GT2 EUROPEAN SERIES

POWERED BY PIRELLI

2026 SPORTING REGULATIONS

PIRELLI elf GULLWING SRO MOTORSPORTS GROUP

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GT2 EUROPEAN SERIES POWERED BY PIRELLI
SPORTING REGULATIONS 2026

FOREWORD

The GT2 European Series powered by Pirelli is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), the International Series General Prescriptions, the GT2 Technical Regulations and the present Sporting Regulations specific to the Series, as well as clarifications and bulletins issued by the SRO Sporting Board during the season in accordance with Article 2.1.

SRO Motorsports Group (hereinafter referred to as “the Promoter”), will organise the GT2 European Series powered by Pirelli (hereinafter "the Series") reserved for GT2 cars homologated by the RACB as well as certain cars from Single-Make Series with permission from the SRO Technical Board.

The Series comprises one title of GT2 European Series powered by Pirelli Winner for Drivers, which will be awarded in the Silver, Pro-Am and Masters categories, and one title of GT2 European Series powered by Pirelli Winner for Teams, which will be awarded in the Silver, Pro-Am and Masters categories.

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

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

1. REGULATIONS

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

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

1.3 Not in use

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 relevant Appendix 1 documents and/or Sporting Notes.

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

2. GENERAL UNDERTAKING

2.1 All manufacturers, drivers, Competitors and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Technical Regulations, Bulletins and Clarifications from the SRO Sporting Board

issued during the season, and the present Sporting Regulations. Bulletins will be approved by the parent ASN, which is the RACB.

3. GENERAL CONDITIONS

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

3.2 Each Competitor must nominate their representative(s) in writing on the entry form. If a Competitor is unable to be present in person at any Competition, the Competitor must nominate their 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 from the Stewards.

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 C (ITC) Driver's licence, or equivalent licence such as the International Licence for Drivers with Disabilities and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant international competition.

3.7 Results remain provisional until all sporting matters and technical Scrutineering are completed. This includes the checking of 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 published.

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

4. ELIGIBLE CARS

4.1 Competitions are first and foremost reserved for :

Category 1 : GT2
a) GT2 cars in accordance with the SRO homologation forms.
b) GT2 cars in the process of homologation with permission from the Technical Director.

c) Cars from Single-Make Series with permission from the Promoter and SRO Technical Board, known as 'GTC' cars. They will be subject to a specific Balance of Performance which can be updated at any time. Any such cars will be eligible to score points and finish on the podium, unless otherwise notified by the SRO Sporting Board.

4.2
a) All GT2 cars must be in conformity with the list of safety features according to the Homologation and Technical Regulations for GT2 Grand Touring Cars. This also applies to GT2 cars in the process of homologation.

b) Single-Make Series cars must be in conformity with the list of safety features according to their relevant homologation and/or technical regulations.

4.3 GT2 or Cup 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 the vehicle during both Competition and testing in accordance with Appendix L Chapter I Article 18.5.2 of the Code.

4.4 Not in use

4.5 Driver Cooling Systems

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

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

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

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

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

4.5.6 See article 33.25 concerning the use of blowers and fans to cool drivers only in these conditions.

5. SERIES COMPETITIONS

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

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

5.2 The Series is made up of Competitions consisting of two races, of a maximum duration of 50 (fifty) minutes.
For the avoidance of doubt, the races at each Event are considered as a single Competition for the purposes of these regulations.

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

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

5.5 The maximum number of Competitions in the Series is set at 6. The provisional Calendar is given in Appendix 4.

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.

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

6. THE TITLES

6.1 The following titles will be awarded :

The GT2 European Series powered by Pirelli Silver Drivers' title will be awarded to the driver(s) competing in the Silver category who has(have) scored the highest number of points taking into consideration the points obtained from the Competitions which have taken place.

The GT2 European Series powered by Pirelli Pro-Am Drivers' title will be awarded to the driver(s) competing in the Pro-Am category who has(have) scored the highest number of points taking into consideration the points obtained from the Competitions which have taken place.

The GT2 European Series powered by Pirelli Masters Drivers' title will be awarded to the driver(s) competing in the Masters category who has(have) scored the highest number of points, taking into consideration the points obtained from the Competitions which have taken place.

The GT2 European Series powered by Pirelli Silver Teams' title will be awarded to the Team competing in the Silver category who has scored the highest number of points taking into consideration the points obtained from the best-placed car of each Team during the Competitions which have taken place.

The GT2 European Series powered by Pirelli Pro-Am Teams' title will be awarded to the Team competing in the Pro-Am category who has scored the highest number of points taking into consideration the points obtained from the best-placed car of each Team during the Competitions which have taken place.

The GT2 European Series powered by Pirelli Masters Teams' title will be awarded to the Team competing in the Masters category who has scored the highest number of points, taking into consideration the points obtained from the best-placed car of each Team during the Competitions which have taken place.

6.2 Not in use

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

6.4 Eligibility for Points

All teams and drivers entered in a round of the GT2 European Series powered by Pirelli (Silver, Pro-Am or Masters) will score points towards the Drivers and Teams titles, with the exception of race-by-race drivers and Teams in the final two Competitions (ie the last four races) of the season, who will only score points if they have been entered previously in the season in the same category. Any such drivers and Teams will be considered invisible in the classification, and the points will be redistributed to the next driver or team in the classification. Should a new driver replace one of the drivers in an existing car, the new driver will not score points but their team-mate will continue to score points and no points will be redistributed.

6.5 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.

6.6 Drivers finishing in the top three positions in the classification of the Silver, Pro-Am or Masters categories must make themselves available for the end of season prize giving ceremony which will take place in New York on Saturday December 12th. In the case of Cups with fewer than five regular cars entered, only the Cup or Category Winners must attend the Ceremony. All Competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.

6.7 Additional prizes and trophies may be awarded. An award will be given to the leading Silver driver, in accordance with the details given in Appendix 6.

7. POINTS

7.1 Points classifications will be published on the Series website after the end of each Competition. In case of any disputes concerning point attributions, these will be decided by the SRO Sporting Board. Any queries or challenges concerning point attributions must be submitted to the SRO Sporting Director within 14 days of the first publication of the points in dispute. The point classifications will be considered final 14 days after the end of the last Competition of the season and, subject only to any ongoing judicial or sporting matters, from that point no further amendments or corrections will be made.

7.2

a) Qualifying

After qualifying, all drivers and Team of the car setting the fastest time in Silver, Pro-Am and Masters categories will be awarded one point.

b) Races
Points for all titles are awarded at each Competition according to the following scale:
1st: 25 points
2nd 18 points
3rd: 15 points
4th: 12 points
5th: 10 points
6th: 8 points
7th: 6 points
8th: 4 points
9th: 2 points
10th: 1 point

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

7.3 Not in use

7.4 Not in Use

7.5 Not in use

7.6 Not in use

7.7 If a race is suspended under Article 47 and cannot be resumed :
- No points will be awarded to the Competitors or driver crews if the leader has completed less than two laps
- Half points will be awarded if the leader has completed two or more laps, but less than 75% of the original race time, and as long as the results include at least one lap which took place outside Full Course Yellow or Safety Car conditions.
- Full points will be awarded if the leader has completed more than 75% of the original race time.

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

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

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

7.9 If two or more drivers or Teams finish the season with the same number of points, the higher place in the Series shall be awarded to:
a. The holder of the greatest number of first places,
b. If the number of first places is the same, the holder of the greatest number of second places,
c. If the number of second places is the same, the holder of the greatest number of third places, and so on through the point-winning positions until a winner emerges.
d. If the above-mentioned procedure fails to separate two or more drivers or Teams, then whoever finishes ahead in the final race of the respective season will be deemed to have finished ahead of the other in the Series.
e. Special case: Drivers of the same car, who have formed the same crew during all the Competitions in the Series in which they have scored points, and who finish with the same number of points, will share

the same place in the Series. Examples: drivers 1 and 2 of car A will be classified equal first in the general classification of the Series; drivers 1 and 2 of car B will be classified equal second, and so on until the last classified crew finding itself in this situation.

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 SRO 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 GT2 European Series powered by Pirelli 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 GT2 European Series powered by Pirelli 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 GT2 European Series powered by Pirelli Event, the Organiser must send the Promoter details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the Competitors. The sum insured must be a minimum of 6.000.000 euros (six million euros)

8.5 Third party insurance arranged by the Organiser of a GT2 European Series powered by Pirelli 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 GT2 European Series powered by Pirelli:
- A Race Director
- A Deputy Race Director
- A Technical Delegate
- A Series Scrutineer
- A Chairman of the Stewards
- A Technical Director for the Series
- A Sporting Director for the Series
- The SRO Sporting Board representatives

Additionally, the following may be appointed
- A Medical Delegate
- An International Steward
- A Deputy and/or Assistant Race Director
- A Pit Lane Official
- A Chief Timekeeper
- A Press Delegate
- A Safety Car Driver
- a Leading Car Driver

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 their 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 the Technical Delegate may carry out, or have carried out by Scrutineers, at their 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 Eligible Drivers and Line-ups

10.1.1 Driver Line-ups per Category

a) The GT2 European Series powered by Pirelli Silver Category
Driver categorisations will be applied and the following maximum pairings will be accepted :

- Silver/Silver
- Silver driver racing alone

b) The GT2 European Series powered by Pirelli Pro-Am Category
Driver categorisations will be applied and the following maximum pairings will be accepted :

- Bronze/Gold
- Bronze+/Silver
- Bronze+ driver racing alone

See 10.1.2 for the definition of Bronze+

In some cases a Platinum driver may be allowed to compete alongside a Bronze driver, with the agreement of the Sporting Board. 10.1.3 will apply.

b) The GT2 European Series powered by Pirelli Endurance Masters Category
Driver categorisations will be applied and the following maximum pairings will be accepted :

- Bronze/Bronze
- Bronze+/Bronze with a penalty
- Bronze driver racing alone

10.1.2 Bronze+ drivers
SRO will categorise as Bronze+ certain drivers categorised as Bronze by the FIA and who comply with one or more of the criteria below :

- FIA Bronze aged 35 years old or younger
- FIA Bronze whose status is marked as 'Provisional' or 'Under Review' on the FIA website
- FIA Bronze who started racing in their 20s
- Any FIA Bronze who was Silver the year before
- Any FIA Bronze who has previously been, or would have been, Gold or Platinum

These drivers will be Bronze+ unless we have recent data proving their pace is Bronze level.
Any Bronze driver wishing to take part in the GT2 European Series powered by Pirelli must submit their CV for analysis. Any drivers who are categorised Bronze+ but who do not agree with the categorisation may submit their CV to the Teams Committee for review; the decision of the Teams Committee will be final and not subject to further appeal.

10.1.3 Drivers Under Evaluation
The following drivers will be under supervision from the SRO Sporting Board and may be given an additional weight or time penalty :

- Gold or Platinum drivers with permission from the Sporting Board and/or Teams Committee
- Any drivers with derogations
- Any drivers whose categorization is marked as Provisional or Under Review on the FIA Driver Categorisation list (https://driverscategorisation.fia.com/public/drivers)

Any such penalties will be given on a race-by-race basis and re-evaluated after each race.

