number of Competitions in the Series is set at 6.

5.6 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.

5.7 A Competition may be cancelled in case of force majeure, or with the agreement of the Hosting ASN, the Parent ASN and the Promoter. Claims for loss or damages by Competitors shall be excluded in all such cases.

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

6. THE TITLES

6.1 The GT4 European Series will include three categories:

- Silver
- Pro-Am
- Am

6.2 There will be a Rookie Cup, awarded to the best driver who is competing in GT4 for the first year, and who is aged under 32 at the start of the first Competition of the season. This Cup will be awarded on the podium after each race. There will also be a Rookie Cup season classification. The overall Rookie Champion will be invited to the SRO Awards Ceremony at the end of the year. The Rookie Cup will be based not only on race results but also on on-track behaviour. Full details will be available in the specific regulations of the Cup, given in Appendix 9.

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

6.4 Eligibility for Points

Teams and Drivers entered in a round of the GT4 European Series will score points towards the GT4 European Series Teams and Drivers titles, with the following exceptions :

- Drivers and Race-by-race Competitors in the final two Competitions (i.e. the final four races) of the season, who will not score points towards the Classifications unless they have been entered in the same category at least one previous GT4 European Series Competition during the season.

- Additional cars entered by full-season Competitors on a single-event basis in the final two Events will not score points towards the Teams classifications unless that car has already been entered in the same category in previous rounds in the season. 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 the final two Events of the season will not score points towards the drivers classifications, whether they are entered 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 drivers of the next eligible car. If one driver is eligible for points, no points will be redistributed. Note that the Competitor may remain eligible for Team points.

The final decision on such cars and drivers will be down to the Sporting Board.

6.5 GT4 European Series Driver and Team Titles

Silver, Pro-Am and Am titles: Points will be awarded to eligible Competitors and their drivers according to the category classification of qualifying and all races counting towards the GT4 European Series. The point scales for each individual Competition as set out in Article 7 will be used.

For the Teams titles in Silver, Pro-Am and Am, only the highest-finishing car per Team will score points; all other cars entered by that Team in that Category will be invisible as far as scoring points are concerned.

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

6.6 Representatives of the winning 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 in New York on Saturday December 12th 2026. In the case of Cups with fewer than five regular cars entered, only the Cup or Category Winners must attend the Ceremony. All Competitors shall use their best endeavours to ensure that their Drivers attend as aforesaid.

7 POINTS

7.1 Points classifications will be published on the Series website after the end of each 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.

7.2 Not in use

7.3 Not in use

7.4 Not in use

7.5 DRIVERS AND TEAM POINTS

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

a) Qualifying

After the Q1 session, the Drivers and the Team of the car setting the fastest time in the Silver, Pro-Am and Am Cups will be awarded one point.

After the Q2 session, the Drivers and the Team of the car setting the fastest time in the Silver, Pro-Am and Am Cups will be awarded one point.

b) Races

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

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

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

7.6 Team points are awarded to the Competitor, as designated by the licence-holder, independent of the commercial Team name. In the case that a car is entered under a Driver licence, the Driver may designate a Team name to which the points will be designated.

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

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

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

7.8 In the event of a Dead Heat prizes and points awarded in accordance with the classification of each competition to Competitors who tie will be added together and shared equally.

7.9 If two or more Drivers or Teams finish the season with the same number of points, the higher place in the Series shall be awarded to:

a) The holder of the greatest number of first places,

b) If the number of first places is the same, the holder of the greatest number of second places,

c) If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.

d) If the above-mentioned procedure fails to separate two or more Drivers 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) 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.

7.10 Points for Qualifying

Should an incident or other matter occur during the fastest lap in qualifying 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.

8 ORGANISER, ORGANISATION AND INSURANCE

8.1. An application to organise a GT4 European Series Event must be made to the ASN of the country in which the Event is to take place, which will apply to the parent ASN together with the Promoter.

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

For each of the GT4 European Series Events, a Visa will be issued by the hosting ASN of the country in which the Event is organised, provided that all documents required by the present regulations have been duly sent to the ASN and that they are in conformity with the regulations applicable to the Series.

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

8.4 Thirty days before each Event, the Organiser must send the Promoter details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the Competitors. The sum insured must be a minimum of 6.000.000 euros (six million euros)

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

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

9 OFFICIALS

9.1 The following Officials will be appointed for the GT4 European Series :

- A Race Director and when applicable an Assistant
- A Deputy Race Director
- A Series Technical Delegate
- A Series Scrutineer
- A Chairman of the Stewards

- An International Steward
- A Sporting Manager
- A Chief Timekeeper
- A Pit-lane Official
- A Driver Advisor
- Safety Car and Leading Car Drivers

Other Officials designated by the ASN concerned including:

- A Clerk of the Course
- A Chief Scrutineer
- One National Steward
- A Chief Medical Officer

9.2

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, these being 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 42.2 below.

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.

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

10.1 Driver Line-ups per Category

a) The GT4 European Series Silver Cup

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

- Silver / Silver

b) The GT4 European Series Pro-Am Category

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

- Gold / Bronze
- Silver / Bronze
- Platinum/Bronze with permission from the Sporting Board.

Platinum /Bronze pairings will be considered on a case-by-case basis, and any such approval may be subject to additional time penalties

c) The GT4 European Series Am Category

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

- Bronze / Bronze

One Bronze Driver may be allowed to drive alone with permission from the SRO Sporting Board. In this case, additional time in the pit stop can be added by the Sporting Board. Decisions will be made on a case-by-case basis and evaluated before and during each Event. Except for cases of force majeure accepted as such by the Stewards, any solo driver must get out of the car during the mandatory pit stop.

10.1.1 The composition of the crews must be sent to the Promoter at least 14 days before the start of each Event. Any modification to a crew is prohibited after the end of the administrative checks except in case of force majeure acknowledged by the Stewards.

The SRO Sporting Board reserves the right to give additional time penalties to Gold / Bronze or Platinum /Bronze pairings. Decisions will be made on a case-by-case basis and evaluated after each race.

10.1.2 Not in use

10.2 The GT4 European Series is primarily intended for Driver crews competing together throughout the season to claim the title.

During the final Event of the GT4 European Series, the following situations will not be authorised in any category, 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 Series to another car entered by the same Team.
- To split a pair of Drivers who have competed and/or scored points together throughout the Series and who otherwise cannot be separated by the terms of Article 7.9, between two cars entered by that same Team.
- Any other change in terms of the line-up which is considered by the SRO Sporting Board to be against the spirit of the GT4 European Series.

The final decision on any such changes will be made by the SRO Sporting Board for the Event who may decide to allow any such line-ups to compete but to decide that they will be invisible in terms of the awarding of points.

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

10.3 a) At the end of the season, Gold or Platinum Drivers classified alone in the Pro-Am category of the GT4 European Series may be removed from the final classification of that Category subject to approval from the SRO Sporting Board.

b) At the end of the season, for reasons of force majeure accepted as such by the SRO 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 in the final classification. This would not affect the points of his team-mate or Team.

10.4 Driver Categorisation

10.4.1 Drivers wishing to compete in the GT4 European 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, using the link available via 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. Drivers who have not been categorised will not be allowed to take part in the GT4 European Series.

10.4.2 Temporary Categorisation

The Stewards will give a temporary categorisation to Drivers who announce themselves with their record of achievements after the Event has already begun. A fee of €200 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.

10.4.3 Derogations

For the purposes of this Series the SRO Sporting Board retains the right to make any temporary amendments to the FIA Categorisation of any Driver according to the criteria of GT4 competition. Any Drivers given a temporary categorisation derogation will be indicated in the entry list with an asterisk.

Derogations reducing a Driver's FIA Categorisation will be issued on a race-by-race basis only and will be reassessed after each Event.

Upgrades increasing a Driver's FIA Categorisation for the GT4 European Series may also be issued for the Season or for any individual Event and will be indicated with a double asterisk in the entry list.

10.4.4 Double Derogations

No more than one derogation will be given to any line-up of Drivers competing in any round of the GT4 European Series. This includes derogations to run with a single Driver.

There are no limits on the number of upgrades in a line-up.

10.4.5 Penalties and Restrictions

Drivers with derogations may receive additional restrictions including additional time during the pit-stop or instructions on competing as Driver 1 or Driver 2, which will be decided by the SRO Sporting Board.

Additionally, drivers whose categorisation is listed on the FIA website as Provisional or Under Review will be monitored and may be subject to additional time or weight penalties, on decision of the SRO Sporting Board, in accordance with articles 10.4.6 and 10.4.7

10.4.6 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 either in qualifying or the race, be equal or superior to the average time of the top ten best Drivers from the category in which they have been racing, their derogation will be examined by the SRO Sporting Board within 5 days of the end of the Event. The Sporting Board may take any decision it considers appropriate concerning the continuation of the derogation, but a first infraction will normally result in a warning and/or additional restrictions on driving time, and a second infraction is likely to result in the immediate removal of the derogation. Additionally, the average performance of the Drivers in the car compared to the average of other cars in the category will be used to decide on the continuation of any derogation. The SRO Sporting Board reserves the right to use any methods they consider suitable to analyse the data.

10.4.7 Pit Stop Time Penalties

Any driver with a derogation or who is under supervision in accordance with Article 10.4.5 may be given a pit stop time penalty which must be served during the mandatory pit stop in accordance with Article 16.4.a. The mandatory pit stop time will be extended by the time of the penalty and any infractions will be notified to the

Stewards.

11 COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

11.1 Not in use

11.2 Eligibility for Points

Race-by-race Competitors will not score points towards the Teams classifications in the final two Events unless they have been entered in at least one previous GT4 European Series Event during the season. Any such Competitors will be invisible as far as scoring points are concerned.

11.3 Conditions of Entry

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

A Competitor may enter a maximum of three cars per category in any Event of the GT4 European Series under any one Competitor's licence.

Application forms to enter the GT4 European Series on either a full-season or race-by-race basis can be downloaded from the Teams section of the website www.gt4series.com

a) Full season Competitors: applications to compete in the GT4 European Series must be submitted to the Promoter, on the entry form available on the Series website as from November 27th 2025, the Official opening date for entry in the Series. The entry form must be submitted by Friday March 6th 2026.

The full-season entry fee is set at €34 000 (thirty-four thousand euros) per car.

This season entry fee includes mandatory entry in all the Competitions in the 2026 GT4 European Series, the mandatory Sporting Kit and the mandatory Sustainability Fee.

b) Event entries are set at €6 200 (six thousand two hundred euros) per car per Competition. This Event entry fee includes the mandatory Sporting Kit and the mandatory Sustainability Fee.

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

c) Paid test sessions will be available before certain Events. These are not mandatory. Please see appendix 4 and appendix 11 for details.

d) Entries are not transferable, and entry fees are not refundable. All amounts are excluding VAT. VAT may be added according to applicable rules depending on the Competitor's tax status.

e) The Promoter reserves the right to refuse any applications.

f) The entry form must be fully completed.

g) All Competitors must abide by the guidelines set down in terms of sponsorship from Series partners in regard to 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 €2000 will be given.

h) 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 (maximum of 32 characters). No two Teams may use the same Commercial Team name. Should cars be entered under a Driver 'entrant' licence, the driver may designate a Team name under which they will compete. The Driver under whose licence the car is entered must be one of the drivers registered for the car for the Competition. Any such driver must confirm in writing the name of the Team Manager responsible for responding for any issues concerning the car.

i) Cars entered under different Competitor's licences 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.

j) 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.

12 PASSES, ACCESS TO THE SITE AND ARMBANDS

12.1 Any participant present in any capacity whatsoever in the reserved areas must wear their pass in such a way that it is clearly visible. The Promoter alone is empowered to issue passes. A pass may be used only by the person and for the purpose for which it was issued.

12.2 Passes

12.2.1 The following passes will be issued:

Full Access Passes: access to the whole site, including pit garages, pit lane and pit wall. 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.

12.2.2 Access and Clothing Rules

Pit Lane Access : Shorts (including long trousers rolled up), sleeveless or short-sleeved shirts 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. Shorts (including long trousers rolled up), sleeveless or short-sleeved shirts and open shoes are forbidden on the pit wall. Team members crossing from the pit wall to the pit garage 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)

The following passes will be issued:

12.2.3 Number of Passes

Full season and Race by Race entrants will receive the following passes, per car, per event;

- Driver Passes : 2
- Team Passes (paddock + pitlane + grid) : 12
- Guest Passes (paddock + grid) : 2
- Car Passes : 4

12.2.4 Misuse of Passes: 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 be reported to the Stewards, which will result in confiscation of the pass as well as the following minimum penalties :

- Falsification or duplication of a pass: €5 000 fine.
- Pass used by another person: €1 000 per pass

Repeated offences may be the subject of further penalties which can go as far as disqualification. Additionally, further penalties may be imposed by the Promoter.

12.3 Access

Teams must not exclude participants with Full Access or Media passes from their pit garages or awnings and should not produce or distribute additional passes which supersede those passes distributed by the Promoter. Team members are restricted to the area of the pit wall opposite their pit allocation.

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

12.4 Armbands

The following armbands will be issued for use during pit stops. Per car, the following will be issued:

- One white armband for the car controller
- Three yellow armbands for mechanics

Armbands may only be worn on the arm. Only one armband may be worn at any time. Any infractions may be reported to the Stewards

Pink armbands will be issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.

13 DRIVER DESIGNATIONS AND CHANGES OF DRIVER

13.1 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 in Article 13.2 e) and f).

For each car, the Team Manager of each Team must designate the starting Driver for each race at the latest two hours before the start of free practice. After this point, no changes may be made to the Driver order without the approval of the Stewards.

Driver 1 will participate in Qualifying Session 1 and start Race 1.

Driver 2 will participate in Qualifying Session 2 and start Race 2.

However, the orders listed above can be changed in the Appendix 1 for an Event or by the Stewards in a Bulletin.

In the Pro-Am category, Driver 1 will be the Driver with the higher FIA categorisation, and Driver 2 will be the Driver with the lower FIA categorisation.

In Silver Cup and Am, where both Drivers have the same FIA Driver Categorisation, the Team may choose Driver 1 / Driver 2. However, this order may be amended by the Stewards or the SRO Sporting Board if they consider it appropriate to do so.

13.2 Driver Changes

a) During any Competition, a Driver cannot 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.

f) Should the Stewards give permission for a Driver to race alone due to reasons of force majeure occurring after the Event has started, the car will remain in the category in which it was originally entered. A time penalty may be given which must be served at the start of the mandatory pit stop.

13.3 Driving

The Driver must drive his car alone and unaided.

14 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

14.1 The SRO Sporting Board, Stewards, Race Director or Sporting Director may give instructions to Competitors through Sporting Notes, Bulletins or other documents.

14.2 All classifications, starting grids, and results of practice and the races, as well as all decisions issued by the Officials, will be posted on the Digital Notice Board and where appropriate the Official Notice Board.

