



GT4 European Series



GT4 European Series
2018 Sporting Regulations



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1 FOREWORD

- 1.1 SRO Motorsports Group (hereafter “the Promoter”), will organise the GT4 European Series (hereafter “the Series”) reserved for the Series GT4 Grand Touring cars, which is the property of SRO. The Series comprises titles for teams and drivers in the SILVER, PRO/AM and AM categories.
- 1.2 The Series is governed by the FIA International Sporting Code and its appendices (hereinafter “the Code”), the Circuit General Prescriptions, the general prescription for international series, the General Prescriptions, the GT4 European Series Technical Regulations, and the present Sporting Regulations specific to the Series. All the participating parties (Promoter, SRO, ASNs, organizers, competitors and circuit) undertake to apply as well as observe the rules governing the Series.
- 1.3 The SRO GT4 Permanent Bureau may:
 - A. Deal with questions concerning the acceptance of cars from SRO Motorsports Group GT4 as specified in the present Regulations;
 - B. Deliberate concerning the acceptance of Tuners and Manufacturers’ entries in the Series;
 - C. Rule on questions concerning the balance of performance;

The SRO GT4 Sporting Committee will take decisions on matters relating to the Series including :

- A. Issue clarifications on the regulations and their interpretation
- B. Deal with questions concerning the acceptance of drivers;
- C. Authorize a competitor to change the model of his car in the course of the season within the same category;
- D. Deliberate concerning the categorisation of the status of a driver and any associated penalties
- E. Deliberate on the acceptance of Silver/Silver line-ups
- F. Deliberate on the handicap ballast for pairings.

2 REGULATIONS

- 2.1 The final text of these GT4 European Series 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.
- 2.2 These GT4 European Series Sporting Regulations will come into effect on January 1st 2018 and replace any previous regulations relating to this Series.
- 2.3 All Competitors taking part in the series shall be informed through bulletins issued by the SRO GT4 Permanent Bureau and/or the Sporting Committee of any changes to these Sporting Regulations with details of the date on which the changes come into force.

3 GENERAL UNDERTAKING

- 3.1 All drivers, competitors and officials participating in the series undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Circuits General Prescriptions, the GT4 European Series Technical Regulations and the present Sporting Regulations. Bulletins will be approved by the ASN and / or Stewards.

4 GENERAL CONDITIONS

- 4.1 It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the general prescription for international series, the Technical Regulations and the Sporting Regulations.
- 4.2 If a competitor is unable to be present in person at the Event, he must nominate his representative in writing. Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 4.3 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
- 4.4 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 4.5 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or on the track must wear an appropriate pass and clothing at all times.

5 LICENCES

- 5.1 All drivers, competitors and officials participating in the Series must hold current and valid licences. The minimum requirement is a grade D International License and where applicable, valid licences and/or authorisations issued by their ASN. The driver must also be in possession of a current medical certificate of aptitude.

6 ELIGIBLE CARS

- 6.1 Events are first and foremost reserved for GT4 Grand Touring cars and homologated by the RACB for SRO as defined by the applicable technical regulations.
- 6.2 In exceptional circumstances the Promoter reserves the right to accept "Guest" cars, which Technical Form is temporary or incomplete. These cars and their drivers will not score any points and will be considered invisible in terms of points attribution.

7 SERIES EVENTS

- 7.1 Each event will have the status of a restricted international event.
- 7.2 The Series is made up of Events consisting of two races of a duration of sixty (60) minutes. This duration may be reduced to 50 minutes at some events, which will be communicated in the Appendix 1 to the event.

Save in exceptional circumstances, each Championship Event will be made up of:

- two free practice sessions of a maximum length of sixty (60) minutes each

- two qualifying sessions of a minimum of fifteen (15) minutes, separated by a minimum of ten (10) minutes

- 7.3 The maximum number of Events in the Series is set at six (6).

- 7.4 The GT4 European Series will include three categories : Silver Cup, Pro-Am and Am
- 7.5 The definitive list of Events is published by the Promoter before 1st March each year. In case of “force majeure” the Promoter reserves the right to modify this date as well as the Event formats.
- 7.5 An Event may be cancelled if fewer than 15 cars are entered.
- 7.6 The provisional list of Events in the 2018 GT4 European Series is as follows:
- | | | | |
|-----------|----------------------------|-------------------|----------------|
| - Event 1 | 6th May | Brands Hatch | United Kingdom |
| - Event 2 | 3 rd June | Paul Ricard | France |
| - Event 3 | 24 th June | Misano | Italy |
| - Event 4 | 22 nd July | Spa-Francorchamps | Belgium |
| - Event 5 | 2 nd September | Budapest | Hungary |
| - Event 6 | 16 th September | Nürburgring | Germany |

A Prologue may take place at a date and time to be determined.

8 CLASSIFICATION AND SCORING POINTS

- 8.1 Points for the all classifications are awarded 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
- 8.2 If a race is suspended or stopped under article 40 and cannot be resumed, then:
- A. no points will be awarded to the driver(s) if the leader has completed less than two laps;
 - B. half points will be awarded to the driver(s) if the leader has completed more than two laps but less than 75% of the original race distance (or time);
 - C. full points will be awarded to the driver(s) if the leader has completed 75% or more of the original race distance (or time). From the fifth Event onwards, any driver not having previously participated in a GT4 European Series Event in 2018 will not score any points. These points will be awarded to the next driver(s) according to the race order.
- 8.3 The GT4 European Series Drivers’ trophy winning titles will be awarded in the Silver, Pro-Am and Am categories to the driver(s) who have scored the highest number of points, by taking into consideration taking into account all the races in the GT4 European Series that have taken place.
- 8.4 The GT4 European Series N Team trophy winning title will be awarded in the Silver Cup, Pro-Am and Am Categories to the team which has scored the highest number of points taking into account all the results obtained by the best classified car of each team entered during the races in the GT4 European Series that have actually taken place. Any other car entered by that team will be invisible

as far as scoring points is concerned. For each title, there will be a separate classification. Before each event, the competitors entering three cars or more under the same team name must designate the two cars that are entitled to score points in the Team trophy. The promoter must be notified in writing before the end of the administrative verifications.

- 8.5 Additional trophies for female drivers, for manufacturers and for rookie drivers may also be organised.
- 8.6 The Pirelli Junior Cup will be organised for drivers aged 26 and under competing in the GT4 European Series
- a. All drivers competing in the Events who are aged 26 or under on 31/12/2018 will be eligible to take part in the Pirelli Junior Cup.
 - b. It is open to drivers categorised by the FIA as Bronze or Silver
 - c. At each event, the winner of the Pirelli Junior Cup will be the driver(s) who has scored the most points towards the GT4 European Series title, taking into account the two races that have taken place.
 - d. The winner(s) must attend the podium for the second race to receive a trophy
 - e. The winner(s) will also receive a set of tyres from Pirelli for use during the next round of the Series.
 - f. Additionally, all points scored by eligible drivers in all twelve races will count towards the season classification to give the overall winner.
 - g. In case of a tie at an event, two drivers sharing the same car will share the position of Pirelli Junior Cup winner. In the case of a tie between drivers who do not share the same car, the winner will be determined by the number of wins, and then by the qualifying position.
- 8.7 If two or more drivers finish the season with the same number of points, then the higher place in the series shall be awarded to:
- A. The holder of the greatest number of first places;
 - B. if the number of first places is the same, the holder of the greatest number of second places;
 - C. If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges;
 - D. If this procedure fails to produce a result, the Promoter will nominate the winner according to such criteria, as it thinks fit;
 - E. Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.
- 8.8 Representatives of the top three placed Teams as well as the Drivers finishing in the top three positions in the classification of the GT4 European Series in the Silver, Pro-Am and Am categories must make themselves available for the end of season prize giving ceremony. All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.