10.2 The GT2 European Series powered by Pirelli is primarily intended for driver crews (or single drivers) competing together throughout the season to claim the title.

Should a driver move, during the season, from one category to another, the driver or drivers will be considered new entrants in their new category in terms of Article 6.4 (Eligibility of points). Any car moving category will not be considered as a new entrant in terms of Article 29.7 concerning new tyres, unless they are competing with a different car. No points will be carried over to the new category and no compensation time (article 21) will be carried over. Any such change in the final two Competitions (four races) of the season will render the driver(s) and their team invisible in terms of points.

10.3 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 (two races) in order to equalise their points with those of their co-driver(s) in the final classification. This would not affect the points of their team-mates, team or manufacturer.

10.4 Driver Categorisation & Derogations

10.4.1 Categorisation

Drivers wishing to compete in the GT2 European Series powered by Pirelli must be categorised by the FIA. Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Event in which he or she wishes to take part, on the FIA website under http://www.fia.com/fia-driver-categorisation. The definitions of the categories, the Driver Categorisation List and the application form can be found on the FIA website.

All decisions concerning the categorisations are taken under the authority of the FIA Drivers Categorisation Committee.

The list of Competitors allowed to take part in the Competition will indicate the category attributed to each driver.

10.4.2 Temporary Categorisation

The Stewards will temporarily categorise drivers who announce themselves with their record of achievements after the Event has already begun. A fee of up to 350 euros will be payable to the SRO Motorsports Fund for any such requests for late categorisation. Any such temporary categorisations will only be valid for that one Event and will not constitute an FIA categorisation.

No driver may use such a temporary categorisation for more than one race and must apply for an FIA Categorisation before their second participation
Drivers who have not been categorised will not be allowed to take part in any Competition.

10.4.3 Derogations

For the purposes of this Series, the SRO Sporting Board retains the right to make temporary amendments to the FIA Categorisation of any driver according to the criteria of the GT2 European Series powered by Pirelli. Any drivers given a temporary categorisation derogation will be indicated in the entry list with an asterisk.

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

Upgrades increasing a driver's FIA Categorisation for the GT2 European Series powered by Pirelli may also be issued at any point in the season.

10.4.4 Double Derogations

No more than one driver categorisation downgrade derogation will normally be given to any line-up of drivers competing in any round of the GT2 European Series powered by Pirelli. 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 on their driving time which will be decided by the SRO Sporting Board. A driver with a derogation may be awarded a Pit Stop Time Penalty, to be determined by the SRO Sporting Board, and to be carried from the first instance of the derogation. Any such penalties may be set or adjusted during the Event up to one hour before the start of each Race.

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

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

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 by the average of their ten best lap times in the race, be equal or superior to the average time of the top ten best drivers from the categorisation and category in which they have been racing, their derogation will be examined by the SRO Sporting Board. 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 may take any decision it considers appropriate concerning the continuation of the derogation, including a warning for a first infraction and/or additional restrictions on driving time.

10.5 Not in use

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

11. COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

11.1 Not in use

11.2 Not in use

11.3 Conditions of Entry
Full-season and race-by-race Competitors are accepted.

Application forms to enter the GT2 European Series powered by Pirelli on either a full-season or race-by-race basis can be downloaded from the Teams section of the website www.gt2europeanseries.com

a) Full season Competitors: applications to compete in the GT2 European Series powered by Pirelli must be submitted to the Promoter, on the entry form available on the Series website as from November 17th 2025, the Official opening date for entry into the Series. The entry form must be submitted, and payment made by March 24th 2026. The entry fee is set as follows :

- Full season entry fee for five Events is €26 700 (twenty-six thousand seven hundred euros) per car including the mandatory sustainability fee of 185€ and the mandatory Sporting Kit. This season entry fee includes mandatory entry in all five Competitions in the 2026 GT2 European Series powered by Pirelli.

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

5 800€ per car including the mandatory sustainability fee of 37€ and mandatory Sporting Kit. The deadline for entries is fourteen days before the start of the Competition in question.

c) TBC

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

g) All Competitors must abide by the guidelines set down in terms of sponsorship from Series partners as regards pit garage decoration, car livery, Team and driver overalls. The Promoter reserves space on the cars and overalls of all Competitors (see Appendix 3). No sponsorship from companies associated with the manufacture, re-treading, sale or distribution of tyres is authorised.

h) Each Team must sign the Team Commercial Agreement in two copies and return them to the Promoter before the start of the first Competition they attend at the latest. Failure to sign the Agreement may be reported to the Stewards and the Team in question may be disqualified from taking part in the Competition. Any infractions in respect of any of these requirements will be reported to the Stewards and a minimum fine of €2000 will be given.

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

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

k) 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

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

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

12.2 Passes

12.2.1 The following passes will be issued:

Full Access Passes: access to the whole site, including pit garages, pit lane and pit wall. 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 : During sessions, access to the working lane is restricted to persons wearing helmets. Access to the working lane is restricted to persons wearing fireproof overalls during sessions when refuelling is permitted. Shorts (including long trousers rolled up), 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. Overalls are not compulsory on the pit wall signalling area. Team members crossing from the pit wall to the pit garage do not need a helmet or overalls, but they must not cross where a pit stop is in progress.

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

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 may not exclude Full Access or Media passes from their pit garages or awnings, and may not produce or distribute additional passes which supersede those passes distributed by the Promoter. Team members are restricted to the area of the pit wall opposite their own garage. Officials and the Promoter's representatives with Full Access passes will have access to any Team areas within the circuit boundaries.

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

- White armbands for car controllers
- Yellow armbands for Team personnel in the working lane (maximum four per car)
- Pink armbands issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.

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

13. DRIVER DESIGNATIONS AND CHANGES OF DRIVER

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

b) Single drivers
In the GT2 European Series powered by Pirelli, one driver may be authorised to compete alone with permission from the SRO Sporting Board as follows :

- Silver Cup : one Silver driver. They will compete in one Free Practice session only
- Pro-Am : one Bronze driver alone, or one Bronze+ driver alone. A Bronze+ driver will carry a penalty weight.
- Masters : one Bronze driver alone, or one Bronze+ driver alone. A Bronze+ driver will carry a penalty weight.

Any such driver will be considered both Driver 1 and Driver 2 in terms of Qualifying.

c) In the GT2 European Series powered by Pirelli, Driver 1 will be designated as the driver of lower categorisation, and Driver 2 will be designated as the driver of higher categorisation. If both drivers have the same categorisation, the team may choose which is Driver 1 and which is Driver 2, unless an order is imposed by the Sporting Board or the Stewards.

d) in accordance with Article 41.7.2, Driver 1 will take part in Q1 and start Race 1, Driver 2 will take part in Q2 and start Race 2.

e) the above order may be changed by decision of the Sporting Board and/or listed in the Appendix 1 of an Event.

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

13.3 Driving
Each driver must drive their car alone and unaided.

14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

14.1 The SRO Sporting Board, Stewards, Race Director or Sporting Director may give instructions to Competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all the Competitors, who must acknowledge receipt when requested, in which case the signature of the Competitor or of their designated representative is mandatory.

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

The Grip application will be used for admin checks, and for all communications between the Race Director, Stewards and Teams. The application must be monitored at all times.

14.2 All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the Officials, will be posted on the digital notice board for the GT2 European Series powered by Pirelli.

14.3 All Teams must be connected and are required to monitor the GT2 European Series powered by Pirelli Team Messaging System and/or the Grip application at all times during each Event.

14.3.1
In any session in which a Competitor is participating, they must monitor the Race Control Team Messaging System and/or the Grip application from 10 minutes before the session until the end of the session.

Race Control will not respond to enquiries about other Competitors. If a team's car is directly involved in an incident, a request form can be filled in and sent via the Grip and/or Team Messaging Application within ten minutes of the incident. Incident forms will not be accepted after all cars have entered the pit lane or left the track at the end of a session or race.

As much detail as possible is required for a request form to be looked at by the Race Director and if necessary, to help with any investigation carried out by the Stewards. Forms that are not fully completed will not be taken into account.

Examples of permitted reports to Race Control are:
a) Any information requested by Race Control or the Race Director
b) Reports of on-track issues, e.g. contact between cars, passes under yellow. These reports need time, location on track and the specific concern. Vague reports may not be retained.
c) Requests for cars to be released from Parc Fermé conditions (after an incident)
d) Driver ID transponder issues

Requests for blue flags and reports of blocking will not be accepted by investigation form or on the Team Messaging.

14.4 Any decision or communication concerning a particular Competitor must be given to them as soon as possible and receipt must be acknowledged. The Team Messaging system may be used to send summons and documents and for Teams to confirm receipt. 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 frequencies. A radio check will take place at the start of each day and Teams must reply using the Team Messaging system. Teams must be listening to the frequency from 15 minutes before the start of each session to the end of the session or the opening of Parc Fermé for qualifying and races. Teams may not use this frequency for any other information. Information given on the Race Director's radio frequency is in addition to messages given on the timing screen. All such messages, whether written or oral, must be adhered to.

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

15. UNSPORTING BEHAVIOUR

15.1 Any Incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats, inappropriate comments on social media networks or unsportsmanlike behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of the spirit of GT2 European Series powered by Pirelli 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, including sporting penalties up to and including disqualification from the Event.

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

to Pirelli when applicable. Any Competitor failing to abide by these measures will be reported to the Stewards. The Team will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.

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

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

- Any unsafe actions in the paddock, including excessive speed or circulating in the opposite direction to any given circulation plan may be penalised.

- At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisation of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being summoned to the Stewards and the Competitor may be penalised accordingly.

- Teams and Competitors must ensure that all their team members and personnel within their entourage comply fully with any specific medical or safety Protocols set in place by the Promoter, Circuit or ASN. Any failure to follow the instructions given will result in the Competitor being summoned to the Stewards and penalties may go as far as disqualification from the Event and/or removal of some or all of the Team members or entourage from the venue.

16. INCIDENTS AND SANCTIONS

16.1 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 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 60 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 added to the 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 penalty or stop-and-go with a prescribed stop time. The driver must enter the pit lane, stop in the penalty zone (for the prescribed stop time where appropriate) and then re-join the race.

d. A stop-and-go penalty to be taken at the start of a subsequent session, in which case the car concerned may not leave its pit lane working area at the start of the session until the specified penalty time has elapsed.

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

f. Disqualification of the driver from the next race or Competition of the Series.

16.5 Penalties

16.5.1 Should either of the penalties under Article 16.4 b) or c) above be imposed and notified after the end of the race, or, for duration races, during the last 10 minutes, at the discretion of the Stewards, Article 16.6 below shall not apply and an additional time penalty 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 Should the race circumstances so warrant, for example in cases of Full Course Yellow or Safety Car close to the end of the Race, the Stewards have the right to adjust the time penalty in respect of case b) and case c) in any individual cases.

16.5.3 Fines will normally be imposed for matters relating to the conduct of a driver or a Team member having no direct sporting application. These include missing a drivers' briefing or press conference without force majeure or prior agreement, speeding in the pit lane during free practice or qualifying, or other items considered by the Stewards to fall under this category. Any sums paid as fines will be placed in the SRO Motorsports Fund as authorised by the RACB further to Article 12.8.3 of the International Sporting Code. 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.