14.3 All Teams must be connected to and are required to monitor the GT4 European Series Team Messaging System or another Messaging System as specified by the Promoter at all times during each Event.

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

As much detail as possible is required for an incident report form to be looked at by the Race Director and if necessary, to help with the investigation carried out by the stewards. A team may send a maximum of five reports per car per race. The report must be submitted a maximum of ten minutes after the incident has occurred.

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 must include time of incident, location on track, other cars involved and the specific concern. Vague reports may receive lower priority or may be discounted
c) Requests for cars to be released from Parc Fermé conditions (after an incident)
d) Driver ID transponder issues
e) Informing Race Control of pit stop tolerance.

14.4 Any decision or communication concerning a particular Competitor must be given to him as soon as possible and receipt must be acknowledged. The Grip system will be used for summons, documents 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.

14.5 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. A radio check will take place at the start of each day and Teams must reply using the GT4 European Series Messaging System or another system as specified by the Promoter. 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 should not use this frequency for any other information. Information given on the Race Director's radio frequency is in addition to messages given on the timing monitors. All such messages, whether written or oral, must be adhered to.

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

15 UNSPORTING BEHAVIOUR

15.1 Any Incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats, inappropriate comments on social media networks or unsportsmanlike behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of the GT4 European Series spirit, which is committed by a Team member or a person under the responsibility of a Competitor, may be reported to the Stewards who will take any action they consider suitable. The Team will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.

In particular, penalties may be awarded for offences affecting the security of the event or Competition and may include:

- Drop of grid positions
- Suspension from the next session
- Deletion of all qualifying times
- Stop-and-go penalty of a duration up to 5 minutes

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

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

- Cars may only be parked in the area to which they are assigned and with a valid car pass displayed. Any cars found in the wrong area or without a car pass will be removed and the Team will be reported to the Stewards, where a minimum fine of 1000 € will be imposed. In particular, any attempts to forge or replicate passes or other access documents will be reported to the Stewards and the Competitor will be penalised in accordance with Article 12.2. Cars or vans with Delivery passes may be used for a maximum of 30 minutes within the paddock for delivery purposes. After this time, they must return to their correct parking area.

- Any 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, Competitors, their personnel and suppliers must obey the instructions given by the Organisation of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being summoned to the Stewards and the Competitor may be penalised accordingly.
- Teams and Competitors must abide by any specific medical or safety Protocols set in place by the Promoter, Circuit or ASN. Any failure to follow the instructions given will result in the Competitor being summoned to the Stewards and penalties may go as far as disqualification from the Event and/or removal of some or all of the Team members or entourage from the venue.

16 INCIDENTS AND SANCTIONS

16.1 "Incident" means any occurrence or Series of occurrences involving one or more Drivers and/or Team members, or any action by any Driver and/or Team member.

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.

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

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

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

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

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

a) A time penalty to be served at the next scheduled pit stop or to be added to the elapsed race time.

b) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.

c) A stop-and-go 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. A stop-and-go penalty may also be awarded for the start of a session (free practice or qualifying), in which case the car may only join the session after the given time has elapsed.

d) A drop of grid positions at the driver's next race.

e) Disqualification of the driver from the Competition.

f) Reprimand

g) Warning

16.5 Penalties

16.5.1 Penalties at the end of the race

Should any of the penalties under Article 16.4 b) or c) above be imposed and notified after the end of the race, or, for duration races, during the last 5 minutes, at the discretion of the Stewards, Article 16.6.2 and 16.6.3 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.

16.5.2 Fines

Fines will normally be imposed for matters relating solely to the conduct of a Driver or a Team member having no direct sporting application. These include missing a Drivers' briefing or press conference without force majeure or prior agreement, speeding in the pit lane during free practice or qualifying, or other items considered by the Stewards 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 of interest to Motorsport in accordance with Article 12.4.1.d of the International Sporting Code.

16.5.3 Free Practice

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

16.5.4 Qualifying

Incidents occurring during qualifying may result in either the deletion of lap times by the Race Director or Stewards, or a drop of positions on the starting grid, the number of positions to be decided by the Stewards.

16.5.5 Incidents between Categories

In Incidents involving cars from different categories, or between Drivers of different categorisations, the Driver of the car from the more professional category will be deemed to be at fault unless the Stewards are satisfied that evidence clearly shows the contrary.

Where relevant, the Stewards may take note of the differing categories of cars and drivers involved in an incident when determining the appropriate penalty.

16.6.1 Time Penalty

Should the Stewards decide to impose a time penalty as provided for in Article 16.4 a) the following procedure shall be applied during the Race(s):

At the car's 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 cannot open the door. Once the time has elapsed, the pit stop according to Articles 36-39 may begin. The mandatory pit stop time will be extended by the penalty time imposed.

If such a penalty is imposed after the mandatory pit stop has taken place, the time will be added to the race time after the chequered flag unless the car makes a further pit stop, in which case the penalty must be served as above at that pit stop.

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

Should the 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.

16.6.2 Drive-Through Penalty

Should a drive-through penalty be imposed, the following procedure shall be applied:

a) No penalty can be taken by a Team until it has been notified in writing, either on the timing screens or by a document issued by the Stewards.

b) From the time the decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane

c) However, unless the car was already in the pit entry road for the purpose of serving its penalty, it cannot carry out the penalty after the Safety Car or Full Course Yellow procedures have been deployed. In this case, 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).

d) The car must drive through the pit lane, respecting the pit lane speed limit, without stopping or slowing except for force majeure, and rejoin the track.

16.6.3 Stop-and-Go Penalty

Should a stop-and-go penalty be imposed, the following procedure shall be applied :

a) No penalty can be taken by a Team until it has been notified in writing, either on the timing screens or by a document issued by the Stewards.

b) From the time the decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane

c) However, unless the car was already in the pit entry road for the purpose of serving its penalty, it cannot carry out the penalty after the Safety Car or Full Course Yellow procedures have been deployed. In this case, 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).

d) The penalty is to be served in the respective Team's pit box. Teams are responsible for ensuring that the car stops for the period notified.

e) Whilst a car is stationary in the pit lane as a result of incurring a stop-and-go penalty, it must not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 33.11 (c). If the Driver is unable to start his car by himself, it may be evacuated to its pit garage by its mechanics.

f) When the prescribed stop time has elapsed, the Driver may re-join the track. The stop-and-go penalty cannot be combined with a pit stop, either mandatory or optional.

16.6.4 Teams are responsible for monitoring the timing screens, in particular the penalties log.

16.7 Grid Drops

If a grid drop is awarded to a Driver by the Stewards, 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.

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

16.8 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.

16.9 The following procedures will be implemented by the Stewards regarding written documents and communications:

a) Summons - will be issued to a Competitor and sent to the email address lodged with the Series Manager at the start of each Event or by the Team Messaging Application or the GRIP system. A Summons will include the names of the Stewards but may not include handwritten signatures. Upon receipt of a Summons, a Competitor should send a reply, stating 'Received'.

b) Decisions - will be issued to a Competitor and sent to the email address lodged with the Series Manager at the start of each Event, or using the GRIP system. A Decision will include the names of the Stewards and their handwritten signatures. Upon receipt of a Decision by email, a Competitor should send an email in reply, stating 'Received'. It should be noted that this acknowledgement does not state or imply that a Competitor accepts the Decision and does not affect in any way the right of a Competitor to appeal a decision, where permitted to do so under the regulations.

c) Bulletins and Decisions – will be posted on the Digital Notice Board. The time of posting will be stated on each document and will be the official time. Paper copies will not be distributed or displayed on any physical noticeboard.

17 BEHAVIOUR WARNING POINTS

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

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.

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.

- A Driver with 3 points will receive a 5-place grid drop
- A Driver with 5 points will receive a 10-place grid drop
- 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 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 race.
- A Driver with 12 points or more will receive a suspension for one Competition (two races) of the GT4 European Series.

For Grid Drops, see article 16.7

The drive-through or stop-and-go penalty will be applied at the next race to be taken within the first five laps of the driver's stint. In case of safety car or FCY during that period, the penalty must be served as soon as possible after the end of the intervention. Should the Race be red-flagged before the penalty can be served, it will be added as a time penalty using the standard conversion rates at that track.

Behaviour Warning Points will not be reset, but will remain on a driver's record within the Series for a period of 12 months (one calendar year).

18 PROTESTS, PETITION OF REVIEW AND APPEALS

18.1

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 €2500 (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 €2000 (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.

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

18.3 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 outside of the Races (Free Practice, ~~Pre-Qualifying~~, 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;

18.4 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.

19 MANDATORY EQUIPMENT

19.1 Data Acquisition System

All Competitors must use the GT4 European Series data acquisition system as defined by SRO and listed in Appendix 7. This system must be used throughout each Competition and must operate fully and correctly at all times, with all required data fully recorded and retrievable. It serves exclusively to store the data acquired, which may be checked at any point during any Competition. The weight of the system is included in the minimum weight of the car.

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

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

19.2 Incident Camera

It is the responsibility of each Competitor to obtain an onboard 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 camera must face the front of the car and show the track. If the camera is linked to a data acquisition system then the competitor must ensure that the video camera footage includes a visual indication of brake application.

The data from the onboard camera system may be used by the Stewards, Race Director, or Promoter to investigate incidents. All data from onboard camera system(s) is/are property of the Promoter and will be returned to the team after the Event.

The Incident Camera must operate correctly as soon as the car leaves its garage or Team awning The GT4 European Series Officials may recover the footage after all practice sessions and races. If so requested, Teams

must deposit their SD card in a box in a specified location, within 10 minutes of the car arriving in the paddock. One mechanic per Team, wearing a yellow armband, is permitted to remove the SD card from the mandatory camera once the car has been returned to the paddock. This mechanic must not touch any other part of the car or perform any other duty, check or adjustment. If the car is under Parc Ferme conditions, then any infractions would be considered to be a breach of the Parc Ferme regulations and would be reported to the Stewards.

The Incident Camera must be installed in a manner such that the camera image shows both the whole steering wheel and the area ahead of the car (viewed though the windscreen). The Technical Delegate shall be entitled to require modifications to the camera's position and the angle of view.

The Competitors shall bear the related cost as it is their responsibility to ensure the cameras are in working order and correctly positioned. No parts or equipment obstructing the camera's view shall be installed between the camera and steering wheel and the camera and windscreen.

The video files must be in MP4, AVI or MOV formats. If video software is used, this must include a track map. All SD cards must be emptied before the start of each session and be of sufficient capacity to record the entire session. The date and time on the camera must be correct.

19.3. Transponder

Each Driver must use the Driver timing transponder specified by the Promoter throughout the Competition. It is the responsibility of each Competitor to obtain this transponder at their own expense, to install it, to make it work correctly, and to ensure it is showing the correct information at all times. This transponder must be installed in strict compliance with the relevant instructions. Any problems with the transponder must be notified to the Race Director immediately.

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

If an incorrect Driver ID is recorded at the pit entry or pit exit loops, a penalty may be imposed by the Stewards according to the following scale:

- First offence: three hundred euros (300 euros)
- Second offence: five hundred euros (500 euros)
- Third offence: one thousand euros (1.000 euros)

Please see Appendix 7 for details of the compatible Transponders.

19.4 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. Please see Appendix 7 for further details.

19.5 GPS

Teams will be required to install data units for the purpose of transmitting GPS positioning data to the timekeeping system. It will be their responsibility to obtain and install this unit in accordance with the instructions given by the Promoter, and to ensure that it works correctly at all times during 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 the Official Timekeepers for checks immediately after the incident and before the next event.

19.6 In-car Marshalling System

An in-car marshalling system will be provided for each car. It will be the responsibility of each Team to install it in each car in accordance with the instructions given 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. Further information on the use of the system and regulations relating to it will be given in the Briefing Notes for individual events or in a Bulletin from the Stewards.

19.7 – 19.13 Reserved for future use

19.14 Sporting Kit

A Team must purchase a mandatory Sporting Package for each car entered on either a full-season or Event basis, which covers the rental of items such as the Driver Information Display, the Lumirank panel, and the Team Messaging system. This cost is included in the entry fee. Please see Appendix 7.

20. DRIVING STINTS AND PIT STOPS

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

20.1 Mandatory Pit Stop

a) A mandatory pit stop for changing the Driver is to be carried out during each of the 2 races. The car must cross the pit entry line from 25 minutes 00.00 seconds after the Official start of the race until 34 minutes 59.99 seconds after the Official start of the race. Only one Driver change may take place during the race. Any pit stops taken before the start of the pit window will not count as the mandatory pit stop.

b) 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 minutes 00.00 seconds after the start of the race) the pit window may be delayed. If the pit window is delayed the Race Director will announce this on the Team Radio and on the timing monitors. Should the pit window be delayed, once the green flag is shown at the end of the SC or FCY period, the pit window will open immediately. The pits will then remain open for 10 minutes for the mandatory stops. In the case of a Safety Car, all cars must take the green flag on the track before pitting for their mandatory stop. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop. Should the Safety Car be called on track, or a Full Course Yellow period be declared, during the pit window, the Race Director may extend the time of the pit window by a time between one and three minutes.

c) If the Race Director decides for any other reason than given in clause b) 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, which will be given in terms of the time remaining in the race.

20.2 Pit Stop Time

A minimum pit stop time will be imposed for the GT4 European Series. The pit stop time will be issued in a Bulletin from the Stewards for each Event. Any car whose pit stop time is less than the given time between pit in and pit out will be given a penalty by the Stewards.

There will be a one second tolerance which may be used once during each Event. The tolerances will not be aggregated or carried over to the next Event.

The minimum pit stop time for the mandatory pit stop with driver change only will be calculated by taking the pitlane delta (Pit in – Pit Out at 50.0 kph), and adding 50 seconds. This time will be issued at each Event in a bulletin from the Stewards.

Should the race length be adjusted in accordance with Article 5.2, the pit stop time will be adjusted by the same amount.

In case of a change of weather / adherence, the minimum time to change Driver and tyres from wet to dry (or vice versa) during the mandatory pit window will be the pit lane delta plus two minutes.

In case of a pit stop to change tyres from wet to dry (or vice versa) outside of the mandatory pit window, the minimum time will be calculated as two minutes plus the pit lane delta from pit in to pit out.

There is no minimum time for additional stops for minor repairs or changing one tyre (due to a puncture) other than the delta of the pitlane.

Tyre changes are only authorised in case of a change of adherence/weather or damage to a tyre or tyres duly confirmed by the Technical Delegate or Race Director.

For the avoidance of doubt, the changing of tyres in case of a change of adherence/weather refers to the changing of all four tyres from wet to dry (or vice versa).

The changing of tyres from wet to wet or from dry to dry is not permitted unless there is damage to a tyre or tyres and is confirmed by the Technical Delegate or the Race Director.

The exact time for the Mandatory Pit Stop and Tyre Change Pit Stop will be issued in a Bulletin from the Stewards for each Event.