9 ORGANISER

- 9.1 An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will apply to the Promoter.

10 ORGANISATION OF EVENTS

- 10.1 Each organizer shall supply the information set out in appendix 1 to the Promoter no later than 30 days before the Event.

11 OFFICIALS

- 11.1 The following officials will be designated for the Series:

- A Race Director and when applicable his Assistant
- A Series Technical Delegate
- A Chairman of the Stewards
- An International Steward
- A Chief Timekeeper
- A Pit-lane official
- A Driver Advisor (optional). The Driver Advisor is available to assist the Stewards of the Meeting and the Race Director in matters such as the analysis of videos or to estimate the track conditions.
- Safety Car and Leading Car drivers (optional)

- 11.2 Other officials designated by the ASN concerned:

- A Chief Scrutineer
- One or more National Stewards

- 11.3 The Clerk of the Course and/or his Assistant shall work in permanent consultation with the Race Director. The Race Director and/or his Assistant shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with the Race Director's express agreement:

- A. The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- B. The stopping of any car in accordance with the Code or Sporting Regulations,
- C. The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out,
- D. The starting procedure,
- E. The use of the Safety Car,
- F. The neutralization of the practices (full yellow procedure)

- 11.4 The Clerk of the Course or his assigned deputy must be permanent at race control and in radio or phone contact with all the marshals' posts during all GT4 European Series sessions.

- 11.5 The role of the Series Technical Delegate is to help the officials of the Event in their duties, to see within their fields of competence that all the Technical Regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

- 11.6 The Series Technical Delegate nominated by SRO for the Promoter will be responsible for scrutineering and will have full authority over the national Scrutineers and report to the Chief Scrutineer.

12 COMPETITORS' APPLICATIONS

12.1 Drivers wishing to compete in the GT4 European Series must be categorised by the FIA. Drivers who are not categorised must send in a record of achievements to the FIA at the latest eight days prior to the beginning of the first Event in which he or she wishes to take part, using the link 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 Event will indicate the category attributed to each driver.

The GT4 European Series Sporting Committee retains the right to give provisional categorisations to drivers who are not categorised at the start of the meeting or to make any amendments to the FIA Categorisation of any driver according to the criteria of the GT4 European Series. Any drivers given a temporary categorisation derogation will be indicated in the entry list with an asterisk. Any drivers receiving such a derogation will be closely monitored and the derogation may be removed at any time without notice. Furthermore, pairings which include a driver holding a derogation may be given additional weight or time penalties on decision of the GT4 Sporting Committee. Any provisional categorisations will not constitute an FIA categorisation

12.2 The following pairings will be allowed in the Silver category :

- a) Silver – Silver

12.3 The following pairings will be allowed in the Pro-Am category :

- a) Bronze - Gold with a ballast of 1.5% of the car's homologated weight
- b) Bronze - Silver with no additional ballast

All ballast figures given above are provisional and subject to modifications from the GT4 Sporting Committee.

12.4 The following crews will be allowed in the Am category :

- a) Bronze-Bronze
- b) One Bronze driver competing alone

13 ENTRY CONDITIONS

13.1 Applications for the GT4 European Series must be submitted to the Promoter on the official application form provided by the Promoter. The entry form must be accompanied by the payment in advance of the entry fee mentioned below. The Promoter reserves the right to refuse an entry for the entire Series or for any individual Event.

Applications must be sent to SRO Motorsports Group no later than 2 weeks before any event mentioned at article 7.6.1 at the following address:

SRO Motorsports Group Paris
68 rue du Faubourg Saint-Honoré
75008 Paris

France

E-mail: info@gt4series.com or max@sro-motorsports.com

Fax: +31 (0)10 892 46 48 or +44 20 7370 4950

Phone: +31 (0)10 846 75 12 or +44 20 7259 2598

SWIFT : CMCIFRPP

IBAN : FR76 3006 6109 3400 0104 7530 145

Season Entry Fee:

GT4 European Series - 6 rounds - €17 500 +VAT (deadline March 15th 2018)

Single Race Entry Fee:

- €3.500+ VAT Single-Race-Entry fee payment to be paid 10 days prior before each event

- 13.2 All competitors whose applications are accepted for the GT4 European Series undertake to participate in every Event with the number of cars and drivers entered. Any possible failure to compete must be notified in writing to the Promoter of the GT4 European Series. Any possible failure to compete must be duly explained and justified.
- 13.3 All entries must be confirmed two weeks before each event, and the driver line-up confirmed to the Promoter in order for the line-up to be examined by the Sporting Committee for conformity to the articles 12.2 or 12.3.
- 13.4 Driver changes are permitted. Unless there is a case of force majeure, as adjudged by the Promoter, no later than 48 hours before the opening of the Signing on for the Event in which the driver will be changed. Every change of driver during the season will incur the payment of an extra entry fee of €250.
- 13.5 Each driver/competitor whose application for the GT4 European Series is accepted, undertakes on his own behalf and on behalf of everyone associated with his participation, to observe all the provisions of these Sporting Regulations, of the Technical Regulations of the Championship, of the FIA International Sporting Code and its appendices as all contracts and binding agreements which are applicable to the 2018 GT4 European Series. The competitor declares to have read and understood the Code and its appendices.
- 13.6 Applications will only be accepted after prior settlement of all debts with SRO Motorsports Group and its partners by the competitor or driver.
- 13.7 If a competitor does not respect the registration deadlines as detailed in article 13.1 and 13.3 the Promoter can, at its sole discretion, declare null and void the registration request. At this case, the competitor will not be reimbursed of any advance payment. Applications are deemed to become official entries once the registration fees have been paid in full and the competitor has been informed by the Promoter. By signing their application, the driver and the competitor accept the terms and conditions of these regulations, and agree to honour them both in letter and in spirit.
- 13.8 Unless duly authorized to so by the Stewards of the Meeting, any failure to observe the timetable for the Administrative or Technical Checks will result in the issuing of a fine of three hundred euros (€300) that must be paid by the offending party.

14 PASSES

- 14.1 Each team will receive 11 passes per car per event, as follows:
- A. 6 Pit Lane Passes (including Pit Wall Access)
 - B. 5 Paddock Passes
 - C. 4 Parking Passes

15 INSURANCE

- 15.1 The organizer of an Event must procure that all competitors, their personnel and drivers are covered by third-party insurance.
- 15.2 Thirty days before the Event, the organizer must send the Promoter details of the risks covered by the insurance policy, which must comply with the national laws in force. Sight of the policy must be available to the competitors on demand.
- 15.3 Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.
- 15.4 Drivers taking part in the Event are not third parties with respect to one another.

16 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 16.1 In exceptional circumstances, the Stewards and/or Clerk of the Course and/or Race Director may give instructions to competitors by means of special Bulletins in accordance with the Code. These Bulletins will be published on the official noticeboard. The timing monitors are also an official noticeboard. (If the facilities on the circuit so permit).
- 16.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board and on the digital notice board if applicable.
- 16.3 Any decision or communication concerning a competitor should be given to him as soon as possible and receipt must be acknowledged. The Team Messaging system may be used to send documents and for teams to confirm receipt.
- 16.4 The Balance of Performance for an Event will be communicated a minimum of 5 (five) days before the Event. However, the SRO GT4 Permanent Bureau reserves the right to amend this at any point before or during the Event.
- 16.5 The Competitors or their representative must be available to be contacted throughout the duration of an Event. Failure to obey this rule may result in the charging of a five hundred euro (€500) fine.