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

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

16.5.6 The Stewards may adjust or adapt any given penalties according to the nature of the incident, in particular whether a sporting advantage is gained or lost.

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

At the driver's pit stop, the driver must enter the pit lane and stop in their pit stop position under Parc Fermé conditions for the given penalty time. No-one from the Team may touch the car during this period, and the driver may not open the door. Once the time has elapsed, the pit stop according to articles 36-39 may begin. This includes any stop the driver makes whilst an FCY or Safety Car procedure is in operation.

If such a penalty is imposed during the pit window, or after the last mandatory pit stop has been performed, the penalty will be added to the race time.

Such a penalty will not be imposed after the pit window has opened.

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

In the case that the penalty is awarded after the mandatory pit stop, or if the Competitor fails to perform the penalty during the pit stop, the penalty time will be added to the elapsed race time of the car concerned.

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

Should the Stewards decide to impose one of the penalties provided for in Article 16.4 b or c, the following procedure shall be applied:
a. From the time the decision of the Stewards is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 16.4 c, proceeding to the penalty zone where it shall remain for the period of the time penalty. Unless specified otherwise by the Stewards, stop-and-go and stop-and-go penalties with a prescribed stop time are to be served in front of the respective Team's pit box. Teams are responsible for ensuring that the car stops for the period notified.

b. However, unless the car was already in the pit entry road for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car or Full Course Yellow procedures have been deployed. The number of times the driver crosses the Line behind the Safety Car or during a Full Course Yellow procedure will be added to the maximum number of times he may cross the Line on the track.

Whilst a car is stationary in the pit lane as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 33.11 c).

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

d. No penalty can be taken by a Team until it has been notified in writing, either on the timing monitors or by document issued by the Stewards.
e. Teams are responsible for monitoring the penalties given on the Timing Screen, including on the additional page (P7)

16.7 Grid Drops
If a grid drop is awarded by the Stewards to a Car, it will be applied to the next race.

If a grid drop is awarded by the Stewards to a Driver, it will 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 deferred until the driver returns.
- 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.

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 alone have the power to make decisions (Article 11.9 of the Code).

17. BEHAVIOUR WARNING POINTS

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

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

- reprimand 1 Behaviour Warning Point
- drive-through penalty 1 Behaviour Warning Point
- pit lane speeding 1 Behaviour Warning Point for speeds over 62 km/h.
- stop-and-go penalty 2 Behaviour Warning Points
- causing a collision 1 or 2 Behaviour Warning Points depending on the severity of the offence

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

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

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

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

After these penalties have been imposed, the driver's score will be reset to zero.

Behaviour Warning Points will be carried forward to the next Event. For each competition in which the driver participated but gained no additional Behaviour Warning Points, two points will be deducted. Negative scores will not be taken into account.

18. PROTESTS, PETITIONS 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 Free Practice and 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 GT2 European Series powered by Pirelli data acquisition system as defined by SRO and detailed 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. In view of the camera must be a brake light that is repeated on the dashboard. 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.

19.3. Transponder

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

To ensure that the proper driver is shown at all times, the driver ID must not be changed before the car is stationary for a pit stop and must be correctly changed before the car crosses the pit exit loop.
Teams are responsible for making sure the correct driver is shown at all times on the timekeeping system.

Please see Appendix 7 for details of the compatible Transponders.

19.4 Light position panels

Not in use

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 GPS, the Driver Information Display, and the Team Messaging system. This cost is included in the entry fee. Please see Appendix 7.

20 MANDATORY PIT STOPS & COMPENSATION TIME

20.1 In each Race, each car must perform one mandatory pit stop of a duration made up of the following elements:

- The standard reference time (see 20.2)
- Any compensation time for the car (see 20.3)
- Any additional time attributed to the pairing (see 20.4) or driver

These three elements will be added per car to give a total amount.

There will be a one-second tolerance on the minimum pit stop time, which can be used once in each Event. Should the tolerance not be used during an Event, it is considered to have lapsed and cannot be carried over to the next Event.

The pit stop must be carried out in front of the designated pit or area of each team under the responsibility of the designated Team Manager.

The pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 30th minutes respectively of the race (not before 20m.00s.000 and not after 29m.59s.999). These times will be counted from the start of the race.

During the pit stop, a driver change must take place except for cars with a single driver. In case of a single driver, except for cases of force majeure as confirmed by the Sporting Board or Stewards, the driver must get out of the car during the pit stop.

During the mandatory pit stop, refuelling and replenishing in water (if necessary) will take place in accordance with article 37.2.4.

No tyre changes are authorised except in case of
a) change of weather conditions from slick to rain or vice versa
b) puncture or damage, in which case the tyre change may only take place once the refuelling (if applicable) has finished and the refuelling personnel are behind the line. Any tyres which are replaced must be presented to the Technical Delegate for verification. Tyre changes where the damage or puncture is not confirmed will be reported to the Stewards, and a penalty may be imposed.

A minimum pit stop time will be imposed for mandatory pit stops including a change of tyre due to weather conditions.

Additional pit stops for a change of tyres from wet to dry or vice-versa are authorised but will be subject to a minimum pit stop time, as will any additional pit stops which include a change of tyres due to puncture or other damage. The minimum time for any such stops will be announced by Bulletin from the Stewards.

Pit Stops outside the mandatory window with no change of tyres have no minimum time except that of the pit lane at 50.0 km/h.

20.2 For each Event, a reference time for the obligatory pit stop will be established, taking into account the time driven with a max. speed of 50.0 kph in the pit lane from the entry timing loop to the exit timing loop and the obligatory stop for the driver change as well as fuel and water if necessary. This total time will be published in a Bulletin from the Stewards at each Event.

20.3 A compensation time will be allocated to cars and drivers finishing in the top three places in each category of a race counting towards the GT2 European Series powered by Pirelli, depending on the classification at the finish and determined according to the following scale. This compensation time is added to the minimum pit stop duration set for the following Race in the Series. The car is not under parc fermé conditions for this additional time.

The compensation times will feature on a specific Bulletin which will be drawn up after each Race.
The compensation time will correspond either to the compensation time allocated to the car or to that allocated to any of the drivers entered in the car, whichever is the greater.

For cars with two drivers the scale of compensation time allocated to each car and to the drivers for each race is as follows:
1st + 10 sec.
2nd + 7 sec.
3rd + 5 sec.

Should a car with a solo driver finish in the top three of any Category, the scale of compensation time allocated to any such car and to the driver for each race is as follows:
1st + 14 sec.
2nd + 10 sec.
3rd + 7 sec.

The compensation times allocated on the basis of the results of each race are calculated to obtain the compensation time for the following race.

The compensation time applies only within a category. Cars and/or drivers moving to a different category do not take the compensation time with them, and the time is not re-allocated within the category.

This compensation time will be applied only for the following race and does not accumulate from Event to Event.

Should a car which is invisible in terms of points (see Article 6.4) finish in the top three in a category, the compensation times will be applied **both** in terms of the position and in terms of the points received.

For example, the 'invisible' car finishes 3rd and receives the compensation time for third. But the car which finishes 4th and which takes the points for 3rd will also receive the compensation time for third.

Should, for any reason, the results of the previous Race remain provisional due to any unresolved judicial matters (such as an outstanding appeal) potentially affecting the top three in any Category, then the compensation time in that Category will not be applied to the pit stop during the subsequent Round(s) and

shall only be applied to the elapsed race time of the provisional results for the subsequent Round(s) when the judicial matters have been resolved and when the final top three places for that previous round have been determined.

In terms of any situations concerning the movement of drivers and cars between categories which is not covered by the regulations above, the Sporting Board will decide on the specific regulations to be followed. In case of dispute, the case may be referred to the Teams Committee for a final decision.

20.4 Except for cases of force majeure recognised as such by the SRO Sporting Board or Stewards, during the mandatory pit stop, any solo driver must get out of the car and close the door before getting back in the car.

The additional pit stop time allocated to specific derogations, will be issued in a bulletin from the Stewards at each Event.

20.5 Pit Window Delays

20.5.1 Unless the Race Director announces other instructions, 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 (20:00 after the start of the race) then the pit window will be delayed. The message 'Pit Window Delayed' will be given on the timing monitors and on the Team Radio. The pit window will be opened immediately after the green flag is shown at the end of the SC or FCY period. The pits will then remain open for 10 minutes for the mandatory stops. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop. In the case of a Safety Car procedure, no car may pit for their mandatory pit stop until they have crossed the Line at the end of the SC period. In this case, cars are not allowed to follow the SC into the pits but must cross the Line after the end of the SC period before pitting for their mandatory pit stop.

20.5.2 If the Race Director decides for any other reason than given in above that the pit window cannot be opened at the scheduled time then he may take the decision to delay the pit window. In this case, the Teams will be informed via the monitors and/or the Radio. A new pit window will be communicated, the start time of which will be given in terms of the time remaining in the race. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

20.5.3 Should the Safety Car be called on track, or a Full Course Yellow period be declared, during the pit window, the Race Director may extend the time of the pit window by a time between one and three minutes.

20.6 Pit Window Penalties

20.6.1 Short Pit Stops

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
- Between 1 second and 10 seconds : time penalty of 10 seconds plus the missing time
- Over 10 seconds : stop-and-go penalty of the missing time.

20.6.2 Missed pit window

If the car performs its mandatory pit stop before or after the pit stop window, the minimum penalties will be as follows :

- Under one second: 10 second time penalty to be added to the race time

- Between 1 second and 5 seconds : time penalty of 10 seconds plus the missing time
- Over 5 seconds : stop-and-go penalty of the missing time.

20.6.3 Any car considered to have slowed deliberately in order to avoid penalties in terms of the mandatory pit window or the minimum pit stop time will be reported to the Stewards.

20.6.4 The penalties as outlined in article 20.6.1 or 20.6.2 will be given by the Race Director according to the reports issued by the Official Timekeepers of the Event.

20.7 Amendments to driving stints and pit stop times

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

21 NUMBER OF CARS ALLOWED TO PARTICIPATE

The maximum number of cars allowed to take part in practice and to start any race is calculated according to Supplement n°2 of Appendix O to the Code.
If the number of applications to enter any round exceeds the maximum number as calculated above or a lower number given in the Appendix 1 document for the Competition, the Competitors will be selected according to the following criteria:

1) full season Competitors
2) additional entries from full-season Competitors
3) race-by-race Competitors who have already taken part in a previous round
4) any other criteria decided by the SRO Sporting Board.

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 GT2 European Series powered by Pirelli during the season and may not be reused by another Competitor.

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

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

22.2 Not in use

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

22.4 If it is impossible to identify a car from its numbers it may be stopped by the Race Director.

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

22.6 Each car and driver must adhere to the Pirelli Graphical Charter issued before the start of the season. Any infractions will be reported to the Stewards. A fine of a minimum of €2000 will be applicable for any missing Pirelli patch. This fine will be increased for second or further infractions.

23 ADMINISTRATIVE CHECKS

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

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

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

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

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

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

24 SEAN EDWARDS FOUNDATION TEST

All drivers taking part in the GT2 European Series powered by Pirelli 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.