20.3 Not in use

20.4 Not in use

20.5 Not in use

20.6 Not in use

20.7 Amendments to Driving Stints and Pit Stop Times

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

20.8 Penalties for pit stop times

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 race, 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

If the mandatory pit stop commences (defined as the point at which the car crosses the Pit Entry line) after the Pit Stop Window closes (Article 20.1), the minimum penalties will be as follows:

- Less than 1-minute after the pitlane closes: 5-second time penalty to be added to the elapsed race time
- Between 1-minute and 4m59.99s after the pitlane closes: 10-second time penalty to be added to the elapsed race time
- 5-minutes or more after the pitlane closes: Drive through penalty.

The penalties as outlined in article 20.8 will be given by the Race Director according to the reports issued by the Official Timekeepers of the Event.

21. NUMBER OF CARS ALLOWED TO PARTICIPATE

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

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

Rounds of the GT4 European Series may be combined with other Series at Events, which will be specified in the Supplementary Regulations / Appendix 1 document for that Event. Specific information will be given including provisions for separate grids and gaps between grids in a Bulletin or Sporting Note.

22. LIVERIES – NUMBERS – GRAPHICAL CHARTER

22.1. Each car will carry the race number allocated by the Promoter. Race numbers must be an integer between 0 and 999. Race numbers will be unique within the GT4 European Series during the season and cannot be reused by another Competitor. The number 1 will be reserved in priority for the winning Team from the GT4 European Series from the previous season.

Race numbers and advertising on the cars must be in conformity with the Promoter's Graphical Charter for the Event and must be clearly visible from the front and from each side of the car. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited.

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

Cars must be presented to the scrutineers as per the Graphical Charter (See Appendix 3)

22.2 Not in use

22.3 Not in use

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

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

23. ADMINISTRATIVE CHECKS

23.1 At each Event, the ASN will check the licences of all Teams and Drivers, who must send copies of licences in advance, as well as signing any waivers requested by the ASN and approved by the Promoter. All Competitors and Drivers must have authorisation to compete abroad from their ASN. Any Driver or Team failing to complete their administrative checks during the allotted time will be reported to the Stewards.

Any Driver or Team who is unable to attend at the given time must inform the Stewards in writing.

The list of Competitors and Drivers and cars authorised to take part in the Competition will be published before the start of the Free Practice Session. Teams and Drivers who are not in compliance with Article 22.5 will not be listed.

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

23.3 Each Competitor must confirm in writing their Official representative(s) for the Event.

24. SEAN EDWARDS FOUNDATION TEST

All Drivers taking part in the GT4 European Series must complete the Sean Edwards Foundation assessment test before taking part in their first Competition of the season. Furthermore, the Stewards may insist that any Driver take the test at any point during any Event.

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

25. BRIEFINGS

a) Team Managers' Briefing

A Team Managers' briefing may be held before the first on-track session and before the Drivers' briefing. If such a briefing is included on the Official Timetable, all Competitors' appointed representatives must be present throughout the 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.

b) Drivers' Briefing

A briefing by the Race Director will take place at the latest on the day of the free practice in the location specified in the Appendix 1 of the Competition. A physical briefing may be replaced by a video conference.

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

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

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

A driver cannot take part in any on-track session until he has been given the respective drivers' briefing or, where agreed by exception, received a personal briefing from the Race Director.

In exceptional circumstances, the Drivers' Briefing will not be held. It will be the responsibility of the Team Managers to inform their Drivers of the information provided by the Race Director in the Team Managers' Briefing. In this case the Team Manager must sign a confirmation document that all the Drivers have been briefed.

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.

c) 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)

26. SCRUTINEERING

26.1 Each Competitor must have all documents required by Article 3.6, and the various documents relating to his car, available for inspection at any time during the Event. Each car must bear identification stickers clearly visible from the front, rear and from each side of the car.

26.2 Competitors must present a technical passport (with first pages completed and pictures added), GT4 homologation file and SRO Certificate for each of their cars entered in the Competition. The technical passport will be established the first time a car is presented for Scrutineering.

26.3 Cars must be presented to the Pre-Event Scrutineering at the time indicated on the Scrutineering Timetable with the homologation forms, SRO Certificate, and the car passport. Failure to present the homologation forms will be reported to the Stewards.

The car must be presented in the following condition :

- with fuel cell and safety cage certificate,
- without fuel,
- with restrictors, ready for sealing, wire to be provided by the Team,
- with ballast, ready for sealing, wire provided by the Team,
- with the engine ready for sealing. Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers. Twisted wire must be installed on each side of the engine, coming from the sump, joining each group of screws, holes or ribs so that these parts cannot be separated. Wire ends must be long enough to allow the plaques and seals to be affixed,
- for cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired,
- with identification and additional lights installed if applicable,
- with all mandatory stickers (technical / safety / Series sponsors) in accordance with the Graphical Charter (see Appendix 3),
- with dry-weather tyres.

26.3.2 Safety Form

Each Competitor must complete and return a fully completed and signed Safety Form for each car, listing all the safety equipment and driver equipment. The form must be returned by the date specified prior to each Event.

26.3.3 Tyres for Scrutineering

Unless otherwise specified, cars selected after qualifying or races will be scrutineered with the tyres on which they have finished their qualifying or race.

26.4 The weight of the car and other figures (number of seals, restrictor diameter) that will be written in the technical passport are under the sole and entire responsibility of the Competitor. It is always the responsibility of the Competitor to provide, at any time during the Event, proof that his car and equipment are in conformity with the regulations and current BOP decisions.

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

26.6 Not in use

26.7 All Drivers competing in the GT4 European Series must use a helmet and an FHR device homologated by the FIA.

Helmets complying with FIA standards 8859-2015, 8860-2010, 8860-2018 or 8860-2018-ABP are allowed. However, the FIA Standard 8860-2010 or 8860-2018 or 8860-2018-ABP are strongly recommended.

Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2000 or FIA 8856-2018. (As per ISC App L Chap III Art 2.) Helmets and clothing must pass Scrutineering before the first time any Driver takes part in a round of the GT4 European Series, as well as whenever there is a change of any of the items which have already been checked. The Driver does not need to be present when his equipment is presented. Drivers may be requested to present any or all equipment to the ASN at any time during any Event. Driver overalls must be checked for conformity to Article 22.5 and Article 11.3 g).

26.8 Not in use

26.9 The official Series and sponsors patches provided by the Promoter must be stitched or embroidered on the Drivers and mechanics overalls in accordance with ISC Appendix L Chapter III Article 2. Any breach of this

Article may lead to sanctions imposed by the Stewards. Any infractions in respect of any of these requirements will be reported to the Stewards and a minimum fine of €2000 will be given.

26.10 Pre-Event 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 permission for a waiver for delayed scrutineering if they are satisfied that special circumstances justify this. Competitors who do not keep to the time limits and who have not been granted a waiver for delayed scrutineering may be given a penalty.

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 interest to motorsport in accordance with Article 12.4.1.d of the International Sporting Code.

26.11 No car and no Driver may take part in the Competition until they have successfully completed all scrutineering checks.

26.12 The Scrutineers may:

a) Check the eligibility of a car or of a Competitor at any time during an Event and may conduct checks without prior request from the Clerk of the Course, Race Director or Stewards.
b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
c) Require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
d) Require a Competitor to supply them with such parts or samples as they may deem necessary. At the end of qualifying, and of the races, the car must contain at least 2 kg of fuel. The 2 kg of fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.
e) Check the air restrictor diameters:
    i. Competitors are obliged to equip their engines with intake restrictors as provided for in the Technical Regulations for GT4 Grand Touring Cars and modifications throughout the season made by the SRO Technical Board.
    ii. The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout the season made by the SRO Technical Board, at all times and in all temperatures.
    iii. The restrictors to be checked and marked must be accessible during the Scrutineering of the cars.
    iv. 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.
    v. Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number will also appear in the technical passport. The diameter must be engraved on the restrictor. It will be up to the Competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

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

26.14 At the end of the qualifying practice sessions and after the finish of the races, all classified cars must make their way to the Parc Fermé for checking. The presence of an Official representative of the Competitor is required.

26.15 Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval before taking part in any further track session.

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

26.17 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.

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

26.19 Checks and Scrutineering shall be carried out by duly appointed Officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the Competitors.

27. DATA LOGGER & ECU

27.1 A data-logger with additional sensor must be installed in all cars at all Competitions in accordance with Article 19.1. SRO Data Technicians will check all data loggers prior to the first free practice. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards. The data-logger must be fitted with the interface for the Timing GPS module.

27.2 The data-logger is also a Scrutineering device and data will be used for Scrutineering purposes. The reference engine data will be the data collected during the 2026 SRO Official BOP test or those collected during other tests and races with the current BOP decisions.

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

No data, memory cards or similar storage media shall be extracted or removed from the datalogger system during the Event. This can only be done by the Data Technicians or Scrutineers working for the Technical Delegate. The removal, extraction or manipulation (manually, electronically or in any other form) of data or memory cards or similar storage media or the data logger will be reported to the Stewards.

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

27.4 Information on the installation and use of the data logger is available on the Teams Sections of the Series website.

27.5 The data thus collected must remain at the disposal of the SRO Technical Department and the Technical Delegate. The SRO Technical Department can be assisted by technicians specialized in electronic systems in order to ensure the correct operation and the conformity of the readings of the data logging system and the conformity of the various systems with which the cars are equipped.

They may at any moment remove, exchange or control the various electronic components of a car and draw up a report to the Technical Delegate on their investigations, and they reserve the right to keep the components they have removed for later analysis.

No protest or appeal will be accepted concerning these controls and removed components. If a case of non-conformity is noted (either during or after any Event), this may be reported to the Stewards.

27.6 The data logger must work throughout each Competition, including during every practice.

Controls may be carried out at any time during any Event.

Competitors cannot leave any Event before their data loggers have been downloaded or unless the Stewards have given their consent for them to leave.

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

27.7 The GPS antenna of the data logger must be mounted on the roof and no other antenna can be within 30 cm of this. If necessary, the SRO Technical department can require Competitors to remove other antennas from the roof. Any antennae must be installed in accordance with the details in Appendix 13. 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.

28. WEIGHING

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

To identify which Driver is on board the car, each Driver must bear on both sides of his helmet a numbered sticker plus any other identification mark required by the Organisers of the Event in agreement with the Stewards and the Technical Delegate.

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

28.3 No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a Scrutineer when acting in his Official capacity and in accordance with the technical regulations, or when requested to do so by a Scrutineer).

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

28.5 A car must carry an Official television on-board camera and its equipment if so requested. The weight is included in the weight of the car as specified on the Balance of Performance sheet for that Competition. All cars must be prepared to allow the installation of the camera according to Appendix 9. Teams are responsible for the camera installed and any non-accidental damage may be reported to the Stewards.

28.6 A Competitor may fit one or more personal cameras in the car for training and information purposes. 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. At the sole discretion of the Technical Delegate any camera considered unsafe must be removed by the Team. The weight of the complete equipment is not included in the minimum weight of the car. Cameras transmitting live video footage are not authorised. Cameras affixed to helmets are not authorised.

The images from any such personal camera should not be presented by the Team to the Race Director or Stewards to support any sporting matters, except when a Competitor has lodged a relevant formal protest.

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. The images must not be distributed, shared or uploaded on the internet unless specifically authorised by SRO.

28.7 The average weight of the Drivers in any car competing in the Series must be at least 85 kilograms. Should the average weight of the Drivers in any specific car be less than 85 kg, the car will be required to carry Driver Ballast to compensate. The following procedure will be followed:

a) Each Competitor must declare the weight of his Drivers, including overalls, underwear, shoes, gloves, helmet and HANS, at the time of the administrative checks. 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.
b) The average weight of the Drivers in the car will be calculated and rounded up to the nearest integer. If any Drivers are given permission to race alone, the driver's weight will be rounded up.
c) If the average weight is under 85kg, then the Driver Ballast to be carried by the car will be calculated as 85kg minus the average weight.

d) The Driver Ballast must be installed in the ballast box and sealed before free practice.
e) The Driver Ballast, as well as the individual weight of the Drivers in question, may be checked at any point during the Event. Any anomalies will be reported to the Stewards. Penalties may go as far as deletion of times in Qualifying or Disqualification from the race.
f) The Driver Ballast is not included in the minimum BOP weight of the car.
g) For all cars, if the average weight is over 85kg, then the excess weight, up to a maximum of 10 kg, may be removed from the minimum BOP weight (if any), as follows :

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	6 kg
92 kg	7 kg
93 kg	8 kg
94 kg	9 kg
95 kg	10 kg
96 kg	10 kg
97 kg and upwards	10 kg

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

29. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

29.1 Tyre Supply

Only tyres from the official Pirelli distributor for GT4 European Series, 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 event 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 29.2. 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 are recommended to 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.

Teams and Drivers are required to sign the 'Acknowledgement of Risks' form issued by Pirelli before the first time they compete in the Series. A new form must be signed should a Driver change Team. On entering the Series, Teams are required to sign and return the 'Supply Agreement with Teams' issued by Pirelli.

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

29.2 Dry and Wet weather tyres

Dry-weather tyres: only tyres with no tread pattern are accepted as dry-weather tyres.

Wet-weather tyres: a wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 30% symmetrically around the tyre centre-line and covering a square:

a) 9 inches 180 x 180 mm
b) 10 inches 200 x 200 mm
c) 11 inches 230 x 230 mm
d) 12 inches 250 x 250 mm
e) 13 inches 280 x 280 mm
f) 14 inches 300 x 300 mm
g) 15 inches 320 x 320 mm
h) 16 inches 345 x 345 mm

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

29.3 Control of tyres

a) The control of the tyres will be carried out according to a process defined by the Promoter.

b) The outer sidewall of all tyres which are to be used at a Competition must be marked with an FIA barcode as identification.

c) 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 Scrutineering.

d) A used tyre is defined as having been solely and specifically registered during an event for a previous Competition (as S1, S2, S3 or S4) with the same car number. For race-by-race Competitors, this is considered to be any previous Event in the current season 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. Used tyres from different sets may be combined to create one set of tyres with Pirelli's approval, while respecting front and rear tyres.

29.4 Tyre-heating devices

All tyre-heating devices are forbidden.

29.5 Joker Tyres

Each car competing in the GT4 European Series has an allocation of one joker tyre per Competition, which can be used to replace any tyre which has been damaged or is otherwise unusable. The use of a joker tyre will only be authorised on information from the Race Director or Stewards that the car was involved in 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 and must include the reference of the damaged tyre and the reference of the tyre replacing it. If no Joker tyre is requested during a Competition, this joker tyre is considered to have lapsed and cannot be carried over to the next Competition.

If a team requires more than one Joker tyre during an Event, a request must be made to the Stewards who will take a decision. Should the Stewards agree such a request, they may impose any penalty they consider appropriate.

29.6 Change of Chassis & Car Number

a) Should a car change race number during the season but remain with the same Competitor, the used tyres will be transferred to the new race number.

b) Should a car change Chassis during the season, it will retain the same race number and tyres.

c) 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.

d) Should a car be transferred between Competitors, the new Competitor may choose either to retain the used tyres or to be considered as a new Competitor.