17 INCIDENTS

- 17.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:
- A. Necessitated the stopping of a practice (free or qualifying) session (Article 34) or the suspension of a race (Article 40);

- B. Constituted a breach of these Sporting Regulations or the Code;
 - C. Caused a false start by one or more cars;
 - D. Caused a collision;
 - E. Forced a driver off the track;
 - F. Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - G. Illegitimately impeded another driver during overtaking.
- 17.2 All participants must have an onboard camera in their car in accordance with Appendix 2 of these regulations. The camera must face the front of the car and show the track. The data from the inboard camera system may be used by the stewards, race director, or promoter to investigate incidents. All data from inboard camera system(s) is/are property of the promoter and will be returned to the team after the event.
- 17.3 The inboard camera must always be turned on and set to record mode when the car is on track or in the pit lane. Failure may result in the following fines per event:
- First offence: Three hundred euros (€300)
 - Second offence: Six hundred euros (€600)
 - Third offence: Disqualification from the Event
- 17.4 It shall be at the discretion of the Stewards or the Race Director to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalized.
- 17.5 If an incident is under investigation by the Stewards and/or Race Director, a message informing all teams which driver or drivers are involved may be displayed on the timing monitors (if the facilities on the circuit so permit).
- 17.6 If a driver is involved in a collision or Incident (see Article 17.1), and has been informed (for example through the timing monitors or other notification) of this by the Stewards and/or Race Director no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards and/or Race Director.
- 17.7 The Stewards and/or Race Director may impose any one of the following penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident:
- A. A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping in the pit lane.
 - B. A Stop & Go Penalty. The driver must enter the pit lane, stop in the penalty zone and re-join the race immediately.
 - C. A time penalty of at least 10-seconds to be added into the total race time and to be applied, if possible, before the prize giving ceremony at the podium.
 - D. A reprimand.
 - E. A drop of at least two (2) grid positions at the driver's next race.
 - F. Disqualification from the results.
 - G. A suspension for one or more races.

However, should the penalties A or B above be imposed during the last five minutes, or after the end of a race, Article 17.8 below will not apply and a time penalty will be added to the elapsed race time (plus the additional stop and go penalty seconds in case of B) of the car concerned.

This time penalty will depend on the circuit and the length of the pit lane, and will be given in a Bulletin from the Stewards of the Meeting at the start of each event.

- 17.8 Should the Stewards and / or Race Director decide to impose one of the penalties provided for in Article 17.7 A and 17.7 B, the following procedure shall be applied:

- a. The Stewards of the Meeting and / or Race Director shall give notification of the penalty that has been imposed to the Competitor concerned and that it is also displayed on the timing monitors.

From the time the Stewards of the Meeting's decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 17.7 B, proceeding to the penalty zone where it shall remain for the period of the time penalty.

- b. However, unless the car was already in the pit entry for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car has been deployed. The number of times the driver crosses the Line behind the Safety Car 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 32.9. If the driver is unable to start his car by himself, it may be evacuated to its pit garage by its mechanics.

- c. When the time penalty period has elapsed, the driver may re-join the track.
- d. No penalty can be performed by a team before it has been notified in writing, either on the timing monitors or by document issued by the Stewards of the Meeting.

17.9 Failure to observe the procedures laid down in article 17.8 will be punished by a further drive-through penalty.

17.10 Behaviour Warnings

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

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

- formal reprimand 1 Behaviour Warning Point
- drive-through penalty 1 Behaviour Warning Point
- pit lane speeding 1 or 2 Behaviour Warning Points depending on the speed
- 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 of the Meeting.

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

The number of BWP will be calculated per driver:

- A driver with 3 points will receive a 5 place grid drop for the car in which he is driving for the next race
- A driver with 4 points will receive a 10-place grid drop 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 his car, to be applied at the next race.

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

Penalty points will be carried forward to the next event.

For each event that a driver gains no additional penalty points, two points will be deducted.
Negative scores will not be taken into account.

18 PROTESTS AND APPEALS

- 18.1 Protests and Appeals shall be made in accordance with the International Sporting Code. Appeals will be heard by the RACB. The appeal fee is €2000 (two thousand euros); the protest fee is €500 (five hundred euros).

19 SANCTIONS

- 19.1 The Stewards and/or Clerk of the Course and/or Race Director must inflict the penalties specifically set out in these Sporting Regulations. For any cases not covered by this Sporting Regulations they will apply the rules of the International Sporting Code.
- 19.2 "Drive through" penalties, the time penalties of at least 10 seconds added to the whole race time applied, if possible, before the Prize Giving Ceremony as well as the penalties representing the cancellation of any number of qualifying laps may be inflicted by the Race Director in accordance with article 17.8. These penalties will be notified on the timekeeping monitors, by the presentation of a penalty board or through the addition of a time penalty to the elapsed time of the driver concerned respectively through the amendment of the results.
- 19.3 If any single Driver or Competitor repeats the same offence throughout the season, or when appearing exacerbating circumstances, the penalties in these Sporting Regulations and the Appendices may be increased by the Stewards and/or Race Director at their own discretion. Any driver who receives two penalties for the same driving infringement imposed by the Race Director and/or Stewards of the Meeting during the season will, upon the imposition of the second, be given a 4 (four) grid place penalty on the starting grid at the following race where the driver in question will take part.
- 19.4 Disciplinary sanctions:
The occurrence of any incident in the Paddock and/or on the track (provocative acts of any kind, verbal or other threats) and/or behaviour that is unsporting or does not respect the spirit of the Series (breach of sporting morals or ethics, prejudice to the greater interest of motor sport, moral or material prejudice to SRO Motorsports Group or to its partners, etc.) committed by a Team member/competitor or driver or his entourage will be reported to the Stewards of the Meeting who will take any action they consider suitable, up to and including disqualification from the meeting. The Team will be held responsible for the actions of the persons within their entourage and may be penalized accordingly.
- 19.5 Financial penalties awarded according to these regulations will be paid by cash or when possible Credit Card (Mastercard / Visa / Amex ONLY plus additional transaction costs) or by bank transfer to SRO Motorsports Group, or his representative, which shall remain the sole beneficiary. SRO Motorsports Group will donate this Financial penalty to a foundation. Cars will not be allowed to start the next session unless issued financial penalties have been paid.

20 CHANGES OF DRIVER

- 20.1 Throughout the Event, no more than two drivers may drive one and the same car. One driver may only be nominated to drive one car.