25 BRIEFING

A briefing by the Race Director will take place at the latest on the day of the free practice in the location specified in the Appendix 1 of the Competition. A physical briefing may be replaced by a video conference or a team managers' briefing to be transmitted to each team's drivers.

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

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

- First offence: fine of five hundred euros (500 euros)
- Second offence: fine of seven hundred and fifty euros (750 euros)
- Third offence: fine of one thousand euros (1.000 euros)

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

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

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

26 SCRUTINEERING

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

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

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

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

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

26.6 Not in use

26.7 All drivers competing in the GT2 European Series powered by Pirelli must use a helmet, which meets the FIA Standard 8860-2010, 8860-2018 or 8860-2018-ABP (International Sporting Code Appendix L Chapter III Article 1) and with the FHR devices that are homologated by the FIA. Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2018 or FIA 8856-2000. Helmets and clothing must pass Scrutineering before the first time any driver takes part in a round of the GT2 European Series powered by Pirelli, 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 their equipment is presented. Drivers may be requested to present any or all equipment to the ASN at any time during any Event. Driver overalls must be checked for conformity to Article 22.5 and Article 11.3 k).

26.8 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 will lead to sanctions imposed by the Stewards, with a fine of a minimum of €2000 for each missing patch.

26.10 Initial Scrutineering of the car and of the drivers' equipment and sporting checks for the Competitors will take place in accordance with the Official Timetable for the Event. Any Competitor unable to attend at the given time must request permission in writing to the Stewards, who may grant a waiver if they are satisfied that special circumstances justify this. Competitors who do not comply with the Official Timetable and who have not obtained a waiver may be given a penalty according to the following scale :
· First offence: fine of five hundred euros (500 euros)
· Second offence: fine of seven hundred and fifty euros (750 euros)
· Third offence: fine of one thousand euros (1.000 euros)
Teams must abide by the instructions of the Officials and pit lane marshals when proceeding to Scrutineering.
Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.3.1.d of the International Sporting Code.

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

26.12 The Scrutineers may:
a) check the eligibility of any car or of any Competitor at any time during an Event and may conduct checks without prior request from the Race Director or Stewards.
b) require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
c) require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
d) require a Competitor to supply them with such parts or samples as they may deem necessary. At the end of qualifying, and of the races, the car must contain at least 2 kg of fuel should the car return to Parc Fermé under its own power, and 2.5 kg should it be brought back by circuit equipment or marshal's intervention. The fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.
e) check the air restrictor diameters:
1. Competitors are obliged to equip their engines with intake restrictors according to the SRO Technical Board.
2. The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout the season made by the SRO Technical Board, at all times and in all temperatures.
3. The restrictors to be checked and marked must be accessible during the Scrutineering of the cars.
4. The accuracy of the information entered on the technical passport for each Competition is the responsibility of the Competitor, who will sign it, once he has filled in all requested information.
5. Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number must also be entered in the technical passport. The diameter must be engraved on the

restrictor. It will be the responsibility of the Competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

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

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

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

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

26.17 The Race Director may require that any car involved in an accident be stopped and checked.

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

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

27 DATA LOGGER & ECU

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

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 constitutes a breach of these regulations and will be reported to the Stewards.
Data cards and any other component of the Data logging system may be sealed at any time.

27.4 Information on the installation and use of the data logger is given in Appendix 7.

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.

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

27.8 All manufacturers or tuners must provide the SRO Technical Board with a reference ECU unit with the homologated maps, which can be placed in any of their cars competing in the Competitions in the Series. Each manufacturer must also supply any technical means needed to swap the ECU belonging to a Competitor with the reference ECU as supplied. The SRO Technical Board or the Scrutineers will not be held responsible for any consequences linked to a change of ECU and/or any subsequent failure.

28 WEIGHING

28.1 At any time during any Event, the Technical Delegate or Scrutineers may select cars to be weighed. To identify which driver is on board the car, each driver must bear on both sides of their 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 Stewards are satisfied that the deficiency in weight results solely 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 their Official capacity and in accordance with the Technical Regulations, or when requested to do so by a Scrutineer).

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

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

28.6 A Competitor may fit one or more personal cameras in the car. Official onboard cameras have priority. The Competitor must obtain written permission from the Promoter and from the Technical Delegate for each camera. The installation must be presented at the time of Scrutineering. Any cameras considered unsafe will be removed. The weight of the complete equipment is not included in the minimum

weight of the car. Cameras transmitting live video footage are not authorised. Cameras affixed to helmets are not authorised. The images from any such personal camera may not be presented by the team to the Race Director or Stewards to support any sporting matters. However, if necessary, SRO, the Race Director or the Stewards may requisition the images. The images may not be distributed, shared or uploaded on the internet unless specifically authorised by SRO.

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

i. Each Competitor must declare the weight of their drivers, including overalls, underwear, shoes, gloves, helmet and HANS, at the time of the administrative checks

ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W). For drivers competing alone in the Sprint Cup, the driver's weight will be considered as W.

iii. If W < 85, then the Driver Ballast to be carried by the car will be 85–W

iv. The Driver Ballast must be installed in the ballast box and sealed before qualifying.

v. The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the Event. Any anomalies will be reported to the Stewards. Penalties may go as far as cancellation of times in Qualifying or Disqualification from the race.

vi. The Driver Ballast is not included in the minimum BOP weight of the car.

vii. If W>85 then the weight of W-85 may be removed from the minimum BOP weight of the car, if any.

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

29. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

29.1 Tyre Supply

Only tyres from Pirelli, approved and registered by the Promoter and sold at Series Events, will be accepted. Tyres must be ordered and paid by the deadlines set by Pirelli, failing which tyres will not be supplied. An Event is defined as any official test session or competition during the season.

Only one type (specification and dimensions) of dry-weather tyre and one type of wet-weather tyre will be registered per car.

The list of the approved tyre specifications will be published at the latest two weeks prior to the first Event in the Series.

All tyres must be used as supplied at Series Events by the tyre manufacturer specified by the Promoter. They must comply with the specifications determined by Article 29.2. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. Modification to marking, reference, information written on the tyre or any traceability means is forbidden. This includes the barcode, manufacturer serial number, type of tyre, dimensions and any other relevant items.

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

Teams and drivers are required to sign the "Acknowledgement of Risks" form issued by Pirelli before the first time they compete in the Series. A new form must be signed should a driver change Teams. On

entering the Series, Teams are required to sign and return the "Supply Agreement with Teams" issued by Pirelli.

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

Tyre width:

- 9 inches 180 x 180 mm
- 10 inches 200 x 200 mm
- 11 inches 230 x 230 mm
- 12 inches 250 x 250 mm
- 13 inches 280 x 280 mm
- 14 inches 300 x 300 mm
- 15 inches 320 x 320 mm
- 16 inches 345 x 345 mm

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

29.3 Control of tyres

1. The control of the tyres will be carried out according to a process defined by the Promoter.
2. The outer sidewall of all tyres which are to be used at a Competition must be marked with an FIA Barcode as identification.
3. Other than in cases of force majeure (accepted as such by the Stewards), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate prior to the end of initial Scrutineering.
4. A used tyre is one that has been registered for a previous Competition with the same car number. For race-by-race Competitors, this is considered to be any previous Event in which the car was entered. Used tyres must be presented to Pirelli for checking and re-registration following the process defined by the Promoter and Pirelli. Pirelli maintains a list of the tyres which have been recorded during the season. Used tyres must be taken to Pirelli for re-registration before any new tyres are fitted.
5. The use of tyres without appropriate identification is strictly forbidden during the whole Competition.

29.4 Tyre-heating devices

Tyre-heating devices are not authorised.

29.5 Joker Tyres

Each car competing in the GT2 European Series powered by Pirelli has an allocation of one joker tyre per Competition, which can be used to replace any tyre which has been damaged or is otherwise unusable. The use of a joker tyre will only be authorised on information from the Race Director or Stewards that the car was involved in an Incident or other on-track occurrence, and confirmation from the tyre manufacturer and/or Technical Delegate that the tyre to be replaced may no longer be safely used. A formal request must be made in writing using the official Joker Tyre form, and must include the reference of the damaged tyre and the reference of the tyre replacing it. The form must be signed by the Race Director and Technical

Delegate before submission to Pirelli. If no Joker tyre is requested during a Competition, this joker tyre is considered to have lapsed and cannot be carried over to the next Competition. The joker tyre form must be sent by electronic means (email or team messaging).

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

29.6 Chassis & Car Number

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

- Should a car change race number during the season but remain with the same Competitor, the used tyres will be transferred to the new race number.
- Should a Competitor change the model of car during the season so that the used tyres are no longer suitable, then the car will be treated as a new Competitor in terms of tyres. However, if the Competitor then reverts to the old model, the previously used tyres must be used.
- Should a car be transferred between Competitors, the new Competitor may choose either to retain the used tyres or to be considered as a new Competitor.

29.7 Tyre limitations

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

- S1, S2 free practice
- S3, S4 qualifying and races

For subsequent Events, all returning cars competing in the GT2 European Series powered by Pirelli may register three sets of new tyres at the time specified in the Official Timetable which may be used during the Competition. One sets of used tyres from previous Competitions may be used during Free Practice only.

- S1 carryover from previous rounds
- S2 new tyres for free practice only
- S3, S4 new tyres for qualifying and races
-

In case of a puncture or other damage, another used tyre from those registered for the Competition may be used to replace it. This replacement must be notified to the Technical Scrutineers. Note that in this case, the rules on interchangeable tyres do not apply and any used tyre registered for the competition may be used.

29.8 – 29.10 Not in use

29.11 Tyre Limitations for Wet Weather Tyres

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

For free practice and qualifying, wet-weather tyres may be used only after the track has been declared wet by the Race Director, their Deputy or the Clerk of the Course.
For the race, the use of wet-weather tyres is free.
Wet-weather tyres will not be marked and there is no limit on how many of them may be used during any Competition

Any infractions will be penalised by the Stewards.

29.12 Camber and Pressure

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

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

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

29.13 Force Majeure etc

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

30 BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING

30.1 Balance of Performance

Due to the nature of the cars and the choice of circuits, a specific Balance of Performance can be carried out for cars taking part in the GT2 European Series powered by Pirelli.

Balance of Performance testing sessions will be held before the start of the season.

All manufacturers whose cars will be competing in the 2022 season must enter at least one of their cars for the purposes of Balance of Performance Testing. A penalty may be imposed by the SRO Technical Board on any Team which does not attend, except for force majeure accepted as such by the Board.

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

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

The SRO Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of Race 1; 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 result, they may impose sanctions or penalties before, during or after any Competition.

An extended version of the data logger, approved by SRO Technical Board, will be installed in all cars during the BOP.

Cars must comply at all times during each competition with the information and instructions given in the Balance of Performance document for the relevant category of Track, the current version of which will be validated by the Stewards for each Competition via a Bulletin. The notes and instructions are considered to be part of these Sporting Regulations and any infractions will be reported to the Stewards.