29.7 Not in use

29.8 Not in use

29.9 Not in use

29.10 Tyre Limitations for Dry-Weather Tyres

For full-season entries at the first Competition of the season, and for race-by-race Competitors at their first Competition of the season, four new sets of tyres may be registered, (S1, S2, S3 and S4) to be used as follows :

S1 – S2 to be used in the Free Practice Sessions only

S3 – S4 to be used for Qualifying and Races only

From the second Competition onwards for full-season Competitors and for returning race-by-race Competitors, a maximum of three sets of new tyres (S2, S3, S4) as well as a maximum of one set of used tyres from a previous Event (S1) which can be used in Free Practice 1 only.

They must be used as follows :

S1 – S2 to be used in the Free Practice sessions, or as listed below.

S3 – S4 to be used for Qualifying and Races only

In case of a puncture or other damage during Qualifying or Race, another tyre from those registered for the Competition (including S1 and S2 tyres) may be used to replace it. This replacement must be notified to the Technical Scrutineers.

Should, in cases of force majeure, S3 or S4 be damaged beyond repair during the Competition, duly noted by the Technical Delegate and Pirelli, S2 may be used to replace it with permission from the Stewards, who may give a drop of grid positions of up to five grid places.

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

29.11 Tyre Limitations for Wet-Weather Tyres

During Free Practice and Qualifying, wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for the session.

For the race, it shall be the choice of each Competitor to change tyres from dry to wet (or wet to dry). It does not require the Race Director to declare a “wet track”.

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

In all cases, any infractions will be penalised by the Stewards.

29.12 Camber and Pressure

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

The maximum negative value for the camber of both rear wheels of the car may be monitored in static condition at any time during the Event, including in Parc Fermé after qualifying and the race(s), and must not exceed -3.5 degrees (subject to any change notified by Bulletin.)

The starting pressure of the tyres must be a minimum of 1.30 bar (subject to any change notified by Bulletin).

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 lap times during qualifying or a time penalty after a race.

The pressures will be monitored, with random checks being made on the grid by nominated Officials. Any car which does not reach the minimum starting pressure to the satisfaction of the Officials present will be immediately reported to the Race Director. The Race Director will order via the timing monitors and/or radio, any such car, to return to its working area in the pit lane at the end of the formation lap to remedy the situation. Once the tyre pressures have been checked in the presence of a Pirelli engineer or Technical Scrutineer, the car may join the race.

Should the car fail to return to the pit lane before starting the race, the Race Director will show the car a black and orange 'mechanical' flag and the car must immediately return to its working area in the pit lane. Once the tyre pressures have been checked in the presence of a Pirelli engineer or Technical Scrutineer, the car may rejoin the race. The Race Director will also report the car to the Stewards, who may impose any available sporting penalty for the failure to comply with the Race Director's initial instruction to return to the working area before starting the race.

29.13 Not in Use

29.14 Tyre Limitations for Paid Test Sessions

Tyres for paid test sessions held at the Events (see Appendix 4) must be in conformity with the principles laid down in Article 29.1, namely either new tyres or used tyres from previous Events of the GT4 European Series. Additionally, tyres purchased for other SRO-promoted GT4 series may be used in these sessions only.

New tyres bought for paid test sessions cannot be marked for use during the Event which the test precedes or for any subsequent Event.

The number of new dry-weather tyres will be limited per car, with a maximum of one set of new tyres for paid test sessions lasting up to two hours, and two sets of tyres for sessions lasting between three and four hours. 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

29.15 Cold Weather Provisions

In case of exceptionally cold temperatures (track temperature under 10° Celsius, measured one hour before the pit lane opens for the race), there will be two formation laps behind the leading car. The race timing will start at the end of the second formation lap.

30. BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING

30.1 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 GT4 European Series.

Balance of Performance testing sessions of the RACB GT4 models running in the GT4 European 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. A penalty may be imposed by the SRO Technical Board on any Team which does not attend, except for force majeure accepted as such by the Board.

Additional performance tests may be carried out at any point during any Event and Teams will be required to allow their cars to take part in these tests if selected. 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 pre-Event test sessions, and Free Practice sessions. The BOP Driver will be added to the cars in question via a Bulletin from the Stewards and will undergo 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 Race 1 at any Event; the relevant time is that on the bulletin from the Stewards confirming the change.

If, due to any reason, Qualifying is split into two sessions, with Q1 before Race 1 and Q2 before Race 2, then the Balance of Performance may additionally be adjusted until 120 minutes before the start of Race 2; the relevant time is that on the bulletin from the Stewards confirming the change.

Teams will be notified of any such changes during the Event via a Bulletin from the Stewards.

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

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

Should a car be not in conformity with its SRO/RACB GT4 Technical Form and/or the applicable Balance of Performance, it will be reported to the Stewards who may apply a penalty up to and including disqualification from the Competition.

30.1.1 BOP

Teams must abide by the following additional information in terms of the Balance of Performance documents, which may be altered or amended at any time. The latest version included in the BOP for any specific event will always be the correct one and will replace the information given in these Sporting Regulations.

- Additional BOP Ballast must be installed according to the GT4 Technical Regulations
- ECU BOP maps are saved in the dataloggers for scrutineering.
- GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate
- SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.

- Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is the one collected during BOP tests and will be used for checks.
- If noted differently in comments the (e.g. iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.
- Turbo cars without adaptable pboost (identified with * in front of ECU BOP MAP) need to add +15kg per 20 mbar ambient pressure delta under 1010mbar, this means + 15 kg at Patmo of 990mb, +30 kg at Patmo of 970 mbar and +45 kg at Patmo of 950 mbar
- Max static rear camber -3,5°

30.2 Official Test Sessions

Not planned for 2026.

30.3 Pre-Event Paid Test Sessions

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

Please see Article 29.14 for tyre information for these sessions.

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

30.4 Not in use

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

30.6 Not in use

30.7 Not in use

30.8 Hardship Laps

In exceptional circumstances, Teams may request a hardship lap in order to check a car after significant repairs or other issues during an Event. Any such requests must be made to the Stewards. If authorised, any such laps will take place at the time specified in the Official Timetable, and will consist of a single lap from pit out to pit in.

30.9 Private Testing

Private testing on any circuit which will host a Series Competition is forbidden as from 10 days before the start of each Event (the day when Administrative checks start) and until the date scheduled for that Event. Please see Appendix 4 for the final date that testing is authorised for each Event.

Private testing means any testing carried out by any Team entered in the GT4 European Series involving Driver(s) entered for any 2026 Event with GT4 cars homologated by the RACB

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.

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

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 GT4 European Series Event. 'Significantly' in this instance would normally mean using fewer than half the same corners.

Written permission for any private testing after the deadline given above must be obtained from the SRO Sporting Board.

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

31. PROMOTIONAL ACTIVITES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS

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

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

b) Promotional activities with road cars may be organised by Teams for their VIP guests or Media with permission from the Promoter. Drivers competing in the GT4 European Series may be authorised to take part in any such activities, but limitations or restrictions may be imposed by the SRO Sporting Board. Promotional activities with GT4 race cars are not authorised except with exceptional permission from the SRO Sporting Board.

c) Promotional activities with race cars which are not eligible for the GT4 European Series may be authorised with permission from the Promoter. Drivers competing in the GT4 European Series may be authorised to take part in these activities, but limitations or restrictions may be imposed by the SRO Sporting Board.

d) Drivers and Teams may not take part in any other Championship or Series with GT4 cars taking place during the same Event unless they are full-season Competitors in that Series.

e) Apart from d) above, there are no further 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 GT4 European Series, including briefings, podiums, press conferences etc.

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

31.2 Presence at the Track

31.2.1 Cars are expected to remain at the track from the time they are scheduled to undergo Scrutineering until the end of the Competition. Exceptions, as specified in advance by the Promoter, may include Parades, Car Exhibitions and Demonstrations taking place outside the circuit or neighbouring areas. Should a Parade be scheduled as part of any Event, any cars not attending will be under Parc Fermé conditions while the remainder of the cars are absent. Cars not attending any mandatory Parades for which they are required will be reported to the Stewards.

31.2.2 If a team requests to remove a car from the track for repairs, permission must be sought from the Stewards, who may impose any restrictions they deem necessary. The car must be presented to the Scrutineers on its return and before it takes part in any track session.

31.3 Autograph sessions may be scheduled during any Event at the time given in the Official Timetable. Drivers are expected to attend any such sessions, dressed in Team uniform, at the scheduled time, and to make themselves available for the full duration.

31.4 Not in use

32. GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's Competitor or Driver, save for the following:

- Legible messages on a pit board;
- Body movement by the Driver;
- Lap trigger signals from the pits to the car. Lap marker transmitters must be battery-powered and, once operating, must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers must use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and must not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
- Verbal communication between a Driver and his Team by radio;

The following are not allowed;

- Electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter
- Telemetry

IMPORTANT: no item, installation or antenna is permitted which may interfere at any time with the Official data logger, timing, GPS, radio or TV systems.

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

33. GENERAL SAFETY

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

33.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position and in accordance with the instructions of the marshals.

A car may only be pushed to remove it from a dangerous position as directed by the marshals.

33.3 Any Driver intending to leave the track must signal his intention to do so in good time, making sure that he can do this without danger.

33.4 During practice and the races, Drivers may only use the track and must at all times respect the provisions of the Code relating to driving behaviour on circuits.

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

33.6 Repairs to a car may only be carried out inside or outside the pits, on the working lane or as provided for in Article 47.

On the starting grid before the three-minute signal, the team may check and adjust tyre pressures and cover the car in case of rain.

A Driver who manages to repair the car after it has been pushed to a place of safety, with or without remote assistance from their Team, may rejoin the session.

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

33.8 Save as specifically authorised by the Code or these Sporting Regulations, no one except the Driver may touch a stopped car unless it is in the Team's designated pit garage area, in the pit lane or on the starting grid.

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

33.10 Drivers must use the track at all times and should not leave the track without 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.

The Race Director (or his deputies) are authorized to impose penalties up to and including stop-and-go penalties during practice sessions and up to and including drive-through penalties during the race for breaches of Appendix L Chapter IV Article 2c) of the International Sporting Code and Articles 33.4 and 33.10 of the 2026 GT4 European Series Sporting Regulations.

However, this may only be done when it is safe to do so and without gaining any advantage.

Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, will be stopped during the free practices, have their lap time(s) deleted during qualifying and may receive a drive-through penalty during the race. The Stewards can apply any other penalty available.

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

Notifications will be for the car, not the Driver.

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.

33.11

a) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap(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.

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

c) During 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.

d) A car may only leave its working area when it is ready to rejoin the track and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for force majeure.

33.12. Drivers taking part in free practice, qualifying and the races must always wear the clothes, underwear, helmets, and FIA-approved frontal head restraint (FHR) specified in Appendix L to the Code and Article 26.7.

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

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

For the avoidance of doubt, the dispensation granted under Article 33.13 for the adjustment of safety harness belts does NOT extend to the positioning of belts in relation to the FHR. The Driver must ensure that the harness and FHR are correctly positioned before leaving the working area and that the fitting of the harness and FHR meets the standards laid out in the International Sporting Code Appendix L Chapter III Article 3 at all times when the Driver is seated in the vehicle either on track or moving in the pit lane.

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

33.15 If a Driver has serious mechanical difficulties during practice or the races, he must leave the track or return to his working area as soon as it is safe to do so. At no time may a car be driven unnecessarily slowly, erratically or in a manner that could be deemed potentially dangerous to other Drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry road, the pit lane or the pit exit road.

33.16 The car's regulatory lighting system must function at all times during each Competition. Any car that does not present the minimum illumination listed below, may be stopped by the Clerk of the Course for repairs:

- At the Front: 2 headlights (right and left) and 2 direction indicators
- At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights.
- Also, should the weather conditions deteriorate, the rain light.

33.17 Drivers should not flash their headlights (main beams) as a warning or indication more than 3 times in succession between any two successive corners. Any car reported to have exceeded this number of flashes will be given a warning. A second infraction for any car during the same session will result in a drive-through penalty.

33.18 Not in use

33.19 The car's headlights, red rear lights and rear rain light must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide whether a Driver should be stopped because his car's lights are not working. If a car is stopped for that reason, it may re-join the Competition once the fault has been remedied.

Once a session or race has been declared Wet, it remains Wet for the remainder of the session or race. However, instructions will be issued from Race Control to indicate when lights can be switched off

33.20 For 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 33.17. All lights must be accepted by the Technical Delegate.

33.21 A maximum of four working Team members per participating car are allowed on the pit wall signalling area reserved for the Team during practice and the race(s). People under 16 years of age are not allowed in the pit lane, on the pit wall or on the grid, except during the 'pitlane walkabout' or the 'grid walk' when they may be allowed if accompanied by an adult and if authorised by the circuit. Personnel must adhere to the regulations concerning clothing and helmets according to Article 12.2. Infractions will receive penalties according to the following provision:

- First offence: Three hundred euros (300 euros)
- Second offence: Four hundred and fifty euros (450 euros)
- Third offence: Six hundred euros (600 euros)

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

33.23 The Stewards, 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.

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

33.25 Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and Driver concerned from the Competition.

33.26 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

34. PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION

34.1 The allocation of working space in the pit lane will be done according to the following order:

1) Specific requests from the Promoter or Event Organiser

2) The Teams which are currently leading the Silver Cup, Pro-Am and Am Categories

Once these Teams have chosen their working area, the remaining Teams will be placed according to whatever criteria the Promoter deems suitable. The Teams listed above must respond by the given deadline or they will lose their priority. Any choice, once given, is irrevocable.

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

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

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

34.3 The working area for each Team will be in front of the allocated pitlane space or where applicable their allocated pit garages and will be the only working area for all of its cars. The limits of the area allotted to each Team may be indicated or marked on the ground by the Pit Lane Official in consultation with the Race Director.

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

34.4 For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes.

The lane closest to the pit wall is designated the "fast lane", and the lane closest to the pit garages is designated the "working lane" and is the only area where any work may be carried out on a car. The “working lane” is formed on one side by a line painted in front of the pit building and on the other by a line separating it from the “fast lane”.

34.5 Competitors must not paint lines on any part of the pit lane. Any markings made with tape must be removed at the end of the Event.

34.6 Smoking, making fire and welding are all strictly forbidden in the pit lane working zone as well as within a six-metre radius. No welding operations can be carried out within this perimeter, and no devices generating sparks will be allowed in this area.

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

- First offence: Three hundred euros (300 euros)
- Second offence: Four hundred and fifty euros (450 euros)
- Third offence: Six hundred euros (600 euros)

34.8 Not in use

34.9 Not in use

34.10 Not in use

34.11 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 16.7 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 and/or radio 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 50.1 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.

34.12 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the Team's designated pit garage area to the end of the pit lane.