- 20.2 Any modification to the composition of the drivers taking part in the Event must be requested to the Stewards before the start of qualifying. After the start of qualifying, any driver changes will only be accepted in cases of force majeure and subject to the approval of the Stewards of the Meeting, who may impose any restrictions, conditions or penalties as they see fit.
- 20.3 For each event a reference time for the obligatory pit stop(s)/neutralization(s) will be established, taking into account the time driven with a maximum allowed speed in the pit lane from the entry timing loop to the exit timing loop and the obligatory stop or for the driver change. This total time will be published in a Bulletin by the Stewards of the Meeting before the beginning of the start of the first race. 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. Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.
- 20.4 There will be one mandatory pit stop in each race as follows:
- A. For races with a duration of 60 minutes, the mandatory pit stop must be carried out by passing the pit lane entry timing loop between the 25th and 35th minutes respectively of the race (not before 25m.00s.000 and not after 34m.59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).
 - B. Should the race duration be defined as 50 minutes for the Event, the mandatory 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 (green light or extinguishing of the red light).
- 20.5 During each mandatory pit stop, a change of driver must take place, except for those cars in Am for which one driver has been authorised. All mandatory pit stops must be in conformity with article 20.3
- 20.6 If the car fails to make a mandatory pit stop, the car concerned will be awarded a time penalty of 165 seconds after the race.
- 20.7 The maximum speed in the pitlane is 60 km/h.
- 20.8 A car may only leave its working area when it is ready to rejoin the track and when it is safe to do so. It must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for force majeure.
- 20.9 The following Drive-Through and Stop & Go Penalties can be applied if there is a breach of the Articles 20.1 through 20.8
- A. Time between the two pit lane timing loops under the published time (Article 20.3): Stop & Go Penalty of the time missed.
 - B. Failing to abide by article 20.8 : drive-through penalty
 - C. Speeding in the pit lane (Article 20.8.): Drive-Through penalty (Engine must not be stopped).
 - D. Start of the obligatory pit stop outside the obligatory times (Article 20.4 A. or 20.4 B): Stop & Go penalty of the equivalent time outside the scheduled time with a maximum of 80 seconds.

21 DRIVING

- 21.1 The driver must drive his car alone and unaided.

22 NUMBER OF CARS ALLOWED TO PARTICIPATE

- 22.1 The number of cars allowed to practice and to start the race is as calculated using supplement 2 of Appendix O to the Code.

23 RACE NUMBERS AND NAME OF CAR

- 23.1 Each car will carry the race number allocated by the promoter. Race numbers and advertising on the cars must be in conformity with the drawings given in the Appendix 3 to the 2018 Sporting Regulations
- 23.2 The name or the emblem of the make of the car must appear on the car in the original location. The names of the drivers must appear on each side of the bodywork (in accordance with article 16 of the Code).

24 ADMINISTRATIVE CHECKS

- 24.1 Each competitor must have all documents required by Article 5.1, and the various documents relating to his car, available for inspection at any time during the Event.
- 24.2 At each Event, the Promoter will ensure that he has in his possession a copy of all the licences of the drivers and competitors taking part in the event. The list of competitors and drivers allowed to take part in the Event will be published after the end of the administrative checks.
- 24.3 No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.
- 24.4 All Competitors and Drivers must be able to provide all required documents and licences during Signing On, which will take place before the start of the official practice for an Event in accordance with the Event's timetable. Any competitor / driver will be not authorized to participate in qualifying and in race without having successfully passed the Signing On procedure.
- 24.5 Unless duly authorized to so by the Stewards any failure to observe the timetable for Signing On will result in the issuing of a fine of three hundred euros (€300) that must be paid by the offending party.

25 SCRUTINEERING

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

- 25.1 Initial scrutineering of the car and of the drivers' equipment will take place in accordance with the timetable, specific to the event. The list of cars allowed to take part in qualifying practice will be published after scrutineering.
- 25.2 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 sealed by the manufacturer or ready for sealing in the following way : 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 and must not be twisted, in order to allow the 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.
- 25.3 No car and no driver may take part in the Event until they have been passed by the Scrutineers.
- 25.4 Unless duly authorized to so by the Stewards any failure will result in the issuing of a fine of three hundred euros (€300) that must be paid by the offending party.
- 25.5 The Scrutineers may:
- A. check the eligibility of a car or of a competitor at any time during an Event;
 - B. require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied;
 - C. require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail;
 - D. require a competitor to supply them with such parts or samples as they may deem necessary.
- 25.6 Any breaking of a seal during the event must be requested in writing to the technical delegate
- 25.7 At the end of qualifying practice and of the race(s), the car must contain at least 3 kg of fuel for the taking of samples. The 3 kg of fuel must be taken in the Parc Fermé through a 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.
- 25.8 At the end of qualifying practice and after the finish of the race, all classified cars must immediately make their way directly from the track, under their own power, to the Parc Fermé for checking. The presence of an official representative of the competitor is required. Any classified car that does not directly drive to the Parc Ferme as quickly as possible will be disqualified from the results of the race and/or qualifying session.
- 25.9 The data logger may be read and checked at any time during the Event further to a decision by the Race Director, Stewards and/or Scrutineers. Under this purpose, competitors are responsible to save a copy of all the data from an Event without modifying, deleting or to alter them until two hours after the last race of the Event.
- 25.10 The Race Director may require that any car involved in an accident be stopped and checked.
- 25.11 The Stewards will publish the scrutineers' findings each time cars are checked during the Event.
- 25.12 Should a car be not in conformity with its SRO/RACB GT4 Technical Form, it could be disqualified from the Event.
- 25.14 During the Event, it is forbidden to replace the following parts:

- 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.

Any car which contravenes this rule will be reported to the Stewards of the Meeting who will award a penalty of a minimum of starting from the back of the grid for one or both Races.

26 TYRE LIMITATION DURING THE EVENT

- 26.1 Only the Promoter-selected specification and make of tyres, bought and supplied by the official service team during an Event, can be used for the entire season.
- 26.2 Pirelli will be the single tyre supplier. The appointed service by the Promoter is the single supplier of tyres for the Series.
- 26.3 The list of approved tyres specifications will be published at the latest two weeks prior to the first event of the Series. The hand cutting of tyres is forbidden.
- 26.4 A new tyre is a tyre which is registered for the first time at the Event. A tyre can only be registered for one car, defined by the car's race number.
- 26.5 A used tyre is a tyre that has been registered for a car at a previous event, with the same car number
- 26.6 A set of tyres consists of two front and two rear tyres
- 26.7 A wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 25% symmetrically around the tyre centre-line.
- 26.8 Only tyres with no tread pattern are accepted as dry-weather tyres.
- 26.9 Wet-weather tyres may only be used after the track has been declared wet by the Race Director for the session (free practice, qualifying). These wet-weather tyres will not be marked. During the race, in case of a tyre change (dry-weather to rain tyres or vice-versa), a mandatory stop (engine stopped, which duration will be calculated from pit lane entry to its exit, and will be communicated at each Event by a bulletin, the supplementary regulations or briefing notes) has to be observed.
- 26.10 The times for registration will be given in the detailed timetables appended to the Supplementary Regulations of the event.
- 26.11 Tyre limitation :
- a) For cars taking part in their first event of the GT4 European Series season : a maximum of three sets of new tyres may be purchased and marked, with a maximum of two sets of new tyres to be used in Qualifying and the Races
 - b) For returning cars : two sets of new tyres may be purchased for use during the Event
 - c) Used tyres, marked at a previous round of the GT4 European Series, may be used in free practice only.

- d) A tyre may only be registered for one car during one event
- 26.12 The control of the tyres will be carried out according to a process defined by the Technical Delegate.
- 26.13 No use of joker tyres (ie unregistering of a tyre and no replacement of a registered tyre) will be permitted unless accepted by the Stewards, for exceptional reasons presented in writing to the Technical Delegate. (see article 26.17)
- 26.14 The tyre checking will be carried out according to the tyre barcode list provided by each Team to the Technical Delegate. The deadline to provide this tyre barcode list is 2 hours (120 minutes) before the first free practice session.
- 26.15 Markings of tyres made by the competitors may only be of a white colour.
- 26.16 The use of tyre heating systems is forbidden.
- 26.17 Each car entered in the GT4 European Series on a full-season basis has an allocation of six joker tyres per season, which can be used to replace any tyres which have been damaged or are 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, and must include the reference of the damaged tyre and the reference of the tyre replacing it. Race-by-race Competitors will be allocated one joker tyre per Event entered, up to a maximum of four joker tyres per season for the same car for the same kind of event.
- 26.18 If, during the race, a defective tyre has to be changed, this can be done outside the restriction set out in Article 26.11. This change must be notified to the Technical Delegate or the Panel of Stewards and/or Clerk of the Course or Race Director, on pain of a sanction that may go as far as disqualification. No change of driver may be carried out during that stop.
- 26.19 The use of tyres without appropriate identification is forbidden. During the free practice and qualifying sessions, the drivers may be required to stop their cars to have their markings checked at the end of the pit lane before taking to the track.