30.2 Official Test Sessions

An Official testing session may be organised by the Promoter before the first Event of the season.
If such a test is announced, all full-season Competitors in the GT2 European Series powered by Pirelli are obliged to be present at the Official testing session with at least one of the cars they intend to enter in the season. Except for Teams receiving derogation in writing from the SRO Sporting Board, failure to attend will be reported by the SRO Sporting Board to the Stewards for the first Competition of the season, and may result in a penalty. Tyres must be purchased from Pirelli in accordance with Article 29.1 at the Event.
Any additional Official testing sessions before the start of the season will be non-mandatory.

30.3 Paid Test Sessions

Additional paid private 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. At some rounds this Paid Tests may be combined with test sessions from other series.

There will be no limitations on the number of tyres for these Event test sessions, but they must be in conformity with the principles laid down in article 29.1, namely either new tyres or used tyres from previous Events of the GT2 European Series powered by Pirelli. Tyres used during these sessions may not be marked for use during the Event which the test precedes or any subsequent Event.

The dates and prices of the tests for 2026 are given in Appendix 4. Instructions on paid tests from Appendix 2 must be followed. Additional information, including the mandatory circulation route in the paddock and any other instructions, will be given before the session and must be adhered to.

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. Any such requests must be made to the Stewards. If authorised, any such laps will be scheduled during the allocated slot on the timetable and will consist of a single lap from pit out to pit in without crossing the timing line.

30.9 Private Testing

There are no limits on private testing in GT2 cars.

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. Promotional activities with GT2 race cars are not authorised except with exceptional permission from the SRO Sporting Board. Drivers competing in the GT2 European Series powered by Pirelli Competition may take part in any such permitted activities.

c. Promotional activities with race cars which are not eligible for the GT2 European Series powered by Pirelli may be authorised with permission from the Promoter. Drivers competing in the GT2 European Series powered by Pirelli Competition may take part in any such permitted activities.

d. There are no restrictions on drivers and Teams competing in other races taking place at the same Event, as long as this does not impact on their participation in the mandatory elements of the main GT2 European Series powered by Pirelli Competition, including briefings, podiums, press conferences etc.

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

31.2 Cars are expected to remain at the track from the time they are scheduled to undergo initial Scrutineering until the end of the Competition.
Exceptions, as specified in advance by the Promoter, may include Parades, Car Exhibitions and Demonstrations taking place outside the circuit or neighbouring areas.

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

31.3 Not in Use

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 theirTeam by radio;
- Telemetry: one-way (car to pit) telemetry is allowed.

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

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

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

33 GENERAL SAFETY

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

33.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position and in accordance with the instructions of the marshals.
A car may only be pushed to remove it from a dangerous position as directed by the marshals.
This rule is also applicable when the car is parked in the Parc Fermé.

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

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

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

33.6 Repairs to a car may only be carried out inside or outside the pits, on the working lane, on the starting grid or as provided for in Article 47. A driver who manages to repair the car after it has been pushed to a place of safety, with or without remote assistance from their Team, may rejoin the session.

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

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

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

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

The Race Director (or their 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 GT2 European Series powered by Pirelli Sporting Regulations.

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.

The track limit counter for all cars will be reset to zero during the mandatory pit stop, including for solo drivers.

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

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

b) At any time during a Competition, a driver may join the track, including the pit lane and the grid, only after starting the engine alone and unaided, and leaving their 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.

33.12 Drivers taking part in practice and the race must always wear the clothes, underwear, helmets, and FIA-approved head restraint specified in Appendix L to the Code and Article 26.7.

33.13 A driver coming into the pits must not unfasten their safety harness or racing net until their 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 3. The driver's safety harness must be securely fastened before the car leaves the Team's working area but, on exiting the pits, the driver may further tighten the belts or adjust them. Any infractions noted by the pit lane marshals or the driver-facing safety camera may be reported to the Stewards.

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

33.14 Extrication and Recovery exercises may take place before the Competition. Selected Teams will be notified by the Stewards and must make their car 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 their 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 Race Director for repairs:

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

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

33.18 Drivers may be reported to the Stewards should they perform any act which results in debris being brought onto the track.

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 their car's lights are not working. If a car is stopped for that reason, it may re-join the Competition once the fault has been remedied.

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

33.20 Not in use

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

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

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

33.23 The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to undergo a medical examination at any time during an Event.

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

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

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. 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 Teams will generally work from their awnings. A pit allocation will be issued by the Promoter with the position of each car in the working lane, which must be adhered to.

If pit garages are available, the allocation will be done according to the following order:
1) Specific requests from the Promoter or Event Organiser
2) The Drivers who are currently leading the GT2 European Series powered by Pirelli in Silver, Pro-Am and Masters.
3) Once these Teams have chosen their pit garages, the remaining Teams will be placed according to whatever criteria the Promoter deems suitable. The Teams listed above must respond by the given deadline or they will lose their priority. Any choice, once given, is irrevocable.
4)The Promoter retains the right to override or cancel the above-mentioned pit garage allocation due to commercial, sporting or other reasons.

34.2 The final 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 their allocated working area (or in front of its pit garage(s) if applicable), and will be the only working area for all of its cars. The limits of the area allotted to each Team will be indicated or marked on the ground by the Pit Lane Official in consultation with the Race Director. No Team may exceed the marked limits with their equipment.

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

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

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

34.5 Competitors must not paint lines on any part of the pit lane. Any markings made with tape must be removed at the end of the Event.
Suppliers may not install floors, lighting, etc without specific written authorisation from the Promoter.

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

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

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

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

34.9 Teams must be considerate towards other Series taking part in the same Event. Equipment must not be left in the pit lane between GT2 European Series powered by Pirelli sessions.

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

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

34.11 A speed limit of 50.00 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 51.99 km/h : on-screen and/or radio warning

From 52.00 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
- Between 52.00 and 55.00 km/h: a 10 second time penalty

- From 55.01 km/h to 60.00 km/h: a 15 second time penalty
- 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 may not drive his car from his Team's designated pit garage area until the pit exit is closed and must stop in a line in the fast lane.

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

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

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

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

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, respecting the pit lane speed limit, without slowing or stopping except in cases of force majeure. Except for safety reasons, they may 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) Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.
b) Officials shall have free access into the pits.
c) Except for the gantries, no tools or equipment may be left in the working area once a pit stop is over. During the Event, the cars must be parked with the front facing towards the pit lane at all times when in the pit garages.
d) There is no limitation on the number of mechanics when the car is inside the pit garage
e) At the start of any session, cars should be at an angle of 45 degrees, nose out towards pit exit. Except during qualifying, cars should stop parallel to the pit building for pit stops, should park at 45 degrees and be pushed into their pit garages at other times. During qualifying, they must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the pit garage and the nose facing towards the pit exit. Any changes to this article according to the specific layout of each individual circuit will be given in a Bulletin from the Stewards.
f) At all times, cars must be pushed in front of the pit/garage and the engine must be restarted by the driver alone, and the car must leave the working area with no external assistance.

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, FUEL RIGS, FUEL CELL & FUEL CIRCUIT

35.1 Fuel & Fuel Supplier

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, including official test sessions held before and during the season. The specification of the fuel is given in Appendix 7. No other fuel is authorized for use in the cars entered in the Competition.

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

All fuel used during each Competition or Official Test must be purchased in accordance with the information in Appendix 7. Fuel samples will be checked at random.

In addition to samples taken by the Technical Scrutineers, the official fuel supplier may take fuel samples after free practice. Any cars selected will be placed in parc fermé conditions in their pit garages after the sessions and teams will be notified by means of the Timing Screen and the Team Messaging Application. The nominated representative from the official fuel supplier will be accompanied by an 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.

Correlations between the amount of fuel purchased and the kilometres driven on track during the Competition may also be analysed.

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

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

35.3 **Fuel Rigs** – not in use

35.4 **Couplers** – not in use

35.5 **Fuel Cell & Fuel Circuit**
The fuel cell must be equipped with the mandatory foam supplied by and installed following the directives from the manufacturer of the fuel cell. The full fuel circuit (including piping and hoses) and refuelling nozzles must be as indicated in the homologation file and as designed and supplied by the Manufacturer.

36 PIT STOPS – GENERAL
Note : Pit stop procedures may be altered by any specific Protocol or other measures in operation at an Event. In this case the procedures in a Sporting Note will apply.

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

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

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

36.4 No equipment must be in the working area before the car has stopped in front of the pit garage.
No 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 four mechanics may be in the working lane at any one time.
A car controller (the 5th member), wearing a white armband, may stand at the front of the car and oversee the work of the mechanics. He may walk around the car, but must not touch the car in any way and may only make visual checks.

36.6 Clothing
Each Competitor must ensure that its mechanics and car controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and suitable helmets while they are working on the pit lane. Safety shoes, as well as eye protection in the form of visors or safety glasses, are highly recommended for all personnel in the working lane. Helmets in accordance with FIA Technical List 25 are highly recommended for those involved in Refuelling.

36.7 Tyre Changing Equipment
a) Carry-on / backpack compressed air bottles for tyre changes are not permitted. Air bottles must be solidly fixed to the gantry. Hoses, cables etc must not be attached to the mechanics' overalls by any means. No autonomous equipment may operate without its mechanic.
b) Electric wheel guns may be used on the grid, in the garage or awning and in scrutineering. Electric wheel guns may be used in the pit lane and during pit stops on condition that the car does not need to be refuelled. For cars which need to be refuelled during their pit stop, pneumatic wheel guns only are authorised. Cars using electric wheel guns while refuelling will be reported to the Stewards.

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

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

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

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

36.11 Not in use

37 REFUELLING

37.1 Not in use

37.2 Refuelling

37.2.1 Free Practice and Installation Laps

During the free practice sessions, refuelling is allowed only in the Teams' pit garages or awnings with all necessary safety procedures in place.

37.2.2 Qualifying
Refuelling during the qualifying practice session is forbidden.

37.2.3 Races
Only the models of car which have been authorised to refuel during any specific Competition are authorised to refuel in the pit lane during the mandatory pit stop, using dump churns only. Information on refuelling will be given in the Appendix 1 for the Event and confirmed in a Bulletin from the Stewards.

The following procedures must be observed for any car authorised to refuel:

- The car must be stationery, with all four wheels on the ground
- The car must be electrically earthed by means of an independent copper wire, whose only purpose is to earth the car and which may not be combined with the air jack, and which must be placed by a mechanic with a yellow armband who must leave the working zone immediately after earthing the car.
- The engine must be switched off
- No work other than the addition of water is allowed to be carried out during the refuelling

Refuelling can only take place at the start of the pit stop. The driver must exit the car and the working zone; the door must be closed.

The refuelling team will consist of a maximum of three people. One (mandatory) holding a fire extinguisher, one to refuel the car, and a vent man for those cars which have a vent. If there is no vent man, the maximum number of people is two. The refuelling team must wear fire resistant overalls, gloves, balaclava and helmet. During the refuelling process only the refuelling team is allowed in the working area.

The storage of fuel in the pit lane is forbidden. Teams for whom refuelling has been authorised may bring a maximum of two 25 litre dump can per car for each race. Teams must follow standard safety procedures when transporting the fuel through the paddock to the pit lane.

The refuelling may only take place using standard 25 litre fuel cans. The use of fuel rigs as defined by drawing 252-7 and described in article 257 A-6 of Article 257A of Appendix J to the ISC is strictly forbidden.