34.13 Any Driver intending to start the race from the pit lane should not drive his car from his Team's designated pit garage area until the pit exit is closed and must stop in a line in the fast lane.

34.14 No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the Driver sitting in the car behind the steering wheel in his normal position, and under its own power.

34.15 A maximum of five minutes before the start of any practice session or qualifying session, cars may be allowed to drive from their allocated working area to queue in the fast lane. Cars may only leave their working area to queue after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or the Team radio. Should it not be possible to give this instruction, cars should 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 practice or qualifying session.

34.16 It is the responsibility of the car controller 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. 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 in the fast lane have priority over those leaving the working lane. Cars must move completely from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop.

34.17 Cars must not be released from a 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 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 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.

34.18 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, they should 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.

34.19 At all times when the cars are allowed onto the track:

a) No tools or equipment may be left in the working area once a pit stop is over.

b) At the start of any session, during any session or stoppage and during the period between Q1 and Q2 cars must be at an angle of 45 degrees, nose towards pit exit and should stop parallel to the pit building for pit stops at other times.

c) 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.

34.20 Rejoining a session or race after off-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 assistance from marshals and/or their equipment, may continue in the session.

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 assistance from marshals and/or their equipment, may continue in the session, on condition that it abides by the regulations on repairs and is not placed in the garages

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 assistance from marshals and/or their equipment, may continue in the race.

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

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.

35. FUEL

35.1 The official fuel supplier will be TotalEnergies and only the fuel purchased according to the method indicated in Appendix 7 may be used by any Competitor at any point during the Competitions, from free practice onwards, and including any official test sessions held before and during the season. The specification of the fuel is given in Appendix 7. 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 an Event.

35.2 All fuel used during each Competition or test session must be purchased from the official fuel supplier. Fuel samples will be checked at random.

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

In addition to samples taken by the Technical Scrutineers, the official fuel supplier (or its nominated representative) may take fuel samples after the free practice sessions. Any cars selected will be placed in Parc Fermé conditions in their awnings after the sessions and teams will be notified by means of the Timing Screen and/or the Team Messaging Application. The nominated representative from the official fuel supplier will be accompanied by an SRO Pit Lane Official to take the samples. Any refusal to comply with this procedure or any breach of Parc Fermé conditions will be reported to the Stewards. Any issues arising from the subsequent analysis of such samples will be reported to the Stewards. Correlations between the amount of fuel purchased and the kilometres driven on track during the Competition may also be analysed.

35.3 Refuelling is not allowed during any session or race, including the gap between Qualifying 1 and Qualifying 2.

35.4 Refuelling may only take place in the team's allocated area in the paddock, under full security procedures. Teams must abide by the paddock instructions issued at each Event.

35.5 Not in use

36. PIT STOPS – GENERAL

Note: Pit stop procedures may be altered by the Safety Protocol in operation at an Event. In this case, the procedures laid out in a Sporting Note or Bulletin will apply.

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

During the mandatory pit stop during the race, the Driver being replaced may help the replacement Driver to install himself in the car but cannot work on the car.

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

Should a car overshoot its pit garage, it may be pushed back to its location by the mechanics, under supervision of the marshals with yellow flags.

36.3 Only the car controller and the replacing Driver are allowed in the working area before the car has stopped and a maximum of one lap before the pit stop of the car.

36.4 No equipment must be in the working area before the car has stopped in front of the pit garage.

No personnel may hold panels on the working lane or stand behind stationary panels.

No panels may be used in the pit lane to indicate position of the working area. Team personnel may use lollipops to indicate to the cars from the working zone. Nothing may protrude from the pit wall into the fast lane.

Team personnel and equipment must withdraw as soon as the work is complete.

36.5 Number of personnel

No more than three mechanics may be in the working lane at any one time. One of the mechanics may help the Drivers during the Driver change operation.

One car controller (the 4th member), wearing a white armband, may stand at the front of the car and oversee the work of the mechanics. He may walk around the car but must not touch the car in any way and may only make visual checks.

36.6 Clothing

Each Competitor must ensure that their mechanics, car controller and any personnel in the working zone or on the pit wall wear suitable clothing, including shirts with long sleeves, long trousers and closed shoes. These are mandatory in all sessions, including the paid test sessions.

36.7 Carry-on / backpack compressed air bottles for tyre changes are not permitted. Hoses, cables etc must not be attached to the mechanics' overalls by any means. No autonomous equipment may operate without its mechanic. However, compressed air bottles may be transported to the grid via a trolley.

36.8 During any pit stop, without exception, 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.

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

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

36.10 During sessions, cars may be placed on skates in the working lane when they need to be moved with the exception of the end of the session during Qualifying (see Article 41.7 c)).

37. Not in use

38. TYRE CHANGES

38.1 If tyre changes are authorised, they may only be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane. Only ambient pressurised air 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 (white armband)
- 3 Mechanics working on the car (yellow armbands)

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

A maximum of 3 mechanics, clearly identified for the whole procedure wearing yellow armbands (the same three 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. These three 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 respect the following:

- A maximum of one air gun for central locked wheels or two electric or air guns for wheels locked by nuts and bolts may be in the working zone at any time.

- The use of a torque wrench is allowed.
- Take the new wheels and put the replaced ones inside the pit,
- 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.
- Not throw the wheels or drop them,
- Take the equipment back inside the pit.

For the avoidance of doubt, the limitation on the number of wheel guns applies to all sessions and races. It further applies irrespective of whether a team changes tyres or simply removes and replaces the same tyres. The maximum number of wheel guns stated must not be exceeded in the working zone at any time, whether the additional wheel guns are used or not.

Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a Driver if he performs any work on the car. A penalty may be imposed on a Team for any additional Team member in excess of the persons authorised above.

One mechanic with a yellow armband may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the Drivers during the Driver change. Removing a tear-off film is considered to be cleaning the windscreen. Replenishment of lubricant and various fluids, without fuel, is allowed during the free and qualifying practice and race.

- If authorised, a Data Technician may download data from the car by cable, card or data stick, without performing any other task. He does not need 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 a pink armband in accordance with Article 12.4.

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

39. OTHER OPERATIONS IN THE PITS

39.1 Other operations, including replenishment of lubricants and various fluids, may be carried out on the car in the working lane.

For free practice and qualifying these operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane. Whenever possible, all cars will park parallel. Unless there are extenuating circumstances, a Bulletin will be issued by the Stewards and the Race Director will advise during the Team Managers' Briefing.

39.2 Not in use

40. REPLACEMENT OF MECHANICAL PARTS

During the Event, it is forbidden to replace the following parts on pain of a penalty which may go as far as disqualification:

- The engine, i.e. the turbo(s), the cylinder head(s), cylinder head cover(s), oil pan and engine block, parts that may be attached by means of seals,
- The chassis or the monocoque structure.

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

Changes after the start of Qualifying will be subject to a minimum penalty of a drop of 10 grid positions and a maximum penalty of an obligation to start a race or races from the pit lane.

41. FREE PRACTICE AND QUALIFYING PRACTICE

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

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

41.3 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 34.15. Cars may only leave the pit lane when the green light is on at the start or restart of a session.
- A blue flag or a blue flashing light will be shown at the pit lane exit to warn Drivers leaving the pit lane if cars are approaching on the track.

41.4 Not in Use

41.5 Not in Use

41.6 Not in Use

41.7 Event format for Competitions with two one-hour races

There will be two free practice sessions of a maximum of 60 minutes. No additional time will be added if there are any unforeseen stoppages. There will be no Parc Fermé after free practice unless requested by the Race Director or Stewards or for selected cars for fuel testing in accordance with article 35 .

a) Free Practice 1

The list of Competitors, cars and Drivers authorised to take part in the Competition will be published after the close of the administrative checks and scrutineering.

b) Free Practice 2

This session is considered a pre-qualifying session for the races. In the case that, for any reason, a qualifying session cannot take place, or is stopped before times can be set for the majority of drivers, the best time from each relevant 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 for Driver 2 will set the grid for Race 2. However, at the discretion of the Stewards, the decision may be taken to use the first free practice session instead, should for any reason the results of the second free practice session be deemed to be unrepresentative (e.g. long red flag period or weather conditions).

c) Qualifying

No Driver may take the start of either race without completing one timed lap (not including in and out laps) in either the Q1 or Q2 qualifying practice 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.

For any exception to the above criteria, permission must be requested from the Stewards for any such Drivers to be allowed to take the start of the race.

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

There will be two qualifying practice sessions of a minimum of 15 minutes each. Driver 1 must take part in qualifying session 1 and Driver 2 must take part in qualifying session 2.

- The starting order for Race 1 will be determined by the best qualifying time of qualifying 1.
- The starting order for Race 2 will be determined by the best qualifying time of qualifying 2.
- The Driver who took part in qualifying 1 must take the start of Race 1.
- The Driver who took part in qualifying 2 must take the start of Race 2.

This order may be reversed by the Appendix 1 of the Competition or by Bulletin from the Stewards.

In the Pro-Am category, Driver 1 will be the Driver with the higher FIA categorisation, and Driver 2 will be the Driver with the lower FIA categorisation.

In Silver Cup and Am, where both Drivers have the same FIA Driver Categorisation, the Team may choose Driver 1 / Driver 2. However, this may be amended by the Stewards or the SRO Sporting Board in case of concerns.

Should the Drivers be of the same category, the driving order must be notified to the organisers, by the Team at least 60 minutes before the start of the free practice sessions. If the Team fails to do so before the given deadline, the driving order decided by the Promotor will be mandatory for the rest of the Event.

Before the green flag at the start of qualifying session 1, all cars must be parked in the working lane at an angle of 45 degrees, nose towards the pit exit.

There will be a minimum 5-minute break between qualifying session 1 and qualifying session 2. Directly after qualifying session 1 is finished the break will begin. Qualifying session 2 will start when the green light is switched on. The exact start time of qualifying session 2 will be announced on the timing monitors. During the break all cars will be considered to be under Parc Fermé rules and no work may be done on the cars except for change of Driver and tyres. No refuelling is allowed. No laptops or computers are allowed to be connected to the car. No data transfer may be carried out. If this is not respected it will be notified as a violation of the Parc Fermé rules and will be reported to the Stewards.

During any qualifying session or combination of qualifying sessions, the following principles will apply:

- 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 Q2. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the team/pit to the car.
- No blowers or fans may be used on or near the car.
- Skates may be used to move cars in the working lane during or between the sessions. However, no skates may be used at the end of the session to move the car into Parc Fermé.
- No external batteries may be plugged in

Only the following work can take place on the car:

- Cleaning windscreens (inside and outside)
- Cleaning rear view mirrors
- Changing tyres

- 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 or grass from the radiator
- Adjusting rear view 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 or combination of qualifying sessions will be deleted.

These restrictions and permissions also apply during any red flag procedure during qualifying.

d) Split Qualifying and Pit Stops

In certain circumstances, including the number of cars and the length of the circuit, the decision may be taken to split the Qualifying session into two groups. Information on the decision to proceed with a split qualifying session will be given either in the Appendix 1 for the Event or by a Sporting Note or Bulletin from the Stewards. The details on the procedure for the Qualifying session, as well as the composition of the Grid, will be given in a Sporting Note.

In such circumstances, the decision may additionally be taken to split the pit window for different categories. Any such decision will be detailed in the same way.

41.8 In the event of a driving infringement during any practice session, the Stewards may delete laps 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.

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

The car may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the session. Any car which rejoins the pit lane by its own power may continue in the session and/or race. However, a car which is brought back to the paddock by other equipment, will not be allowed to take any further part in that session, even if the car is returned to the Team.

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

41.10 The Race Director, his Deputy or the Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow for recovery of a car.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the Driver concerned may have his times from that session deleted (in substitution or in addition to other available penalties) and may be prohibited from taking part in any other practice session that day.

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

41.12 All cars abandoned on the circuit during the free practice sessions will be brought back to the paddock as soon as possible and may participate in the remainder of the session. However, during qualifying, if a car is

brought back to the paddock on a truck or other recovery vehicle it will be placed in Parc Ferme and not be allowed to take any further part in that qualifying session or combination of qualifying sessions.

41.13 With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

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

42. STOPPING A PRACTICE SESSION

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

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

Any cars already moving towards the pitlane exit will be held at the red light until the session is restarted. Cars held at the pitlane exit may be pushed (not driven) back to their garage location by the mechanics, under supervision of the marshals with yellow flags.

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

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

42.2 The fastest lap set so far in the session by the car determined to have been responsible for causing an incident or situation which resulted in a red flag will normally be deleted by the Race Director. Should the Competitor consider this to be unjustified, due to exceptional circumstances, they may present their case to the Stewards.

43. GRID

43.1 At the end of qualifying practice sessions 1 and 2, the fastest time achieved by each Driver will be published officially.

43.2 Not in Use

43.3 The results of qualifying Session 1 will set the grid for Race 1.

The results of qualifying Session 2 will set the grid for Race 2.

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 both, or should the sessions be curtailed before times have been set, the grid will be set in accordance with 41.7 b).

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

43.5 Any Driver who has not qualified for a race and who has failed to set a time in either of the free practices at that competition within 120% of the fastest time in the relevant session may nevertheless be allowed by the

Stewards to take part in the warm-up (if applicable) and/or in the race(s). Where such a Driver has set a lap time within the 120% limit in a free practice session, 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 Team appeal against the decision of the Stewards.

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

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

43.8 The final starting grid for any race will be published at the latest one hour before the start of that race.

Any Competitor whose car(s) is/are unable to start one of the races for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 70 minutes before the start of the race concerned.

If one or more cars are withdrawn, the grid will be closed up accordingly.

44. STARTING DRIVERS

44.1 Not in Use

44.2 Not in Use

44.3 The Driver of qualifying 1 must take the start of Race 1. The Driver of qualifying 2 must take the start of Race 2. Any unauthorised changes to this order will be reported to the Stewards.

45. STARTING PROCEDURE

45.1 Competitors must be present in the Pre-Grid area twenty-five (25) minutes (latest) before the start of qualifying and the Race. If all the cars are located in the pit garages the Pre-Grid will not be compulsory.

The Race Director will stipulate in the Drivers' Briefing whether the competitors are to go from the Pre-Grid area to the pit lane or directly to the grid (in which case Art. 45.11 d) will apply).

At circuits where the cars go from the Pre-Grid area to the pit lane, at a time stated by the Race Director, the cars will leave the Pre-Grid area and travel directly to the pit lane. At the time stipulated in the official timetable, which will normally be the same time that the pre-grid is released, the pit lane will be opened and all cars will leave the pit lane and complete a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Only the nominated starting Driver may drive the car for the reconnaissance 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 after the start has been given and the complete field of cars has passed the exit of the pit lane or, where the pit exit is immediately before the Line, the whole field has crossed the Line after the start. The starting procedures will then continue with Article 45.4 onwards.