27 WEIGHING

- 27.1 The weight of any car may be checked at any time during the Event. The SRO GT4 Permanent Bureau reserves the right to make decisions regarding the weight of the cars at any time during an event.
- A. After the qualifying practice sessions and the races, the Technical Delegate may weight certain cars among those classified.
 - B. Should the weight of a car be less than that specified in the Technical Regulations and bulletins, the competitor concerned may be given one of the penalties set out in Article 27.1 E). save where the deficiency in weight results from the accidental loss of a component of the car.
 - C. No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a race or during the weighing procedure (except by a Scrutineer when acting in his official capacity and in accordance with the Series Technical Regulations).

- D. No one other than Scrutineers and officials may enter or remain in the technical area without the specific permission of the Technical Delegate.
- E. In the event of any breach of these provisions for the weighing of cars, the Stewards may drop the competitor as many grid positions as they consider appropriate or disqualify him from the race.

28 GENERAL CAR REQUIREMENTS

28.1 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:

- A. legible messages on a pit board;
- B. body movement by the driver;
- C. lap trigger signals from the pits to the car. Lap marker transmitters shall be battery powered and once operating must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
- D. verbal communication between a driver and his team by radio;
- E. Electromagnetic radiation between 2.0 and 2.7 GHz is forbidden save with written consent of the Promoter
- F. GPS and other Telemetry are forbidden.

28.2 Each driver must use the driver timing transponder and any other timing equipment specified by the promoter throughout the Event. It is the responsibility of each competitor to obtain this equipment, as noted in Appendix 2, 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 or other mandatory must be notified to the Race Director immediately. Failure to use the equipment correctly may result in a penalty according to the following scale :

Fines will be awarded according to the following provision:

- First offence: three hundred euros (300 euros)
- Second offence: four hundred euros (400 euros)
- Third offence: six hundred euros (600 euros)

28.3 A data-logger with additional sensors, approved by the Promoter, must be installed in all cars at all Events. It will be the responsibility of each team to obtain this data-logger and sensors, to install the data logger, loom and antenna, and to ensure that it is operating correctly throughout the Event. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards of the Meeting.

28.4 All teams must be connected to the GT4 Series Team Messaging System throughout the meeting. Any messages given over the Team Messaging system must be adhered to.

29 GENERAL SAFETY

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

- 29.2 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. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 29.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 29.4 During practice and the race, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 29.5 A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 29.6 Repairs to a car may not be carried out in the fast lane.
- 29.7 The organiser must make at least two fire extinguishers of 5kg capacity available at each such pit end ensure they work properly.
- 29.8 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 space, the pit lane or on the starting grid.
- 29.9 At no time may a car be reversed in the pit lane under its own power.
- 29.10 During the periods commencing 10 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 race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
- A. marshals or other authorised personnel in the execution of their duty;
 - B. drivers when driving or under the direction of the marshals;
 - C. team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- 29.11 During an Event, the engine may only be started with the starter, except in the pit lane or on the grid where the use of an external source of energy is allowed, including for a Stop and Go penalty, under the conditions set out in Article 32.9.
- 29.12 Drivers taking part in practice and the race must always wear the clothes, underwear, helmets, and the FIA-approved Frontal Head Restraint (FHR system) specified in Appendix L to the Code. However for the helmet the FIA 8860-2004 and FIA 8860-2010 Standards are not mandatory but highly recommended.
- 29.13 In order to confirm that appropriate access to the airway of an injured driver is possible, the following test will be carried out at least once per season. One of the drivers in the crew is to be seated in his car, with helmet and FIA-approved FHR system in place and attached and safety harness buckled. With the help of two additional rescuers, the medical delegate, or, at his request, the chief medical officer of the event, must be able to remove the helmet with the driver's head maintained in neutral position at all times. If this is impossible, the driver will be required to wear an open-face helmet homologated for use with the FIA-approved FHR system.
- 29.14 A speed limit of 60kph and maximum safety precautions will be enforced in the Pit Lane at all times during the course of an Event.

Any breach of this rule during free practice and qualifying for an Event (cumulative over the season) will result in the following sanctions to the driver:

- A. First offence:
 - Fifty euro (€50,00) fine for each kph over 60 km/h
- B. Second offence:
 - Fifty euro (€50,00) fine for each kph over 60 km/h
 - Fastest qualifying time deleted
- C. Third offence:
 - Fifty euro (€50,00) fine for each kph over 60 km/h
 - All qualifying times deleted

During the race, the Stewards and/or Race Director may impose any penalty on any driver who exceeds the limit.

- 29.15 For the purpose of determining the speed in the Pit Lane, the Stewards and/or Race Director may use any information obtained by the Judge of Facts by means of specific speed control instruments (such as electronic devices, radar guns, etc.) or further checking of the registered speed through the data acquisition system which is fitted on board the cars. Determining of the speed in the Pit Lane may also be checked out by using timekeeping loops in the Pit Lane.
- 29.16 If a driver has serious mechanical difficulties during practice or the race, he must leave the track or return to his pit as soon as it is safe to do so.
- 29.17 The car's white headlights, red rear lights and the 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 if a driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.
- 29.18 Only two team members per participating team are allowed in the signalling area during practice and the race. People under 16 years of age are not allowed in the pit area.
- 29.19 Animals, except those which may have been expressly authorised by the circuit for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 29.20 The Race Director or the Medical Delegate can require a driver to undergo a medical examination at any time during an Event.
- 29.21 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 Event.
- 29.22 One or more yellow flags being shown at the Marshal posts will indicate the existence of a hazard of some kind on the track. Drivers must reduce speed and be prepared to change direction or possibly come to a halt. The Race Director and/or Stewards will use the timekeeping sector times as a reference. All drivers must reduce their speed with at least 0,5 seconds in that sector in comparison with the previous lap. Overtaking is strictly forbidden under such circumstances.

Any breach of this rule during the free practice and qualifying sessions for an Event will result in the following penalties:

- A. First offence:
 - Cancellation of at least the driver's best qualifying time.
- B. Second offence:
 - Cancellation of at least the driver's best three qualifying times.

C. Third offence:

- A three hundred euro (€300) fine and all qualifying lap times deleted.

29.23 Following a serious incident that does not require the practice to be stopped, when the Race Director deems necessary, he will declare the session under "full yellow". The following procedure will be applied:

- A. The Race Director will post on the information line of the timing monitors "full yellow".
 - Flag Marshals will waive the yellow flag over the totality of the Flag Marshals' posts along the circuit.
- B. The maximum speed during the Full Course Yellow procedure will be 80 km/h
- C. Any lap times registered after being given the « full yellow » sign, will not be taken in consideration.
- D. If a driver is proved not to have slowed down enough under this procedure, a sanction will be taken by the Stewards and/or Race Director.
- E. The end of procedure and the return to normal will be announced as follows:
 - On the information line of the timing monitors.
 - Flag Marshals will wave a green flag for one lap.
 - From the moment when the green flags will be waved, at the end of the neutralisation under « full yellow », the lap times will be again taken into account.