Once the refueling has been completed and the refuelling team has left the pit lane, the driver change may take place or the single driver may get back in. Tyre changes are only authorised in cases of change of weather, puncture or damage, and may only take place after the refueling, if applicable, has been completed, in accordance with article 38.

If refuelling is authorised for one or more models of car, the mandatory pit stop time for all Competitors will be adjusted accordingly.

38. TYRE CHANGES

38.1 Tyre changes may only be carried out in case of a change of track conditions (wet to dry or vice versa) or in case of damage. They must be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane, after refuelling, if applicable, has finished and the personnel in charge of refuelling have cleared the working area.

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

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

- 1 Car Controller with a white armband.
- A mechanic with a yellow armband may bring and connect the air hose to the air jacks. Once the wheels have been changed, either the hose must be removed in order to bring the car down, or the car may be released via releasing the in-car non-return valve. No other systems may be used to bring the car down onto its wheels. For cars using a non-return valve, the air hose may be disconnected as soon as this is in place.
- A maximum of 2 mechanics, clearly identified for the whole procedure wearing yellow armbands (the same two mechanics must carry out the whole operation, having no possibility to swap their armband) are allowed to carry out any operations needed to change the tyres, using only one electric or pneumatic wheel gun or torque wrench. These two people may come into the working area and start these operations only once the car has stopped in front of the pit garage, with the engine off. Note that electric wheel guns are only authorised for cars which do not need to refuel.

- They must:
  - bring only one gun onto the working area,
  - 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. No mechanic may carry more than one wheel at any time.
  - not throw the wheels or drop them,
  - take the equipment back inside the pit.

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

39. OTHER OPERATIONS IN THE PITS

39.1 Other operations, including replenishment of lubricants and various fluids, may be carried out on the car when any refuelling and/or tyre changes have finished and personnel in charge of refuelling and the mechanics in charge of the wheel changes and their equipment are no longer in the working area. An exception is made for the addition of water for GT2 cars during the Sprint races which may happen during refuelling.

The following apply :

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

- 1 Car Controller with a white armband.
- A maximum of 4 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
- A data technician may download data from the car by cable, card or data stick without performing any other task. The data technician does not require an armband.
- The driver exiting the car may assist the driver replacing them.
- Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear a pink armband in accordance with Article 12.4.

39.2 Driver changes during mandatory pit stops
The driver exiting the car may assist the driver replacing them.

Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.

One mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change. Removing a tear-off film is considered to be cleaning the windscreen.

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

For solo drivers, the driver must get out of the car and close the door, before opening it and getting back in again.

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.

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.

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. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

41.4 – 41.6 Not in use

41.7 Competition format

The Competition will take place according to one of the following two competition formats, depending on the official timetable for the Competition.

a) One Qualifying Practice, divided into two sessions Q1 and Q2, followed by Race 1 and Race 2. Driver 1 will take part in Q1 and start Race 1, while Driver 2 will take part in Q2 and start Race 2.

b) Qualifying 1 will be followed by Race 1, then Qualifying 2 will be followed by Race 2.

Any other formats may be determined according to the Timetable and will be specified in the Appendix 1 for the Competition.

41.7.1 Free Practice

There will be two free practice sessions, of a duration between 45 minutes and a maximum of 60 minutes.

In the case that, for any reason, the Qualifying session cannot take place, or Q1 or Q2 are stopped before times can be set, the best time from each driver during the second free-practice session will be used to set the grid:

- If Q1 is so affected, the best time from Driver 1 in FP2 will set the grid for Race 1
- If Q2 is so affected, the best time from Driver 2 in FP2 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 (eg long red flag period or weather conditions).

There will be no Parc Fermé after free practice unless requested by the Race Director or Stewards, with the exception of selected cars for fuel testing in accordance with article 35.

41.7.2 Qualifying

No driver may take the start of either Race without completing one timed lap (not including in and out laps) in the relevant Qualifying Session except in a case of force majeure duly recognised as such by the Stewards.
Drivers who set a time within 120% of the fastest time during Free Practice may be authorised by the Stewards to take the start of the race. Permission must be requested from the Stewards for any such drivers in order to be allowed to take the start of the race.

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

There will be two 15-minute qualifying practice sessions. These may be two separate sessions, or may take place within a single period of 35 minutes with a gap of five minutes between the Q1 and Q2 sessions. The gap between the sessions may be adjusted by the race director when necessary.

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

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

41.7.3 Qualifying Format

At the latest, all competing cars must be in position in the working area of the pit lane when the qualifying session starts. Throughout each session, they must remain in the pit lane when not on the track.
A qualifying session is defined as starting from the green flag for the start of the first session, until the end of the final session if multiple qualifying sessions are combined into one session.
At no time will competing cars be allowed in their pit garage or the paddock areas until the relevant qualifying session (or combination of sessions) has ended.
The following principles will apply, either from the green flag at the start of the session until the chequered flag at the end for single sessions, or from the green flag at the start of the first session until the chequered flag at the end of the second joined session, including during the gap in between sessions :

- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of the session until the end of the session or combination of sessions. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the team/pit to the car.
- No blowers or fans may be used on or near the car.
- Skates may be used to move cars in the working lane during or between the sessions. However, no skates may be used at the end of the session to move the car into parc fermé.
- No external batteries may be plugged in.
- Only the following work can take place on the car;
  - Cleaning windscreens (inside and outside) and 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, gravel or grass from the radiator.
  - Adjusting mirrors or other similar adjustments for safety reasons.
  - Repair of genuine accident damage with the approval of the technical delegate.

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

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

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

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

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.

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

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

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

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

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

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

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

41.12 All cars abandoned on the circuit during the free practice sessions will be brought back to the pits as soon as possible and may participate in the subsequent session.
During Qualifying, if a car is brought back to the paddock on a truck or other recovery vehicle it will be placed in parc fermé and will not be allowed to take any further part in Qualifying.

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 their absence, the Deputy or the Clerk of the Course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all the marshal posts. If red lights are available, these will be switched on as well.

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

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

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

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

43. GRID

43.1 Not in use

43.2 Not in use

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

The grid of Race 1 will be drawn up according to the results of Q1.
The grid of Race 2 will be drawn up according to the results of Q2.
Once the grid has been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the related offences were committed.

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

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

43.5 Any driver who has not qualified for a race and who has failed to set a time in either free practice sessions 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 during a previous Competition this may be taken into consideration.
Should more than one driver be accepted in this manner, the Stewards will determine their grid order. In neither case may a Competitor appeal against the decision of the Stewards.

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

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

43.8 The final starting grid for any Race will be published at the latest one hour before the start of that race.
Any Competitor whose car(s) is/are unable to start one of the races for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 70 minutes before the start of the race concerned.
If one or more cars are withdrawn, the grid will be closed up accordingly.

44. STARTING DRIVERS

44.1 Not in use

44.2 Not in use

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

45 STARTING PROCEDURE

45.1 If cars are in awnings in the paddock, competitors must be present in the Pre-Grid area twenty-five (25) minutes at the 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 used.

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.

If the cars are in the pits, at the time specified in the official timetable, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Only the nominated starting driver may drive the car for the reconnaissance lap.

Cars wishing to refuel may do so according to the refuelling regulations in force at that Competition according to Article 37.

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

45.2 A maximum of 15 minutes after the pit lane opens, the pit lane will close. A warning signal announcing the closing of the pit lane exit will be given two minutes beforehand.

Any car which is still in the pits can start from the pit lane, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position.

Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap.
Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

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

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

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

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

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

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

A penalty may be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal.
At the three-minute signal, the cars must be resting on their wheels and the wheels must have been tightened.

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

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

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

Overtaking during the formation lap is permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may overtake only to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first Safety Car Line, must enter the pit lane and start from the end of the pit lane.

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

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

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

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

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

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

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

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

During the formation lap the red light will be on. Once passed the first Safety Car line, no car may overtake another one before the starting signal is given.

45.8 There will be a rolling start as described in the Code. Race timing will commence at the point that the race start signal (green light or other start signal as specified in the Drivers' Briefing) is given. Should an additional formation lap be carried out, Article 45.9 will apply.
During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised Officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass. During a start behind Safety Car, the Team personnel may return to the pit wall once the cars have left the grid.
The official race start time will be posted on the timing screen by the Timekeepers. All subsequent times in the race (pit stops etc) will refer to this time.

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.
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
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, whenever stipulated by the Race Director or as given 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 will be imposed for a false start if so reported by start line judges, judges of fact, the Race Director or the Starter.

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

- a minimum of 10 minutes before the time for the green flag/formation lap, the cars will leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Any car coming into the pit lane at the end of this lap will not be allowed to go out onto the track again and will take the start from the pit lane only after the start has been given and the complete field of cars has passed the exit of the pit lane 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.
- Or according to a procedure determined by the Race Director and Promoter, and confirmed by the Stewards by Bulletin

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

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 them. 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 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 race, 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 screen.

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

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

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

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

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.

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 road, the pit lane or the pit exit road.

When ordered to do so by the Race Director or, in their absence, the Clerk of the Course, the observer in the Safety Car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

The Safety Car shall be used at least until the car in the lead is behind it and all remaining cars are lined up behind the leader. Once behind the Safety Car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.
However, due to pit stops during the procedure, the Race Director may decide to restart without having all cars lined up behind the Safety Car.

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

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

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

When the Race Director (or Deputy or the Clerk of the Course in their absence) calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At the moment the Safety Car switches off its lights, the yellow flags and SC boards (lights) at the

marshal posts will be withdrawn. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. As the Safety Car is approaching the pit entry, waved green flags with green lights will be shown at the Line only. These will be displayed until the last car crosses the Line.

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

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

46.8. Starting the race behind the Safety Car

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

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

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

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

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

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

47. SUSPENDING AND RESUMING THE RACE

47.1 Suspending the race

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.

The clock will stop. The remaining race time will be adjusted after consultation between the Race Director, and the Organiser, depending on the constraints of the Event timetable and subject to the approval of the Stewards. Any adjustments of the mandatory pit stop window will also be made accordingly.

While the race is suspended :
- Driving stints will all stop at the time of the red flag and will resume when the race restarts.
- Only Officials are allowed on the grid
- The drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars
- No driver changes are permitted
- The drivers must obey the marshals' instructions at all times

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

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

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

d) Should a red flag be deployed during the mandatory pit window, all cars must return to the pit lane, where they will be under Parc Fermé conditions until the Race Director instructs otherwise. The race will be restarted using the race order at the end of the last full lap before the opening of the pit window, with the second driver behind the wheel. Further instructions will be given by the Race Director.
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 tyres (if authorised or applicable) and driver.
Should it not be possible to resume the race, the final classification will be that of the race order at the end of the last full lap before the opening of the pit window.

If the Race Director instructs that the mandatory pit stop be executed whilst the race is suspended, any compensation time allocated to the cars, as well as any additional time attributed to any cars or drivers (see Articles 20.1 – 20.4), and any time penalties which may have been awarded (see Article 16.6), will be added to the elapsed 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 system and Team radio; in all cases at least ten minutes' warning will be given.

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

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

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

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

When the five-minute signal is given, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race.