Where cars are instructed to go directly from the Pre-Grid to the grid, any car which enters the pit lane must start the race from the pit lane. If cars are instructed to drive straight through the pit lane and go directly to the grid, any car which car which stops in its working area must start the race from the pit lane

45.2 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, such 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, such 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.

45.3 Wheel changes on the starting grid will only be allowed, and must be completed, prior to the 3-minute signal. Wheels may only be brought onto the grid before the pit lane closes; this may be altered by a Bulletin from the Stewards depending on the Official Timetable of the Event.

45.4 The approach of the start will be announced by signals showing 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 three-minute signal is given, no more work can be performed on the car. All cars must be resting on their wheels on the ground and the wheels must have been tightened.
- After this three-minute signal is given, wheels may only be removed in the pits, except under Article 45.11.
- A penalty may be imposed on any Driver whose car did not have all its wheels fully fitted and/or did not have the car on the ground at the three-minute signal.
- Everybody except Drivers, Officials and maximum one (1) Team technical staff must leave the grid
- When the one-minute signal is given, engines must be started, and the last mechanic must leave the grid.

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

The starting procedure of a Competition may be modified by the Appendix 1 or by Bulletin from the Stewards.

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

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

Weaving is allowed on the formation lap up until the corner which will be indicated by the Race Director during the briefing. After this corner, no weaving is allowed and cars must line up two-by-two.

In accordance with Article 29.15, should the track temperature be lower than 10°C, there will be two formation laps.

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

45.6 Any Driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all Drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track.

Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any Driver being pushed from the grid should not attempt to start his car until in the pit lane.

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

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

Any divergence from the prescribed instructions before the start is given will result in the Driver(s) being referred to the Stewards who may issue a penalty.

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

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

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

45.9 Additional Formation Lap(s)

45.9.1 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.

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

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

45.9.2 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. 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.

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

45.11 Only in the following cases will any variation in the starting procedure be allowed:

a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10-minute point.

b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.

c) If the race is started behind the Safety Car, Article 46.8 will apply.

d) In certain cases, according to the Supplementary Regulations of the Event or by decision of the Race Director and the Promoter, a shortened starting procedure may be stipulated.

In this case, a Bulletin will be issued by the stewards detailing the starting procedure.

45.12 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the FIA International Sporting 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.

45.13 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.

b) 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.

46. THE RACES

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

46.2 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the race. Any car which rejoins the pit lane by its own power may continue in the race. However, a car which is brought back to the paddock by other equipment, will not be allowed to take any further part in that session, even if the car is returned to the Team.

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

46.4 Full Course Yellow

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

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

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

Waved yellow flags and "FCY" boards will be shown at all marshal posts, at the Line and at pit exit.

At this point, all cars must be at 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards, is forbidden. Cars must proceed at a constant speed in single file.

Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards and a penalty may be imposed.

The pit lane entry and exit will remain open but the pit entry and pit exit will be subject to a maximum speed of 80km/h. Cars 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 until they reach Safety Car Line 2.

In case of problems between pit entry and pit exit, the Race Director may stipulate that cars take the pit lane under FCY conditions. From the pit entry to the pit exit line, the pit lane speed limit must be observed.

Once the problem is resolved, the track will return to Green and the information will be given on the monitors and Team radio. Alternatively, should the problem not be resolved, the Safety Car may be deployed according to Article 46.5 and 46.6

46.5 Safety Car

The Race Director will call for a Safety Car intervention whenever circuit vehicles are on the track, when cars need to be guided to avoid workers, when barriers are damaged, medical intervention is needed or other situations where it is deemed necessary.

46.6 Safety Car intervention after FCY

At the start of any Incident which may need the Safety Car to be deployed, a Full Course Yellow period may be declared before the Safety Car is deployed. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it reaches the leader. It will then switch on its lights, and the SC boards will be shown. From this point onwards it will proceed according to Article 46.7.

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

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

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

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

Overtaking will be permitted under the following circumstances:

- If a car is signalled to do so from the Safety Car;
- Any car entering the pits may pass another car or the Safety Car after it has crossed the first Safety Car line;
- Any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car line;

- When the Safety Car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the first Safety Car line;
- Any car stopping in its designated garage area whilst the Safety Car is using the pit lane may be overtaken;
- If any car slows with an obvious problem.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the Safety Car is deployed will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry the pit lane or the pit exit.

When ordered to do so by the Race Director or, in his absence, 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 be used at least until the car in the lead is behind it and all remaining cars are lined up behind the leader. Once behind the Safety Car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.

However, due to pit stops during the procedure, the Race Director may decide to restart without having all cars lined up behind the Safety Car.

While the Safety Car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit.

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

Under certain circumstances, the 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.

46.8 Starting the race behind the Safety Car

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

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

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

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

Any Driver who is delayed leaving the grid should 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.

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.

47. SUSPENDING AND RESUMING THE RACE

47.1 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 red flag line where they must stop in single file and will be placed under Parc Fermé conditions.

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

While the race is suspended:

- Subject to the approval of the Stewards and the constraints of the event timetable, the length of the race suspension may be added to the remaining time for the race,
- Only Officials are allowed on the grid
- The Drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars
- No Driver changes are permitted
- The Drivers must obey the marshals' instructions at all times

a) For cars on the grid

All interventions on the cars are prohibited on the grid except for checks and pressure adjustments on the tyres. If conditions so warrant, Race Control may give permission to cover the car in case of rain. If permission is so granted, this may be carried out by a maximum of two Team members.

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

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

d) Red flag during pit window

If a red flag is declared during the pit window, the following procedure must be followed. It may also be used if the pit window has been delayed due to an ongoing FCY / safety car procedure.

All cars must return to the pit lane, where they will be under Parc Fermé conditions until the Race Director instructs otherwise. Checks and pressure adjustments on the tyres are allowed but no other work may be carried out without specific permission from the Race Director.

Cars which have already made their mandatory pit stop must stop in the fast lane. All other cars must return to their working area. All cars are under parc fermé conditions.

On the instructions of the Race Director, cars which have not made their pit stop will be released from Parc Fermé only to change Driver.

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.

Specifically, under these circumstances, the resumption procedure described in Art. 47.3 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 restart order 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 Art. 46.7.

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.

For the avoidance of doubt, should a red flag be deployed during the mandatory pit window :

If the Race Director instructs that the mandatory pit stop be executed whilst the race is suspended, any additional time penalties attributed to any cars with derogations (see Article 10.4.7 20.1 – 20.4), to solo drivers or Platinum/Bronze pairings (see Article 10.1) as well as any time penalties which may have been awarded (see Article 16.6), will be added to the race time at the end of the race.

However, should it not be possible to resume the race, these penalties will be applied to the final classification of the race, namely the race order at the end of the last full lap before the opening of the pit window.

47.2 Not in Use

47.3 Resuming the race

The delay will be kept as short as possible and as soon as a resumption time is known, Teams will be informed via the timing monitors, Team messaging and Team radio; in all cases at least ten minutes' warning will be given.

Signals will be shown 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 before the three-minute signal.

From the 5-minute signal, the cars on the grid are no longer under Parc Fermé conditions and Team members may access the grid only to assist the Driver, check tyres and brakes, bring and connect an external battery only for the purpose of restarting the engine and, if authorised by the Race Director, to change the tyres.

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

When the three-minute signal is given, the cars must be resting on their wheels. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race. A penalty will be imposed on any Competitor whose car was not resting on its wheels or did not have all its wheels tightened at the three-minute signal.

At some point after the three-minute signal, which will depend on the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

For cars in the pit lane, the provisions of Article 47.1 b) and c) must be followed.

When the one-minute signal is given, engines will be started. All Team personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them. If any Driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to leave the grid have done so, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn Drivers behind.

Any Driver who is unable to start this lap must indicate this to the marshals. When leaving the grid, all Drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track.

Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any Driver being pushed from the grid should not attempt to start the car and must follow the instructions of the marshals.

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

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will turn green. Any cars which were in the pit lane before the red flag (Article 47.1 b)) may then enter the track and join the line of cars behind the Safety Car. Cars which entered the pit lane after the red flag (Article 47.1 c)) may move to the end of the pit lane after the race has resumed, and rejoin after the first lap behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may overtake only to re-establish the order they were in before the race was suspended. 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 46.7 above will apply.

Any Driver who is delayed leaving the red flag line should not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag Line, and must form up at the back of the line of cars behind the Safety Car. If more than one Driver is affected, they must form up at the back of the field in the order in which they left the grid.

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

With the exception of cases where a red flag is deployed during the mandatory pot window (see Article 47.1), 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.

47.4 Not in use

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

48. FINISH

48.1 The end-of-race signal will be given at the Control Line as soon as the leading car crosses it after the scheduled time has elapsed.

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

48.2 Should for any reason (other than under Article 47) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

48.3 After receiving the end-of-race signal, all classified cars must proceed directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals, who will direct the car to the Parc Fermé.

49. PARC FERMÉ

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

49.2 When the Parc Fermé is in use, the area between the Line and the Parc Fermé entrance will be considered to be Parc Fermé as well.

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

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

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

50. CLASSIFICATION

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

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

50.2 If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.

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

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

51. PODIUM CEREMONY AND PRESS CONFERENCES

51.1 There will be a podium ceremony after every race. Where there are at least five cars entered in a category or Cup and at least three cars finishing, the drivers finishing in 1st, 2nd and 3rd positions and a representative of the winning Team must attend the prize-giving ceremony on the podium and abide by the podium procedure determined by the Promoter. When there are fewer than six cars entered or fewer than three cars finishing in a Category or Cup, but more than one, then only the winning drivers and Team representative will attend.

The podium will follow the protocol laid down by the Promoter.

<u>Race 1 and Race 2</u>

1: 1st, 2nd and 3rd GT4 European Series Pro-Am Cup

2: 1st, 2nd and 3rd GT4 European Series Am Cup

3: 1st, 2nd and 3rd GT4 European Series Silver Cup , plus the Rookie Winner

4: An Overall podium may be held if there are cars from different categories in the top three.

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

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

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

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

51.4 Not in use

51.5 Not in use

51.6 Not in use

51.7 Not in use

51.8 Media Obligations

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

APPENDIX 1: INFORMATION REQUIRED UNDER ARTICLE 8.2.

PART A

1. Name and address of the National Sporting Authority.	
2. Name and address of the Organiser.	
3. Date and place of the Competition	
4. Grade and expiry date of the License of the Circuit.	
5. Time of the administrative checks	Date and Time:
6. Start of the scrutineering	Safety Scrutineering: Technical Scrutineering:
7. Start of the Drivers' Briefing	Date and Time:
8. Location of the Drivers' Briefing	
9. Start of the Team Managers' Briefing	Date and Time:
10. Location of the Team Managers' Briefing	
11. Start time and duration of the races.	Race 1: Race 2:
12. Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.	
13. Details of the circuit, which must include:	
- Location and how to gain access	
- Length of one lap	
- Direction (clockwise or anti-clockwise)	
- Location of pit exit (in relation to the line)	
- Length of the pitlane	
- Pole Position (left/right)	
- Penalty area	
- Finish control line	
- Start Line (in relation to the control line)	
- Starting Signal	
- Starting Mode	Rolling Start
- Pit Lane Speed Limit	

- Maximum number of cars in compliance with the track licence allowed to take part in:	
14. Precise location at the circuit of:	
- Stewards' office	
- Race Director's office	
- Administrative checks	
- Scrutineering, flat area and weighing	
- Parc Fermé	
- Official Notice Board	
- Team Relations Office	
15. List of any supplementary trophies and special awards.	
16. The names of the following officials of the Event, appointed by the ASN:	
-National Steward	
- Clerk of the Course	
- Secretary of the Event	
- Chief National Scrutineer	
- Chief National Medical Officer	
- Any other officials and functions	
17. Any other specific item:	

PART B (To be completed by the Promoter)

1: Organisation and Management of the Competition

2: List of Officials nominated by the Promoter

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

- Technical Delegate
- Pit Lane Officials
- Driver Advisor
- Safety Car Driver
- Leading Car Driver

3: Composition of the Sporting Board for the Competition

4: Details of Appeals, Protests and Fines

5: Other information including link to the Digital Notice Board (if applicable).

PART C – Detailed timetable

PART D – Event Insurance

APPENDIX 2: 2026 ROOKIE CUP – SPORTING REGULATIONS

1. A Rookie Cup will be awarded on the podium after each race in the 2026 GT4 European Series, in accordance with Article 6.2 of the 2026 Sporting Regulations.

2. Drivers will be eligible for the Rookie Cup award if they comply with all of the following criteria :
    a. They are aged under 32 at the start of the first Event of the 2026 season,
    b. They have competed in fewer than two races of a GT4 multi-make series as listed in Article 3 below before the start of the 2026 season,
    c. They have not previously competed in a series considered to be at a higher level, such as FIA GT3, LMP2, high level single-seater competition etc.

3. Competing in the following GT4 series will disqualify drivers from eligibility for the Rookie Cup :
    a. GT4 European Series
    b. FFSA GT Championship
    c. British GT Championship with a GT4 car
    d. GT4 Scandinavia
    e. GT4 America
    f. Japan Cup with a GT4 car
    g. ADAC GT4
    h. GT4 Trophy
    i. GT4 Winter Series
    j. SRO GT Cup
    k. Creventic series with a GT4 car
    l. Any other series considered by the SRO Sporting Board to constitute a GT4 series
    m. Any other series considered by the Sporting Board to constitute a multi-make GT4 series

4. A list of the eligible drivers will be published at the start of the Event in a Bulletin from the Stewards and will have the letter (R) in brackets after their name on the timing screen. Should teams have any corrections or comments, they must submit these within an hour of publication.

5. The winning driver in each Race will be considered to be the Rookie driver, as published on the Bulletin from the Stewards, who finishes in the highest position in the overall classification.

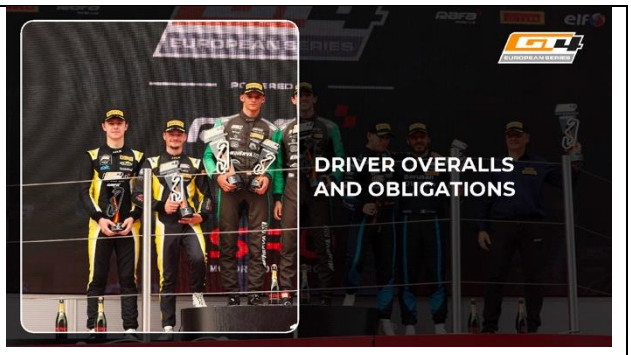
6. Should two Rookie drivers share a car, the winner of the Rookie Cup will be the driver who is sets the faster lap in the relevant race.