29.24 When a driver uses an escape road, he must respect any instructions given to him by the marshals and/or Race Director and sufficiently reduce his speed before rejoining the track. Any breach of this rule during races will result in the issuing of a drive-through penalty.

30 PIT LANE AND PITS

- 30.1 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 garages is designated the "working lane", and is the only area where any work may be carried out on a car.
- 30.2 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 space to the end of the pit lane.
- 30.3 Any driver intending to start the race from the pit lane may not drive his car from his team's designated space until the pit exit is closed and must stop in a line in the fast lane.
- 30.4 Competitors must not paint lines on any part of the pit lane.
- 30.5 No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.
- 30.6 Team personnel are allowed in the pit lane a maximum of 1 lap before they are required to work on a car and must withdraw as soon as the work is complete (at the latest 1 lap after).
- 30.7 It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
- 30.8 Cars are neither allowed to move to the exit of the pit lane nor to wait in the fast lane until the green light is on, except according to the provisions of the article 40.2 of these regulations.

31 FUEL AND REFUELING

- 31.1 Throughout the duration of the Event, all competitors must use the fuel imposed by the promoter. This will be communicated at each Event by a bulletin or in the supplementary regulations.

32 ASSISTANCE IN THE PIT LANE

During **all** pitstops no more than three (3) persons may work on the car. The team manager may **only** oversee the operation. (The team manager may not touch the car or the replacement parts)

- 32.1 Refuelling is not allowed during the sessions.
- 32.2 During a mandatory pit stop during the race of his vehicle, the driver being replaced may help the replacement driver to install himself in the car but may not work on the car. One of the mechanics authorised to be in the working zone may help the drivers during the driver change operation.
- 32.3 A maximum of one air gun for central locked wheels or two electric or air guns for wheels locked by nuts and bolts may be in the working zone at any time.
- 32.4 The Series official tyre technicians wearing the appropriate credentials are not considered as mechanics.
- 32.5 Except when work is carried out on a car, all personnel must remain inside the pit and or on the pit wall for authorised team personnel.
- 32.6 All other team members standing in the working area ("working lane", Article 30.1) delimited by a white or yellow strip separating the pit from the "working lane", will be considered as working on the car, as will a driver if he performs any work on the car, and counted as a mechanic. A penalty may be imposed on a team for any additional team member in excess of the three persons authorised.
- 32.7 Replenishment of lubricant and various fluids, without fuel, is allowed during the practice and race.
- 32.8 Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refuelling may result in the disqualification of the car and driver(s) concerned from the Event. 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.
- 32.9 During any pit stop, the engine must be switched off. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join the race, the driver must start the engine from his seat, using only those means available on board. The car's engine may be restarted only when the car is about to join the race and is in contact with the ground on its complete wheels.
- 32.10 No personnel may hold panels on the working lane, or stand behind stationary panels. Team personnel may use lollipops to indicate to the cars from the working zone.

33 FREE PRACTICE, QUALIFYING PRACTICE

- 33.1 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 race.
- 33.2 The list of competitors, cars and drivers allowed to take part in the Event must be published after the close of the administrative checks and scrutineering. No driver may take the start of the race without taking part in qualifying practice, except in a case of "force majeure" duly recognised as such by the Stewards.
- 33.3 During qualifying practice, 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 the pit lane when the green light is on. 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.
- 33.4 One or more official Balance of Performance testing sessions over one or two days may be organized by the SRO. All the manufacturers and tuners will be invited to this session, the costs of which will be divided among the participants. The presence of at least one car per homologated model and one car per model to be homologated before the start of the season is mandatory at each session.
- 33.5 One or more official testing sessions and media days may be organised by the Promoter before the first event of the season. All full-season Competitors in the GT4 European Series are obliged to be present with at least one of the cars they intend to enter in the season in the official testing session. Except for teams receiving derogation in writing from the GT4 Permanent Bureau, failure to attend may be reported by the GT4 Permanent Bureau to the Stewards of the Meeting for the first Event of the season in which they take part, and may result in a penalty.
- 33.6 Private testing means any testing carried out by a team or driver with GT4 cars. Private testing on any circuit which will host a Series Event is forbidden as from 7 days before the beginning of that Event and until the date scheduled for that Event. Participation in Events counting towards other Championships or Series is not considered as private testing, nor is participation in events organised by Curbside Events.

Private testing at a circuit on the calendar may be authorised if the circuit configuration used is significantly different from that being used for the GT4 European Series event. 'Significantly' would normally mean using fewer than half the same corners. Written permission must be obtained from the GT4 Permanent Bureau.

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

- 33.7 There will be two free practice sessions of maximum 60 minutes. There will be no Parc Fermé after the free practices sessions unless requested by the Race Director or Technical Delegate.
- 33.8 There will be two qualifying practice sessions of a minimum of 15 minutes. If two drivers share the wheel of a car, driver 1 must take part in qualifying session 1 and driver 2 must take part in qualifying session 2.
Starting order for Race 1 will be determined by the best qualifying time of qualifying 1.
Starting order for Race 2 will be determined by the best qualifying time of qualifying 2.
The driver of qualifying 1 must take the start of Race 1.
The driver of qualifying 2 must take the start of Race 2.

Driver 1 will be the lower-categorised driver, Driver 2 will be the higher categorized driver. This order may be reversed by the Appendix 1 of the Event or by Bulletin from the Stewards of the Meeting.

Should the drivers be of the same category, the driving order must be given by the team before the start of the free practice sessions.

- 33.9 From 5 minutes before the green flag at the start of Qualifying session 1, all cars must be parked in the working lane at an angle of 45 degrees, nose towards the pit exit. Cars must be parked in this position whenever they are in the pit lane during or between the Qualifying sessions until the chequered flag at the end of Qualifying 2.
There will be a 10-minute break between Qualifying session 1 and Qualifying session 2. Directly after Qualifying session 1 is finished the 10-minute break will begin. Qualifying session 2 will start when the green light is switched on. The exact start time of Qualifying session 2 will be announced on the timing monitors. During the 10-minute break all cars will be considered to be under parc fermé rules and no work may be done on the cars except for change of driver and tyres. No refuelling is allowed. No laptops or computers are allowed to be connected to the car. No data transfer may be carried out. If this is not respected it will be notified as a violation of the Parc Fermé rules and will be reported to the Stewards.
- 33.10 In the event of a driving infringement during any practice or qualifying sessions, the Stewards of the Meeting may apply any penalty 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 penalty imposed shall not be subject to appeal.
- 33.11 If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.
- 33.12 The Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director may decline to prolong the practice period after an interruption of this kind with the agreement of the Stewards. Furthermore, if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.
- 33.13 All cars abandoned on the circuit during the first free practice session and/or the first qualifying session will be brought back to the pits as soon as possible and may participate in the subsequent session.
- 33.14 Should one or more sessions be thus interrupted, no protest, appeal and/or FIA appeal can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
- 33.15 All laps covered during the qualifying practices will be timed to determine the car's position at start of the races. 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.
- 33.16 If any driver causes the qualifying session to be stopped (red flag) or neutralised under « full yellow », the best lap time of the driver involved will be cancelled. The Stewards and/or Race Director decisions concerning any lap time cancellation for this reason are not deemed to be appealable.

In the case of an incident involving more than one car: The Stewards or Race Director observe that some of the drivers are not directly responsible of the incident, then they may decide not to penalise him/them.

If a car stops due to a technical problem without any responsibility from the driver and the team/competitor, duly recognized and accepted by the technical scrutineering, the Race Director or the Stewards may decide not to apply any penalty.