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

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

At some point after the three-minute signal, which will depend on the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car. For cars in the pit lane, the information in article 47.1 b) and c) must be followed.

When the one-minute signal is given, engines will be started. All Team personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them. If any driver needs assistance after the 15-second signal, they 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 personnel standing beside the track.

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

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

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will turn green. Any cars which were in the pit lane before the red flag (article 47.1 b)) may then enter the track and join the line of cars behind the Safety Car. Cars which entered the pit lane after the red flag (article 47.1 c)) may move to the end of the pit lane after the race has resumed, and rejoin after the first lap behind the Safety Car.
Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may overtake only to re-establish the order they were in before the race was suspended. During this lap, Article 2.10 of ISC Appendix H will apply.

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

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

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

47.4 Not in use

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

48. FINISH

48.1 The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed.
If the leader is stopped, the signal will be given as soon as the next-best placed car crossed the line (Article 5.3).

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

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

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

49. PARC FERME

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

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

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

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

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

50. CLASSIFICATION

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

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

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

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

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

51. PODIUM CEREMONY AND PRESS CONFERENCES

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

The podium will follow the protocol laid down by the Promoter.
Should all the drivers of a car share the same nationality, the Team may choose between the nationality of the Competitor’s License or that of the Drivers for the podium flag for that car. Teams must notify the Promotor of a wish to use an alternative nationality, in writing, before the end of the Administrative checks.

Race 1, Race 2:

1: 1st, 2nd and 3rd GT2 European Series powered by Pirelli Silver Cup + a Team Representative of the Winning Car
2: 1st, 2nd and 3rd GT2 European Series powered by Pirelli Pro-Am Cup + a Team Representative of the Winning Car
1: 1st, 2nd and 3rd GT2 European Series powered by Pirelli Masters Cup + a Team Representative of the Winning Car

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

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

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

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

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

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

51.8 Not in Use

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 8.2

PART A

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

b) Name and address of the Organiser.

c) Date and place of the Event.

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

e) Details of the circuit, which must include:

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

f) Precise location at the circuit of:
1. Stewards' office
2.Race Director's office
3. Sporting checks
4. Scrutineering, flat area and weighing
5. Parc Fermé
6. Drivers' and Competitors' briefing
7. Media centre
8. Media accreditation centre.

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

h) The names of the following Officials of the Event, appointed by the ASN:
Steward,
Clerk of the Course,
Secretary of the Event,
Chief National Scrutineer,
Chief National Medical Officer.

Any other specific items.

PART B – TO BE COMPLETED BY THE PROMOTER

1: Timetable Information :
- Start of the sporting checks and Scrutineering on…… (date) at….. (time).
- Time and date of the Briefing
- Start time of the race(s).

2: Organisation and Management of the Event

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

Any other Officials

4 : Composition of the SRO Sporting Board for the Event
5: Appeal, Protest and fines,
6: Other information including link to the Digital notice board

PART C – Detailed Timetable

PART D – Event Insurance

APPENDIX 2

OFFICIAL PAID TEST SESSIONS – SPORTING REGULATIONS

Official 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 Official Paid Test Sessions must abide by the following regulations, which will be completed and amended by any sporting notes issued on site at each individual event. At some events they will be combined with test sessions from other series, such as the GT World Challenge powered by AWS Bronze Test.

1: ENTRY FEES / WAIVERS

Each car must complete an entry form and pay the entry fee before competing in the test. Each driver competing in the test sessions must sign on for the Test by signing any Waiver(s) as requested.

2: PIT LANE

Teams 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 be parked at 45° at all times and only parallel if doing a standard pit stop.

3: PIT ALLOCATION

Teams from the GT World Challenge Europe powered by AWS will leave open their garage doors for GT2 European Teams. Teams entering both GT World Challenge and GT2 European Series powered by Pirelli may have all cars in front of their garages.

4: CLOTHING

All team members in the working zone must abide by the specifications of the Sporting Regulations in terms of clothing: flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets.

5: REFUELLING

For GT2 Europe teams, dump churns may be used during the test sessions. Teams may have a maximum of two 25 litre dump cans per car in the pit lane at any time. Teams must follow standard safety procedures when transporting the fuel through the paddock to the pit lane. The refuelling may only take place using standard 25 litre fuel cans. The refuelling team consists of a maximum of three people. **One (mandatory) holding a fire extinguisher, one to refuel the car, and a vent man for those cars which have a vent. The refuelling team must wear fire resistant overalls, gloves, balaclava and helmet.** During the refuelling process only the refuelling team is allowed in the working area of the pit lane. In the case of shared sessions, teams who are also entered in the GT World Challenge powered by AWS may use the GT3 refuelling rig if wished, following the GT World Challenge refuelling safety procedures.

6: TYRES

Tyres must be purchased from Pirelli or must be registered tyres from a previous event. The tyres used in the test session **MAY NOT BE USED DURING THE EVENT**.

7: TIMING / TRANSPONDERS / LIVERY

All GT2 European Series powered by Pirelli cars taking part must have a working transponder. All cars must have all mandatory stickers affixed, including the race number.

8 : PIT LANE SPEED

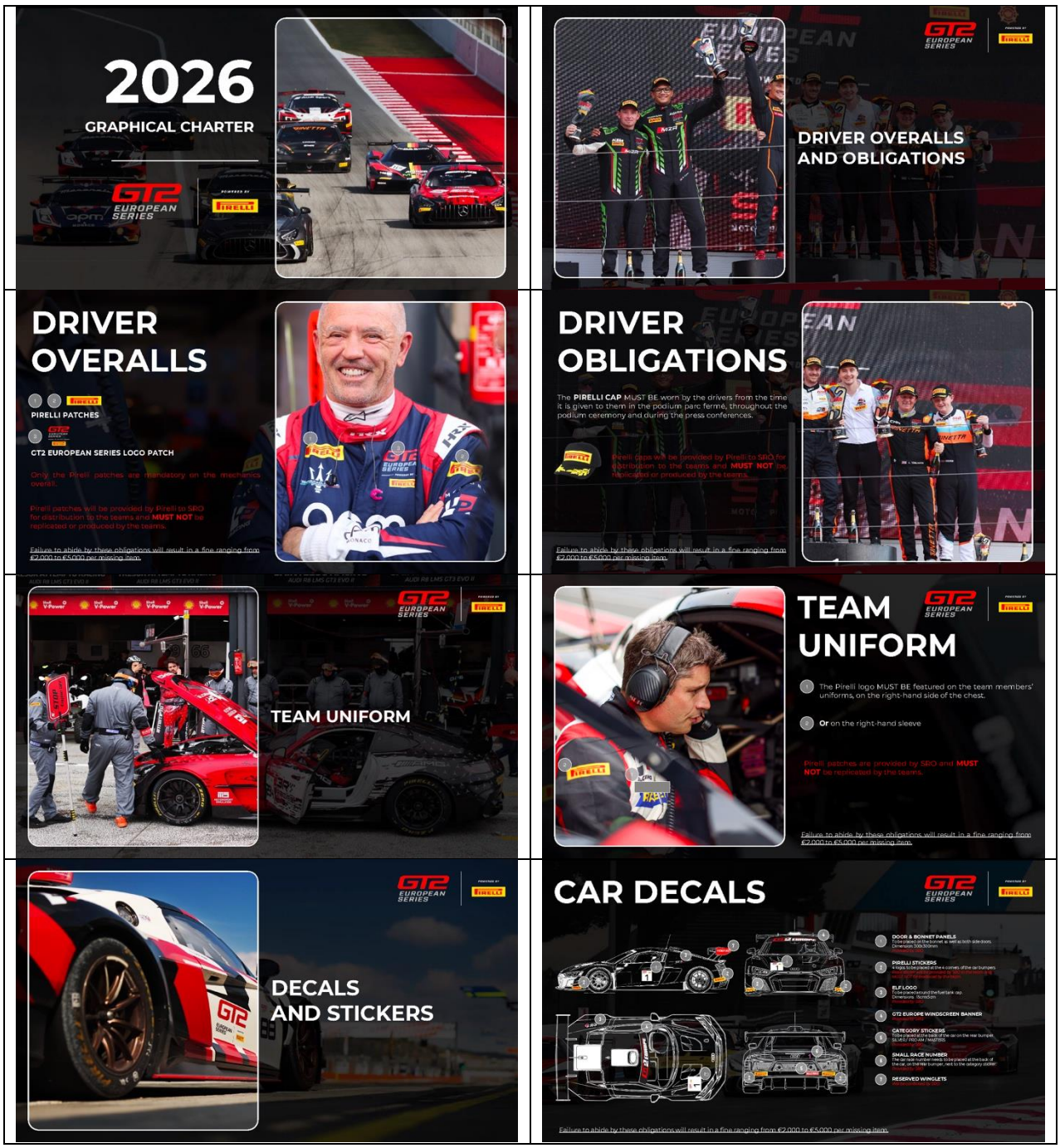
As a reminder, the pit lane speed limit is 50 km/h. Cars must respect this speed from pit in to pit out. In case of a red flag, cars must reduce their speed to 80 km/h and return to the pit lane.

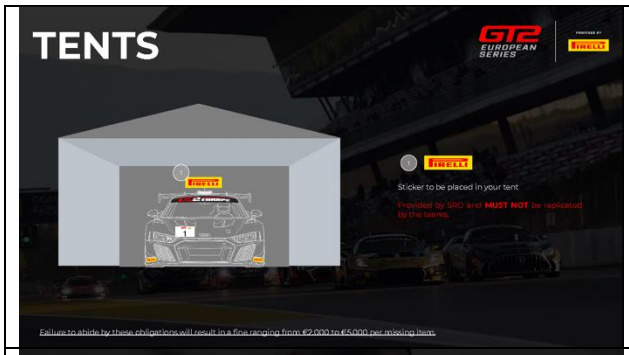
9: RETURNING TO THE PADDOCK

Cars based in the paddock may only return to the paddock when so instructed. In case a car wishes to return to the paddock before the end of the session, please contact and follow the instructions of the Pit Lane Officer.

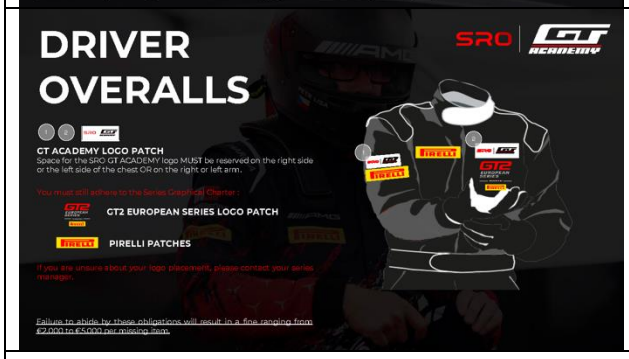
APPENDIX 3

The valid Graphical Charter for the GT2 European Series powered by Pirelli is always the latest version, which is available on the Series Website and which will be distributed to the Teams and which will replace the information in the pages below.