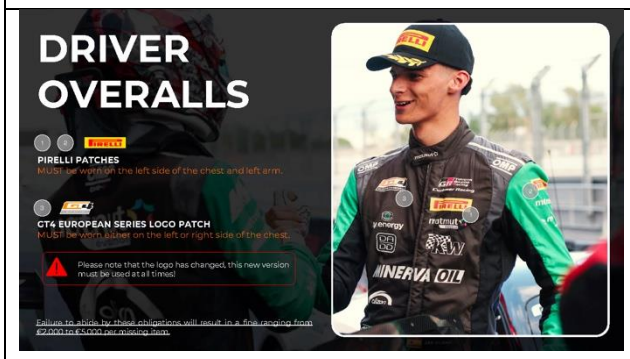
7. The winning Rookie must attend the Podium after the race.

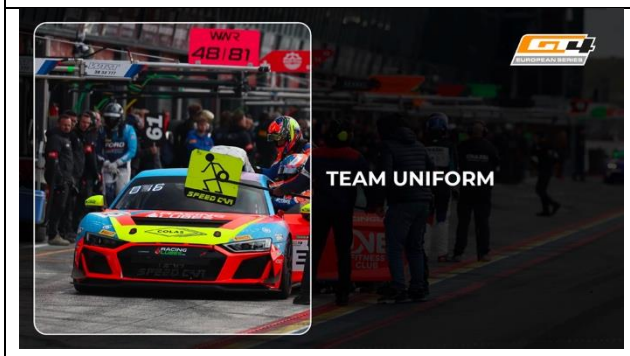
8. There will be an annual Award. All drivers who have been won the Rookie Cup in an Event will be eligible to be considered for the Rookie of the Year. For this Award, the performance as well as behaviour on track and other considerations will be taken into account, including the number of Behaviour Warning Points.

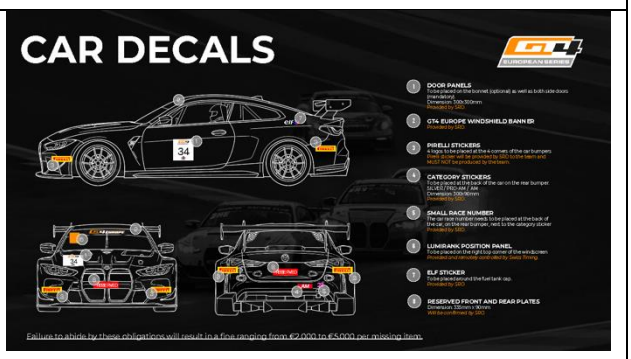
APPENDIX 3: GRAPHICAL CHARTER

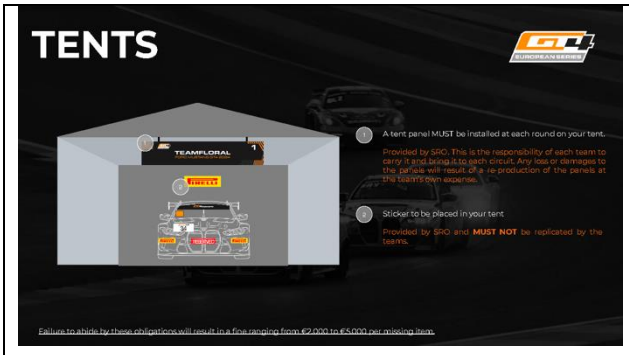
Teams and Drivers must abide by the rules set down in the Graphical Charter. The valid Graphical Charter is always the latest version, which will be distributed to the Teams and which will replace the version hereunder.



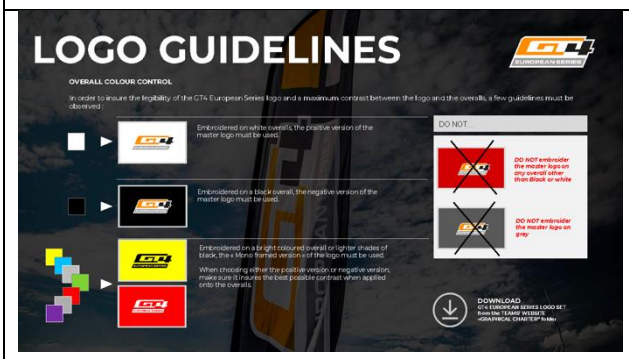


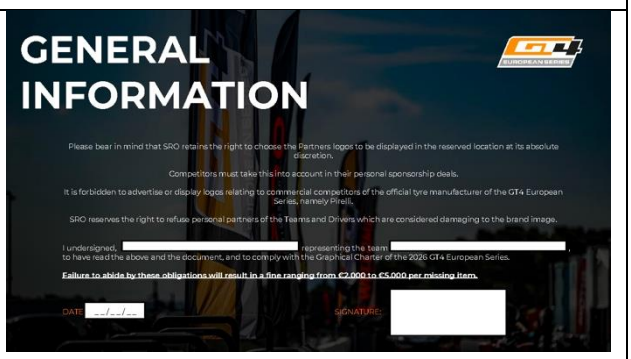





TENTS
TEAMFLORAL
PIRELLI
1
A tent panel MUST be installed at each round on your tent.
Provided by SRO. This is the responsibility of each team to carry it and bring it to each circuit. Any loss or damages to the panels will result of a re-production of the panels at the team's own expense.
2
Sticker to be placed in your tent
Provided by SRO and MUST NOT be replicated by the teams.
Failure to abide by these obligations will result in a fine ranging from €2.000 to €5.000 per missing item.

LOGO
GUIDELINES


LOGO GUIDELINES
OVERALL COLOUR CONTROL
In order to insure the legibility of the GT4 European Series logo and a maximum contrast between the logo and the overalls, a few guidelines must be observed :
Embroidered on white overalls, the positive version of the master logo must be used.
Embroidered on a black overall, the negative version of the master logo must be used.
Embroidered on a bright coloured overall or lighter shades of black, the « Mono framed version » of the logo must be used.
When choosing either the positive version or negative version, make sure it insures the best possible contrast when applied onto the overalls.
DO NOT ...
DO NOT embroider the master logo on any overall other than Black or white
DO NOT embroider the master logo on grey
DOWNLOAD
GT4 EUROPEAN SERIES LOGO SET
from the TEAMS' WEBSITE
«GRAPHICAL CHARTER» folder


GENERAL
INFORMATION
Please bear in mind that SRO retains the right to choose the Partners logos to be displayed in the reserved location at its absolute discretion.
Competitors must take this into account in their personal sponsorship deals.
It is forbidden to advertise or display logos relating to commercial competitors of the official tyre manufacturer of the GT4 European Series, namely Pirelli.
SRO reserves the right to refuse personal partners of the Teams and Drivers which are considered damaging to the brand image.
I undersigned, _____ representing the team _____, to have read the above and the document, and to comply with the Graphical Charter of the 2026 GT4 European Series.
Failure to abide by these obligations will result in a fine ranging from €2.000 to €5.000 per missing item.
DATE: __/__/__
SIGNATURE:

APPENDIX 4

2026 PROVISIONAL CALENDAR

Round	Date	Circuit	Final Day of Testing
R1	10th-12th April	Circuit Paul Ricard (FRA)	30th March
R2	29th – 31st May	Monza (ITA)	18th May
R3	24th – 28th June	Spa-Francorchamps (BEL)	13th June
R4	17th – 19th July	Misano (ITA)	6th July
R5	18th – 20st September	Zandvoort (NLD)	7th September
R6	16th – 18th October	Portimao (PRT)	5th October

2026 PAID TESTS SESSIONS

Circuit Paul Ricard:	Friday 10 April / 2h / 1 160€
Monza:	Thursday 28 May / 3h (2 x 1h30) / 1 740€
CrowdStrike 24 Hours of Spa:	Tuesday 23 June / 4h25 (2h55 + 1h30) / 2 560€
Misano:	Thursday 16 July / 3h (2 x 1h30) / 1 740€
Portimão:	Thursday 15 October / 3h (2 x 1h30) / 1 740€

Please note: there will be no Paid Test session at Zandvoort.

This calendar and prices are subject to changes and given for information.

Final dates and prices will be confirmed on a later stage.

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 GT4 European Series Events, other than those which fall within the exclusive remit of the Officials of the Event as defined by the provisions of the International Sporting Code.

Article 2 – Members

The SRO Sporting Board at each Event will consist of the following people or their representatives:

- The Permanent Chairman of the Stewards of the GT4 European Series
- The Race Director
- The SRO Technical Director
- The SRO Sporting Director
- The Series General Manager
- An RACB Representative.

Article 3 – Missions

The tasks of the SRO Sporting Board will include:

- Issuing clarifications on the regulations and their interpretation
- Taking decisions on the application of the regulations at the Events, in order to respond to specific situations (e.g. shortening of grid procedures, Timetable issues)
- Responding to any situations involving the commercial management of the Series
- Deciding on the acceptance of requests for private testing including coaching and participants of other series, and on any penalties or restrictions in the GT4 European Series.
- Deciding penalties for drivers with derogations or drivers racing alone
- Deciding on exemptions for Driver Categorisations
- 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 penalty.

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

Decisions taken by the SRO Sporting Board are final and not subject to protest or appeal.

SRO TECHNICAL BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS

Article 1 – Purpose

The SRO Technical Board is a body set up by the Series Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the Technical Regulations, other than those which fall within the exclusive remit of the Officials of the Event as defined by the provisions of the International Sporting Code.

Article 2 – Members

The SRO Technical Board will consist of the following people or their representatives:

- The Chairman of SRO
- The SRO Technical Director
- An RACB Representative.

Article 3 – Missions

The tasks of the SRO Technical Board will include:

- Adaptations and Changes to the Balance of Performance
- Issues of eligibility of cars
- Issuing Technical Notes to the Competitors

Article 4 – Meetings

Meetings of the SRO Technical Board can be called at any point during an Event or can be convened by email between Events.

Decisions will be taken by majority agreement of the members.

Article 5 – Right of Protest

Decisions taken by the SRO Technical Board are final and not subject to protest or appeal.

SRO MOTORSPORTS FUND

INTERNAL REGULATIONS

Article 1 – Purpose (as authorised by RACB further to Article 12.8.3 of the Code)

All money collected in the form of fines from Competitors entered in the GT4 European Series will be placed in a Fund, the SRO Motorsports Fund.

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 Sporting Board.

Article 2 – Administration

The SRO Motorsports Fund will be managed by the Chief Operating Officer of SRO Motorsports Group. The balance of the account may be requested in writing at any time.

APPENDIX 6 – PODIUM CEREMONY

At the end of each Race a ceremony must be provided for the three first Drivers of the Series and categories in accordance with the conditions set out below.

1. MASTER OF CEREMONIES

A master of ceremonies will be appointed by the Series Promoter to conduct the entire podium ceremony

2. PODIUM

a) ROSTRUM AND DAIS

The dimensions of the dais must follow those found in the FIA graphic design manual.

Trophies must be laid out on a table on one side of the podium. The champagne must be on the table.

b) FLAGS

Olympic Games style "flat flags" should be used. There must be a minimum space of 50cm behind the podium structure for the flag men.

3. ANTHEMS

a) A suitable sound system should be installed to ensure that national anthems, (initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast.

b) The champagne shower must not start until the presenter has left the podium.

c) A commentary of the podium ceremony should be broadcast to the general public from the platform on the podium.

4. TROPHIES

During the podium ceremony, the following Trophies will be awarded for race 1:

a) Race winning SILVER Drivers – Race winning PRO/ AM Drivers – Race winning AM/AM Drivers – Overall Race winning Team

b) Second place SILVER Drivers -Second place PRO/ AM Drivers – Second place AM/AM Drivers

c) Third place SILVER Drivers – Third place PRO/ AM Drivers – Third place AM/AM Drivers

During the podium ceremony, the following Trophies will be awarded for race 2:

d) Race winning SILVER Drivers - PRO/ AM Drivers – Race winning AM/AM Drivers – Overall Race winning Team

e) Second place SILVER Drivers - PRO/ AM Drivers – Second place AM/AM Drivers

f) Third place SILVER Drivers - PRO/ AM Drivers – Third place AM/AM Drivers

APPENDIX 7

MANDATORY TECHNICAL EQUIPMENT – GT4 EUROPEAN SERIES– SUPPLIER DETAILS

TYRES

PIRELLI is the sole tyre supplier for the GT4 European Series.

The authorised tyres will be P Zero DHG and Cinturato WHB (for wet conditions)

All tyres for each event (even the mandatory tyres) must be pre-ordered. The digital ordering form can be found on the website.

Completed forms must be sent by the e-mail to Jonathan Wells - jonathan.wells@pirellif1.com, Steve Elkington steve.elkington@protyre.co.uk and sales@protyremotorsport.co.uk.

DATA LOGGER

The data logger is available from:

Emotag e.K Matthias Holle
Robert-Bosch-Str 22 * 65582 Diez (Germany)
Mail: emotag@mathol.de
Phone: +49 6432 9197 0
Fax: +49 6432 9197 44
Mobile: +49 177 8187 226

FUEL

Please note that TotalEnergies-Elf is the Official Fuel Supplier for the GT4 European Series.

Teams must pre-order and pay their racing fuel, through a web portal, https://racing-shop.totalenergies.com , where you will also need to input all your invoicing details. Please note that fuel orders must be received at the latest two weeks prior to each event. All orders must be done through the web portal – orders placed by mail won't be accepted.

Please find in the Team Section of the website more information in regards to the correct order process and other tips, for example, you can print the pro-forma invoice directly from your online account. This procedure will be valid for all the race weekends. You must separate volume requirements for each event but you can order various events at the same time in advance if you wish.

The official fuel supplier for 2026 will be TotalEnergies Additives and Fuels Solutions

Fuel TotalEnergies CORE 50: 4,48€ / L

ADDITIONAL EQUIPMENT

The entered cars must be equipped with a GT4 kit which contains the following products (not included in the entry fees) :

- SRO Emotag Datalogger : full package + telemetry
- MyLaps Transponder
- Onboard Camera in-car 12v usb charging and 8GB MicroSD memory

Please note : to improve our services and the treatments of the incidents on track, from 2026, the cars entered must be equipped with the SRO Emotag Datalogger full package with telemetry.

ONBOARD CAMERAS (ARTICLE 28.6)

All cars must be fitted with a suitable camera, which must be checked by the Scrutineers for safety purposes.

SPORTING KIT : GPS, LUMIRANK PANEL and DRIVER INFORMATION DISPLAY

All cars must be fitted with a GPS data unit to transmit GPS data to timekeeping as well as a Lumirank position panel and a Driver Information Display. These 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 equipment, 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 rental cost of these items will be included in the Sporting Kit, which is a mandatory part of the entry fee for both Full Season and Event entries.

APPENDIX 8

RACE CONTROL FREQUENCIES

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. The purchase cost is £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.

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 (wherever possible). The position of this is to be agreed with the TV technicians for the camera transmitter. Once the onboard cameras have been installed, Teams must request permission from SRO TV to move the camera. The onboard cameras supplied by SRO TV cannot be obstructed.

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.

APPENDIX 10

USE OF THE CAMERA IMAGES

The images from the cameras may be used in the following cases:

On request of an Official

An Official of the Event may request that the images relating to any car or Team be examined after the race. In this case, the Pit Lane Official will recover the images and give them to the Stewards who may impose penalties for any breaches of regulations. Any such cars will be placed under investigation.