33.17 A car can only be qualified by the nominated driver during a qualifying session.

34 STOPPING THE PRACTICE SESSIONS

34.1 Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or 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 marshals' posts.

34.2 When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, no overtaking. All cars abandoned on the track will be removed to a safe place; stopping in the fast lane is prohibited.

34.3 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.

34.4 In case a driver set a best lap time under a red flag in qualifying, then all lap times of this driver will be deleted.

35 THE GRID

35.1 At the end of qualifying practice sessions one and two, the fastest time achieved by each driver will be published officially.

35.2 The grids will be drawn up in the order of the fastest time achieved by each car during the qualifying practice sessions and according to the prescriptions of Article 33.8 and Article 35.1. Should two or more cars have set identical times, priority will be given to the one which set it first.

35.3 If more than one driver fails to set a time, he will be arranged in the following order:

- First: any driver who attempted to set a qualifying time by starting a 'flying lap'.
- Second: any driver who failed to start a flying lap.
- Third: any driver who failed to leave the pit-lane.

According to the above-mentioned cases, if more than one driver is concerned, the order will be given according to the Championship standings.

35.4 Once the grid will be established according this rule, grid position penalties will be applied to the concerned drivers following the order on which the offences were made.

35.5 The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA or the ASN.

- 35.6 No driver may take the start of a race without having taken part in qualifying practice, except with authorization from the Stewards of the Meeting. If more than one driver is accepted in this way, the order that they will start will be determined by the Stewards of the Meeting.
- 35.7 The final starting grid of each race will be published at least one hour before each race. Any competitor whose car(s) is/are unable to start 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 accordingly at the earliest opportunity and, in any case, no later than 1 hour before the start of each race.
- 35.8 If one or more cars are withdrawn the grid will be closed up accordingly.
- 35.9 The grid will be in a 2 x 2 formation and the rows on the grid will be separated by at least 8 meters.

36 PRE-GRID

- 36.1 Competitors must be present on the Pre-Grid fifteen (15) minutes before the start of qualifying and the race. If all the cars are located in the pit garages the Pre-Grid will not be compulsory.

37 STARTING PROCEDURE

- 37.1 The starting procedure will take place according to the official timetable of the event. A minimum of 10 minutes before the time for the start of the race, the cars will leave the pits/pre- start to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.
- 37.2 Any car coming into the pit lane at the end of this lap will not be allowed to go out to the track and will have to start from the pit lane.
- 37.3 Any car which is still in the pits/pre-start when the pit exit is closed can start from the pits, but only under the direction of the marshals.
It may be moved to the pit exit only with the driver in position.
Where the pit exit is immediately after the Starting 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 Starting Line, cars will join the race as soon as the whole field has crossed the Line after the start.
- 37.4 For the GT4 European Series, the following procedures will apply. The approach of the start will be announced by signals 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.
- When the ten-minute signal is shown, the pit lane opens.
 - When the five-minute signal is shown, the pit lane closes. Any car reaching the end of the pit lane after the signal "five minutes" must start behind any other car already aligned at the pit exit light.
 - Wheel changes on the starting grid may only be allowed prior to the three-minute signal.
 - When the three-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits, except under Article 37.18. Any car which does not have all its wheels fully fitted at the three-minute signal will be sanctioned with a drive through penalty. Everybody except drivers, officials and team technical staff must leave the grid.
 - When the one-minute signal is shown, engines must be started and all team technical staff must leave the grid.

- Fifteen-second signal: after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap with the organiser's official car leading, maintaining their starting order. During this lap the formation must be kept as tight as possible.
 - The starting procedure of an event may be modified by the Appendix 1 or by Bulletin from the Stewards.
- 37.5 Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver 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 meter in front of pole position.
- 37.6 A time penalty will be imposed on any driver who, in the opinion of the Stewards and/or Race Director, unnecessarily overtook another car during the formation lap.
- 37.7 The speed of the organiser's official car must be between 80 and 110 kph during the formation lap.
- 37.8 Any driver who is unable to start the formation lap must indicate this to the marshals.
- 37.9 When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track.
- 37.10 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.
- 37.11 Rolling start: The organiser's official leading car will pull off at the end of the formation lap. The cars will continue on their own with the pole position of the grids leading at a constant speed of 70 kph and a maximum of 90 kph. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in at least a drive-through penalty.
- 37.12 For the purpose of determining the speed of the rolling start, the Stewards and/or Race Director may use any information obtained by the Judge of Facts by means of specific instruments (such as electronic devices, radar guns, timekeeping, etc.) or further checking of the registered speed through the data acquisition system which is fitted on board the cars.
- 37.13 During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. There will be a rolling start. The starting signal will be given through extinguishing the red starting lights activated under the control of the starter.
- 37.14 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.
- 37.15 If during the rolling start a problem arises when the cars reach the Line at the end of the formation lap of the grid, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. If possible they will be joined and led by the official leading car and will continue for another formation lap. The start will be considered as having been given after the field has passed the starting line at the first time

- 37.16 All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.
- 37.17 A drive through penalty will be imposed for a false start.
- 37.18 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, teams 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 ten-minute point. If necessary the procedure set out in Article 37.4 will be followed.
 - B. If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, 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 39.1 will apply.
 - D. If the GT4 European Series joins another Series with a different starting procedure.
- 37.19 The Stewards and/or Race Director 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 the disqualification of the car and drivers concerned from the Event.

38 THE RACE

- 38.1 Race 1: 60 minutes - Rolling start (pole position: see Supplementary Regulations)
Race 2: 60 minutes - Rolling start (pole position: see Supplementary Regulations)
(Except in accordance with article 7.2)
- 38.2 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 40).
- 38.3 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.
- 38.4 The driver may only rejoin the race under own power.
- 38.5 During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

39 SAFETY CAR

- 39.1 Refer to Article 2.9 of Appendix H to the FIA International Sporting Code

40 SUSPENDING OR STOPPING THE RACE

- 40.1 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 or Clerk of the Course will order red flags to be shown at all marshals' posts and the abort lights to be shown at the Line.
- 40.2 When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the fast lane in the pit-lane, where they must stop in staggered formation.
- 40.3 If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap after the 3-minute signal before the race is resumed.
- 40.4 If any cars are unable to return to the pit lane as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. Any such cars will then be permitted to resume the race.
- 40.5 The Safety Car will then be driven to the front of the pit lane exit of cars behind the fast lane. Whilst the race is suspended:
- A. Neither the race nor the timekeeping system will stop. However, subject to the approval of the Promoter and the Stewards of the Meeting, the length of the race suspension may be added to the remaining time for the race
 - B. Cars will be immediately placed in parc fermé conditions
 - C. Once the order removing cars from parc fermé has been given by the race director, cars may be worked on behind the red flag line or entered the pits, but any such work must not impede the resumption of the race;
 - D. Refuelling is forbidden even if a car was already in the pit entry or pit lane when the signal to suspend the race was given;
 - E. Instructions concerning eventual change of driver will be given by the Race Director and/or Stewards of the Meeting on the Timing Monitors and /or via the team Messaging System
- 40.6 All cars must follow the directions of the marshals.

41 RESUMING A RACE

- 41.1 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; in all cases, at least five minutes warning will be given. Signals will be shown, five minutes, three minutes, one minute and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.
- 41.2 After a red flag and all the cars has become to a complete stop, all cars will be placed in the correct starting order for the restart in the pit-lane.
- 41.3 When the three-minute signal is shown, all cars must have their wheels fitted and on the ground. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race. A drive-through penalty will be imposed for any car who has not their wheels fitted after the three-minute signal.