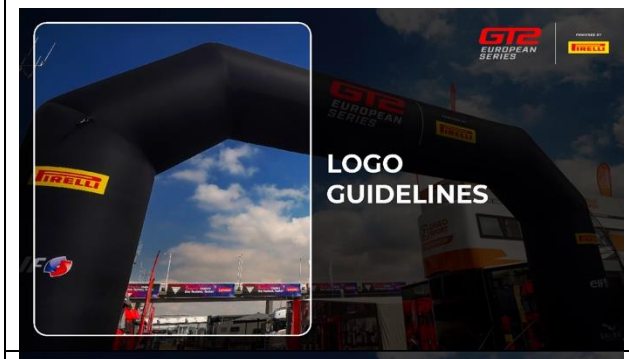


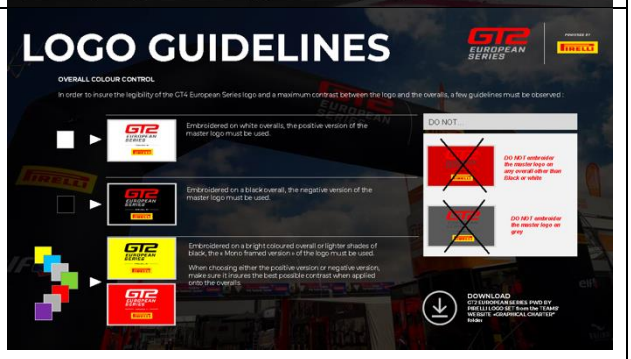

TENTS
Sticker to be placed in your tent
Provided by SRO and MUST NOT be replicated by the teams.
Failure to abide by these obligations will result in a fine ranging from €2,000 to €5,000 per missing item.

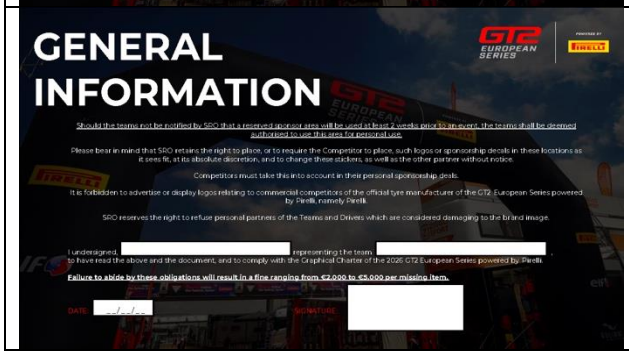
SRO GT ACADEMY REQUIREMENTS

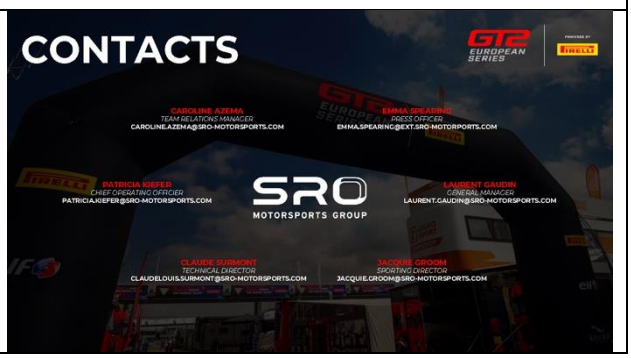

DRIVER OVERALLS
GT ACADEMY LOGO PATCH
Space for the SRO GT ACADEMY logo MUST be reserved on the right side or the left side of the chest OR on the right or left arm.
You must still adhere to the Series Graphical Charter :
GT2 EUROPEAN SERIES LOGO PATCH
PIRELLI PATCHES
If you are unsure about your logo placement, please contact your series manager.
Failure to abide by these obligations will result in a fine ranging from €2,000 to €5,000 per missing item.

CAR DECALS
DOOR & BONNET SRO GT ACADEMY STICKERS
To be placed under the number panel on the bonnet as well as both side doors.
Dimension: 300x70mm
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


GENERAL INFORMATION
Should the teams not be notified by SRO that a reserved sponsor area will be used at least 2 weeks prior to the event, the teams shall be deemed authorised to use this area for personal use.
Please bear in mind that SRO retains the right to place, or to require the Competitor to place, such logos or sponsorship decals in these locations as it sees fit, at its absolute discretion, and to change these stickers, as well as the other partner without notice.
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 GT2 European Series powered by Pirelli, 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 GT2 European Series powered by Pirelli.
Failure to abide by these obligations will result in a fine ranging from €2,000 to €5,000 per missing item.
DATE:
SIGNATURE:


CONTACTS
CAROLINE AZEMA
TEAM RELATIONS MANAGER
CAROLINE.AZEMA@SRO-MOTORSPORTS.COM
EMMA SPEARING
PRESS OFFICER
EMMA.SPEARING@EXT.SRO-MOTORSPORTS.COM
PATRICIA KIEFER
CHIEF OPERATING OFFICER
PATRICIA.KIEFER@SRO-MOTORSPORTS.COM
SRO MOTORSPORTS GROUP
LAURENT GAUDIN
GENERAL MANAGER
LAURENT.GAUDIN@SRO-MOTORSPORTS.COM
CLAUDE SURMONT
TECHNICAL DIRECTOR
CLAUDELOUIS.SURMONT@SRO-MOTORSPORTS.COM
JACQUIE GROOM
SPORTING DIRECTOR
JACQUIE.GROOM@SRO-MOTORSPORTS.COM

APPENDIX 4

GT2 European Series powered by Pirelli

R1	29th – 31st May	Monza (ITA))
R2	19th – 21st June	Spa-Francorchamps (BEL)
R3	17th – 19th July	Misano (ITA)
R4	18th – 20st September	Zandvoort (NLD)
R5	16th – 18th October	Portimao (PRT)

PRE-EVENT TESTS
Pre-Event paid test session will take place before certain events :

Monza	Thursday 28th May	2 hours
Misano	Thursday 16th July	2 hours
Portimao	Thursday 15th October	2 hours

Cost per two-hour session : 2400€ per car

Note that the Monza and Portimao paid test sessions will take place with the Bronze Test for the GT World Challenge Europe powered by AWS
There will be no paid test sessions for the Spa Speedweek or Zandvoort.

These calendar dates and prices are subject to change and will be confirmed at a later date.

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 GT2 European Series powered by Pirelli Events, other than those which fall within the exclusive remit of the Officials of the Event as defined by the provisions of the International Sporting Code.

Article 2 – Members
The SRO Sporting Board will consist of the following people or their representatives:

- The Series General Manager
- The Race Director
- The SRO Technical Director
- The SRO Sporting Director
- A Steward
- An RACB Representative.

Article 3 – Missions
The tasks of the SRO Sporting Board will include:
- Issuing clarifications on the regulations and their interpretation
- Taking decisions on the application of the regulations at the Events, in order to respond to specific situations (e.g. shortening of grid procedures, Timetable issues)
- Responding to any situations involving the commercial management of the Series
- Deciding on the acceptance of requests for private testing including coaching and participants of other series, and on any penalties or restrictions in the GT2 European Series powered by Pirelli.
- Deciding on exemptions for Driver Categorisations
- Deciding on pit stop time penalties
- Deciding on any questions concerning points or the classification of the Series including points for fastest lap in qualifying.

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
Any decision taken by the SRO Sporting Board is 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 unanimous agreement of the members.
Article 5 – Right of Protest
Decisions taken by the SRO Technical Board may not be appealed.

SRO TEAMS COMMITTEE

INTERNAL REGULATIONS

Article 1 – Purpose
A Committee made up of representatives of the longest-serving teams in the SRO international series will be constituted to give Competitors a voice on matters concerning driver categorisation.

Article 2 – Members
Representatives of all teams entered on a full-season basis in 2026 will be asked to be on the Committee for the 2026 season.

Article 3 – Missions
The task of the SRO Teams Committee is to advise on matters of driver categorisation and line-up, in particular appeals concerning drivers who are categorised Gold or Platinum but who wish to compete in the Pro-Am category.
Other missions may be added on simple request from SRO including driver upgrades, driver derogation penalties, or penalties for drivers whose performance, despite fitting the eligibility criteria, may not be in line with the expectations of the GT2 European Series powered by Pirelli.

Article 4 – Meetings
Meetings of the Committee may take place if so wished but main communication will be by email.
Article 5 – Voting

Decisions will be taken by simple majority. In case of a tie, the promoter will have a deciding vote. Team representatives are required to abstain from any votes for which they have a vested interest.

Article 6 – Decisions
The decisions are binding and may not be further appealed.

SRO MOTORSPORTS FUND

INTERNAL REGULATIONS

Article 1 – Purpose
All money collected in the form of fines from Competitors entered in the GT2 European Series powered by Pirelli will be placed in a Fund, the SRO Motorsports Fund.
This Fund will either be returned to the Competitors in the form of a Prize Fund, or will be presented to a Charity.
The usage of the Fund in any given year will be announced to the Teams by means of a Bulletin from the SRO Sporting Board.

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

APPENDIX 6
SRO GT ACADEMY

Open to Silver-graded drivers aged under 30 years competing in either Silver or Pro-Am, who have not previously competed in GTWC Europe powered by AWS. Entrants in both classes will be judged equally.

Currently open to drivers racing Ginetta, Ligier, Maserati or Mercedes-AMG GT2 machinery.

The driver assessment process is designed to reveal a driver's true individual ability and potential regardless or reducing the influence of external factors such as co-driver performance, reliability and luck.

Race results will not be considered. Points will be awarded for the quickest qualifying and race laps, as well as the average time across each driver's fastest 10 race laps.

Points are also deducted when a driver is deemed responsible for an accident by the panel of Stewards or for losing control of the car off-track.

In addition to a full Endurance Cup season in GT World Challenge Europe, including the CrowdStrike 24 Hours of Spa, the winning driver will receive an award at the annual SRO prize giving ceremony and will benefit from the Group's assistance in their career progression over the following years.

APPENDIX 7

MANDATORY TECHNICAL EQUIPMENT – GT2 EUROPEAN SERIES POWERED BY PIRELLI – SUPPLIER DETAILS

TYRES
PIRELLI is the sole tyre supplier for the GT2 European Series powered by Pirelli.

For GT2 the tyres will be P Zero DHG and Cinturato WHB (for wet conditions)

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

The order forms, Pirelli supply agreement and driver responsibility document can be downloaded from the Teams section of http:// www.gtsportsclub.com

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

The cost per tyre will be 578,00 €

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

TRANSPONDER
Driver identification system and transponders are required to be fitted in cars for all sessions.

the transponders to be used are either :
- MyLaps TranX 260 dpi
- MyLaps X2 Club

RADIO EQUIPMENT
MRTC has been chosen by the GT2 European Series powered by Pirelli as their preferred radio communications partner. For further information regarding their products and services, please contact :
Mrs Jo Price – jo.price@mrtc.co.uk tel: +44 (0) 1509 224300

INCIDENT CAMERAS
During all Events, Teams must fit a suitable video camera in their car, to the satisfaction of the scrutineers. The camera must be able to take data cards of the Micro SD variety, with or without an adaptor.

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

Fuel TotalEnergies CORE 50: 4,48€ / L

APPENDIX 8
RACE CONTROL RADIOS AND FREQUENCIES

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.

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, and the rental cost £TBC per season. Race by Race radios will be £TBC per event.

The 2026 Race Control frequencies are:

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 individual event will be given as early as possible before each event.