On request of a Team

In case of a report from a Pit Lane Marshal, the Team may challenge the report and request that the images should be examined. In this case, the Pit Lane Official will check the images after the chequered flag. Should the images confirm the Pit Marshal's report, an additional penalty may be given.

Important: no Team may request that the images of a specific car be examined without making a formal protest to the Stewards according to the International Sporting Code.

APPENDIX 11

PAID TESTING REGULATIONS

Paid test sessions will take place before a number of Events; these are not mandatory, and are open to all participants. All those entering the Paid Test Sessions must abide by the following regulations, which will be supplemented by a circulation plan and other information on site at each event.

1: ENTRY FEES / WAIVERS
Each car must complete an entry form and pay the entry fee before competing in the test.

2: PIT LANE
Cars will be allocated a space in the pit lane which is the only place where they are allowed to stop during the session. They must be ready to enter the pit lane at the given time. Cars should always be parked at 45° and only parallel if doing a standard pit stop. For any other work, cars should be in the paddock to leave maximum space for the other cars.

3: CLOTHING
GT4 European Teams will need to abide by the specifications of the GT4 European Series Sporting Regulations in terms of clothing.

4: REFUELLING
Refuelling is only allowed in the paddock.
Teams must return to their paddock to refuel in their tents following their standard procedures with their standard safety procedures. They may then re-join the pit lane with permission from the marshals.

5: 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.

6: RED FLAGS
Teams are reminded that in case of red flags, cars must IMMEDIATELY reduce their pace to approximately 80 km/h and return to their working area in the pit lane. They must not line up in the fast lane unless the 'fast lane open' instruction is given or the light at pit exit is green. Depending on the length of the interruption, any cars already at pit exit will receive instructions from the pit lane officials.

7: RETURNING TO THE PADDOCK
In case a car wishes to return to the paddock before the end of the session or for refuelling, please contact and follow the instructions of the Pit Lane Officer.

8: ENTRY AND EXIT TO THE PADDOCK
This will be detailed on the Team messaging application.

APPENDIX 12

ELIGIBLE GT4 CARS FOR THE 2026 GT4 EUROPEAN SERIES

Make	Model	Homologation number	Valid till	Remarks
Alpine	A110 GT4+	GT4-052	End 2031	
Aston Martin	Vantage AMR GT4 EVO	GT4-049	End 2030	
Audi	R8 LMS GT4 EVO2	GT4-050	End 2031	
BMW	G82 M4 GT4/EVO	GT4-044	End 2029	
Ford	Mustang GT4 (S650)	GT4-048	End 2030	
Ginetta	G56 GT4	GT4-041	End 2027	
Lotus	Emira GT4	GT4-043	End 2029	
McLaren	Artura GT4	GT4-045	End 2029	
Mercedes	AMG GT4	GT4-053	End 2031	
Nissan	Z NISMO GT4	GT4-047	End 2030	Only USA and Japan
Porsche	718 Cayman GT4 RS Clubsport	GT4-042	End 2028	
Toyota	GR Supra GT4 /EVO	GT4-039	End 2026	
Toyota	GR Supra GT4 EVO2	GT4-051	End 2031	

APPENDIX 13 – ANTENNA PLACEMENT

Any 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

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.
- The outlined positioning has been agreed upon by SRO to reduce any occurrences of interference with GPS or RF signals.

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.

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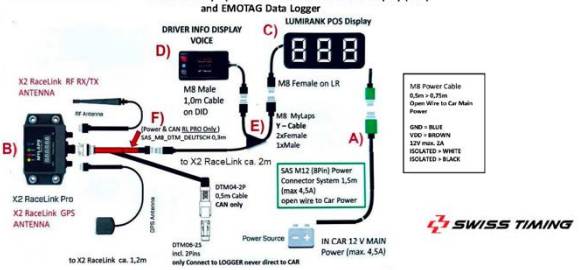
Timing equipment fitment

Schematic: MyLaps Racelink PRO to Driver Info Display (DID) and EMOTAG Data Logger



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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 500mm of the timing GPS antenna.
- No other RF antenna should be fitted within 300mm 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.

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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 500mm 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.

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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 500mm 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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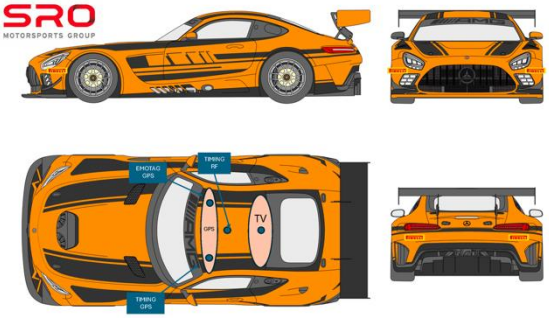

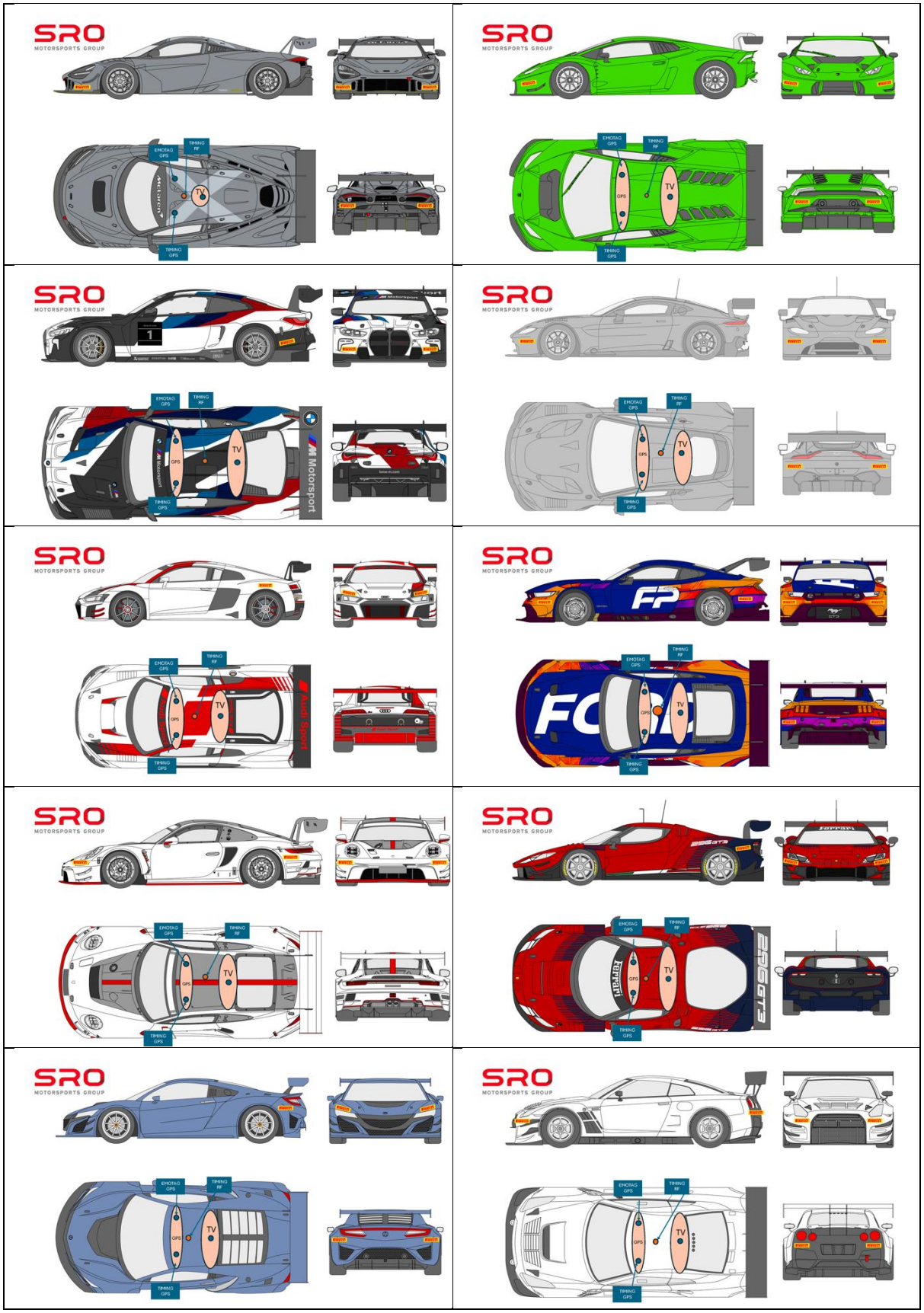
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MOTORSPORTS GROUP
EMOTAG GPS
TIMING RF
TV
TIMING GPS
M Motorsport
Audi Sport
FP
Ferrari
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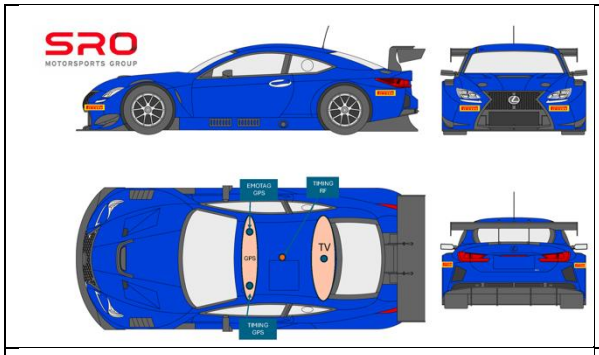
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GPS
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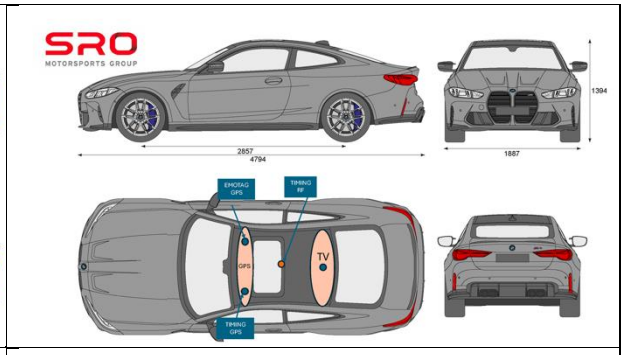
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EMOTAG GPS
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GPS
TV
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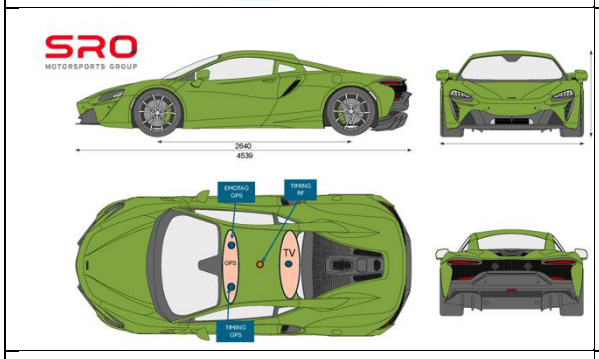
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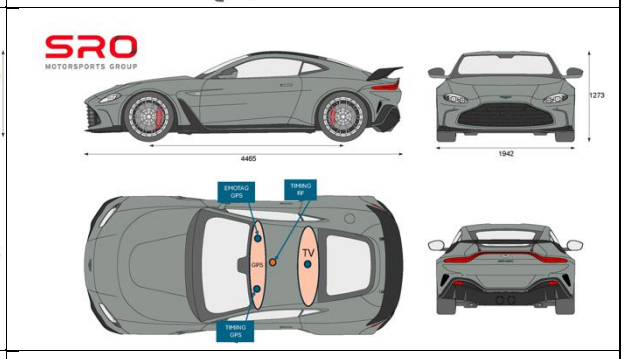
GPS
TV
TIMING GPS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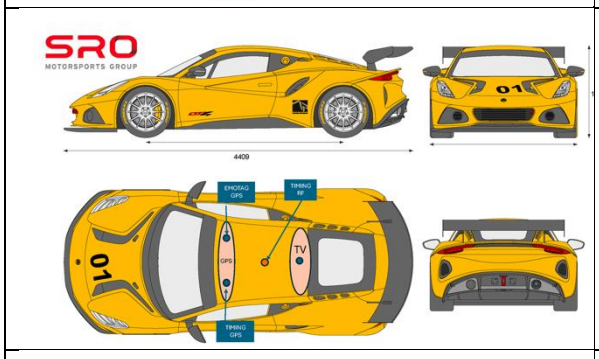
TIMING RF
GPS
TV
TIMING GPS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4409
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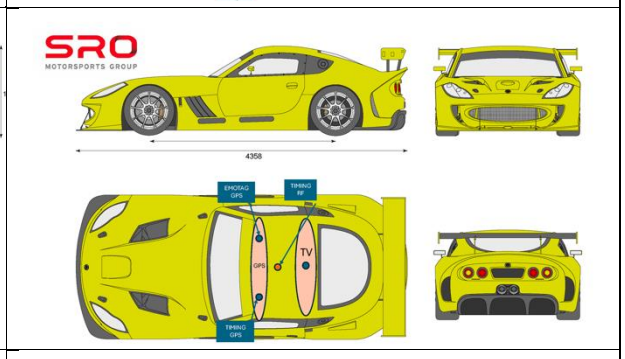
TIMING RF
GPS
TV
TIMING GPS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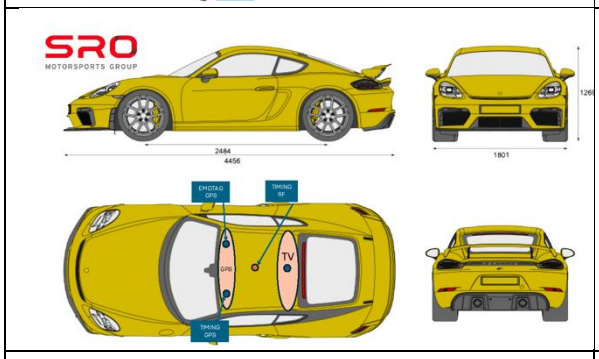
GPS
TV
TIMING GPS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MOTORSPORTS GROUP
2484
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1801
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GPS
TV
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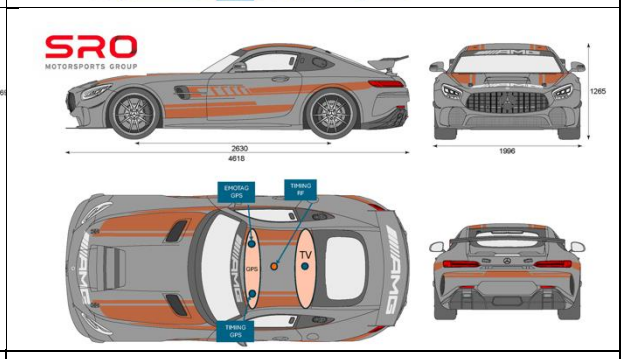
SRO
MOTORSPORTS GROUP
2630
4618
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EMOTAG GPS
TIMING RF
GPS
TV
TIMING GPS