- 41.4 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.
- 41.5 When the one minute signal is shown, engines will be started and all team personnel must leave the cars by the time the 15-second signal is given, taking all equipment with them.
- 41.6 If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the fast lane, marshals will be instructed to push the car into the working lane. Marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.
- 41.7 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:
- A. all the cars are not yet lined up behind the safety car;
 - B. team personnel are still clearing the pit-lane
 - C. or a further incident occurs necessitating another intervention.
- 41.8 When the green pit exit light is illuminated, the Safety Car will leave the pitlane with all cars following, in the order in which they stopped in the fast lane, no more than 5 car lengths apart.
- 41.9 Overtaking during this lap is permitted only if a car is delayed when leaving the pit lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.
- 41.10 Any driver who is delayed leaving the pit exit line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the pit exit 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.
- 41.11 Either of the penalties under Article 17.7 will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap Article 2.9 of the Appendix H will apply.
- 41.12 If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

42 FINISH

- 42.1 The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed.
- 42.2 Should for any reason (other than under Article 40) 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.
- 42.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- 42.4 After receiving the end-of-race signal, all 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).

- 42.5 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 take the car to the Parc Fermé.

43 PARC FERME

- 43.1 Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials or series responsible. All the cars will be kept in the Parc Fermé until the expiry of the latest protest time limit set out in the Code, and at the discretion of the Panel of the Stewards and/or Race Director.
- 43.2 When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.
- 43.3 The Parc Fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

44 CLASSIFICATION

- 44.1 The car placed first will be the one having covered the greatest distance in the scheduled time. All cars will be classified 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.
- 44.2 If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.
- 44.3 Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.
- 44.4 The official overall classifications will be published on the Official Notice Board and Digital Notice Board (if applicable) 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.

45 PODIUM CEREMONY

- 45.1 The drivers finishing the race in 1st, 2nd and 3rd positions in the Pro-Am and Am categories must attend the prize-giving ceremony on the podium as specified in the detailed timetable of the event and abide by the podium procedure set out in Appendix 4, and immediately thereafter make themselves available for a period of 90 minutes for the purpose of unilateral television interviews and the press conference in the media center.

46 BRIEFING

- 46.1 A briefing by the Race Director will take place. All drivers entered in the Event, and their competitors' appointed representatives, must be present throughout the briefing; any absence may result in disqualification from the race. If the Race Director considers that another briefing is necessary, it will be held at a time and place agreed with the Stewards. The drivers and their competitors' appointed representatives will be informed accordingly.
- 46.2 All Competitors are responsible for the attendance of their drivers at the briefing. Any Competitor or driver absent from the briefing, or being late, will be given a fine of three hundred euros (€300). In the case of a second offence during the Series, the Competitor or driver will be given a five

hundred euro (€500) fine. In the case of a third offence, the driver will not be allowed to start the races making up the Event in question.

47 DISCIPLINE IN THE PITS AND THE PADDOCK

- 47.1 Wherever possible, the organizer must provide a Paddock area that is large enough for all activities related to the Event to be conducted.
- 47.2 A parking area large enough to meet the needs of all Competitors/Teams will be provided on the site at every Event.
- 47.3 The Paddock area is strictly reserved for accredited working vehicles. Private vehicles will not be admitted under any circumstances, excepted at the allocated parking space. Failure to comply with this provision may result in the following fines subsequent for the season:
- A. First offence: Three hundred euros (€300)
 - B. Second offence: Four hundred euros (€400)
 - C. Third offence: Six hundred euros (€600)
- 47.4 Non-accredited personnel are not allowed inside the Pits assigned to Teams during practice or races. Failure to comply with this provision may result in the following fines subsequent for the season:
- A. First offence: Three hundred euros (€300)
 - B. Second offence: Four hundred euros (€400)
 - C. Third offence: Six hundred euros (€600)
- 47.5 All Team members must wear the appropriate pass or credentials when at the circuit in a clearly visible manner at all times during the Event. Failure to comply with this provision may result in the following fines:
- A. First offence: Three hundred euros (€300)
 - B. Second offence: Four hundred euros (€400)
 - C. Third offence: Six hundred euros (€600)

APPENDIX 1: INFORMATION REQUIRED UNDER ARTICLE 11

PART A

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Event.
4. Grade and expiry date of the License of the Circuit
5. Start of the administrative checks and scrutineering on..... (date) at..... (time).
6. Start time of the race.
7. Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.
8. Details of the circuit, which must include:
 - location and how to gain access,
 - length of one lap, direction (clockwise or anti-clockwise),
 - location of the pit exit in relation to the Line.
9. Precise location at the circuit of:
 - Stewards' office,
 - Race Director's office,
 - administrative checks,
 - scrutineering, flat area and weighing,
 - Parc Fermé,
 - drivers' and competitors' briefing,
 - official notice board,
 - winners' press conference.
10. List of any supplementary trophies and special awards.
11. The names of the following officials of the Event, appointed by the ASN:
 - Stewards of the meeting
 - Clerk of the Course,
 - Secretary of the meeting,
 - Chief National Scrutineer,
 - Chief National Medical Officer.
13. Any other specific item :

PART B –

1: Organisation and Management of the Event

2: List of Officials nominated by the Promoter

Race Director

Race Director assistant
Chairman of the Stewards
International Steward
Technical Delegate
Pit Lane Officials
Driver Advisor
Safety Car Driver
Leading Car Driver

3 : Composition of the Sporting Board for the event

4: Appeal, Protest and fines, link to the digital notice board (if applicable) and other Promoter information.

PART C – Detailed timetable

PART D – Event Insurance

APPENDIX 2

MANDATORY EQUIPMENT

DATA LOGGER (ARTICLE 28.3)

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

TIMING TRANSPONDER AND OTHER TIMING EQUIPMENT (ARTICLE 28.2)

All cars must be fitted with a Mylaps DP-I including a working driver-id switch of 4 or 5 positions.

ONBOARD CAMERAS (ARTICLE 17.2)

All cars must be fitted with a Go-Pro camera

APPENDIX 3

The valid Graphical Charter for the 2018 GT4 European Series is always the latest version, which will be distributed to the teams and which will replace the version hereunder.

APPENDIX 4 - PODIUM CEREMONY

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

1. MASTER OF CEREMONIES

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

2. PODIUM**a) ROSTRUM AND DAIS**

The dimensions of the dais must follow those found in the FIA graphic design manual. Trophies must be laid out on a table on one side of the podium. The champagne must be on the table.

b) FLAGS

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

3. ANTHEMS

- a) A suitable sound system should be installed to ensure that national anthems, (initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast.
- b) The champagne shower must not start until the presenter has left the podium.
- c) A commentary of the podium ceremony should be broadcast to the general public from the platform on the podium.

4. TROPHIES

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

- a) Race winning SILVER drivers - PRO/ AM drivers – Race winning AM/AM drivers
- b) Second place SILVER drivers - PRO/ AM drivers – Second place AM/AM drivers
- c) Third place SILVER drivers - PRO/ AM drivers – Third place AM/AM drivers

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

- a) Race winning SILVER drivers - PRO/ AM drivers – Race winning AM/AM drivers
- b) Second place SILVER drivers - PRO/ AM drivers – Second place AM/AM drivers
- c) Third place SILVER drivers - PRO/ AM drivers – Third place AM/AM drivers

5. PRESS ROOM

Immediately after the podium ceremony, the crew that has won must go to the press room for interviews, should this be confirmed in the Event timetable.