

GT4

GT4 South European Series

MAKING HISTORY



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1. FOREWORD

- 1.1. Race Ready (hereafter “the Promoter”), will organize the GT4 South European Series (hereafter “the Series”) reserved for the Series GT4 Grand Touring cars, which is the property of SRO. The Series comprises titles for drivers in the PRO/AM, AM and GTC categories and an overall title for teams.
- 1.2. The Series is governed by the FIA International Sporting Code and its appendices (hereinafter “the Code”), the general prescriptions applicable to International Series, the 2019 Technical Regulations for GT4 Grand Touring Cars, 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 GT4 South European Series 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 GT 4 South European Series 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 categorization of the status of a driver and any associated penalties;
- E. Deliberate on the handicap ballast for pairings.
- F. Deliberate on any questions concerning the attribution of points or the classification of the Series.

2. REGULATIONS

- 2.1. The final text of these GT4 South 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 South European Series Sporting Regulations will come into effect on March 7 2019 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.
- 2.4. While this document is in general written with references in masculine, it should be considered as gender-neutral. All references to “he” can be replaced by “she”, “his” by “her”, etc.

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 GT4 South European Series Technical Regulations and the present Sporting Regulations. Bulletins will be approved by FPAK or the 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 general prescriptions applicable to International Series, the 2019 Technical Regulations for GT4 Grand Touring Cars from here on called "the Technical Regulations", the Sporting Regulations including any approved Bulletins and clarifications, as well as the Appendix 1 to each Competition.
- 4.2. Each competitor must nominate his representative(s) in writing on the entry form. If a nominated representative is unable to be present in person at the Competition he must communicate an alternative representative in writing to the Stewards of the meeting before the end of the administrative checks; cases of "force majeure" will be judged by the Stewards. Throughout the entire duration of the Competition 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, safety and the Technical Regulations throughout the Competition.
- 4.4. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

5. LICENCES

- 5.1. All drivers, competitors and officials participating in the Series must hold current and valid licenses. For drivers, the minimum requirement is a grade D FIA International Driver's License or equivalent International Special Abilities License and where applicable, valid licenses and/or authorizations to compete in the relevant international Competition issued by their ASN. The driver must also be in possession of a current medical certificate of aptitude.
The drivers of the nationality of the country where the competition takes part can participate with a national appropriate grade license from that country.

6. ELIGIBLE CARS

- 6.1. PRO-AM and AM categories competitions are first and foremost reserved for GT4 Grand Touring cars homologated by the RACB for SRO as defined by the applicable Technical Regulations.
- 6.2. The following cars are eligible to compete in the GTC category:
 - Aston Martin Vantage GT4 (*except MY2019)
 - Ginetta G50
 - BMW M3 E92 GT4
 - Porsche 997 GT3 Cup GT4
 - Lotus Evora
 - Chevrolet Corvette C6 GT4
 - Nissan 350Z
 - Ford Mustang FR500 C
 - KTM X-BOW GT4 (MY2008)

The Promoter reserves the right to accept any other car in the GTC category.

In special circumstances, the Promoter reserves the right to accept "Guest" cars, whose Homologation form is temporary or incomplete. These cars and their drivers will not take any points from remaining GT4 homologated drivers.

7. SERIES COMPETITIONS

- 7.1. Each Competition will have the status of a restricted international Competition.
- 7.2. The Series is made up of Competitions consisting of two races of a duration of 50 minutes, except the Nogaro race, that will have 61 minutes. This duration may be reduced at same Competition, which will be communicated in the Appendix 1 to the Competition. Save in exceptional circumstances, each Championship Competition 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 five (5) minutes.
- 7.3. The maximum number of Events with Series Competitions is set at six (6).
- 7.4. The GT4 South European Series will include two categories:
- > Pro-Am
 - > Am
 - > GTC
- 7.5. The definitive list of Competitions 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 Competition formats.
- 7.6. A Competition may be cancelled if fewer than 15 cars are entered, in case of force majeure, or with the agreement of the Hosting ASN, the Parent ASN and the Promoter.
- 7.7. The provisional list of Events with Competitions in the 2019 GT4 South European Series is as follows:
- | | | | |
|---------|---------------------------|-----------|----------|
| Event 1 | 21 st April | Nogaro | France |
| Event 2 | 16 th June | Jarama | Spain |
| Event 3 | 31 st August | Barcelona | Spain |
| Event 4 | 27 th October | Algarve | Portugal |
| Event 5 | 24 th November | Estoril | Portugal |

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 two or more laps but less than 75% of the original race distance (or time), on condition that at least one full lap has been completed by the leader with no safety car or full course yellow procedure in operation;
 - 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).

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

- 8.3. From the fourth Event onwards, any driver or team not having previously participated in a GT4 South European Series Competition in 2019 will not score any points and will be considered invisible in terms of points attribution.
- 8.4. After the last Event on the annual calendar, the GT4 South European Series Drivers' trophy winning titles will be awarded in the Pro-Am, Am and GTC and categories to the driver(s) who have scored the highest number of points, by taking into account all the races in the GT4 South European Series that have taken place.
- 8.5. After the last Event on the annual calendar, the **GT4 South European Series Team trophy** winning title will be awarded to the eligible team according to the results of all races counting towards the GT4 South European Series. For the Team trophy, a Team will be defined by the Competitor license with which it is entered in the Competition (independent of the commercial team name). Only 2 cars can be considered as forming the same Team for the Team trophy. If more than 2 cars are entered under the same Competitor license, the Competitor has to nominate the car numbers eligible to score points for the Team trophy at the latest during the Administrative checks at each Event. Failure to do so will default the eligibility to score points for the Team trophy to the 2 cars with the lowest car numbers, number 1 being the lowest in this context (see Article 23.1). For the Team title, only the highest-finishing car per Team will score points, and all other cars entered by that team will be invisible as far as scoring points are concerned.

A car scores points depending on the category it is entered in (Pro-Am or Am).

The number of points awarded in each category is dependent on the number of Teams participating in that class, in line with following table:

Number of teams in category:	>5	5	4	3	2	1
1 st	25 points	18 points	15 points	12 points	10 points	8 points
2 nd	18 points	15 points	12 points	10 points	8 points	N.A.
3 rd	15 points	12 points	10 points	8 points	NA	N.A.
4 th	12 points	10 points	8 points	N.A.	NA	N.A.
5 th	10 points	8 points	NA	N.A.	NA	N.A.
6 th	8 points	N.A.	NA	N.A.	NA	N.A.
7 th	6 points	N.A.	NA	N.A.	NA	N.A.
8 th	4 points	N.A.	NA	N.A.	NA	N.A.
9 th	2 points	N.A.	NA	N.A.	NA	N.A.
10 th	1 point	N.A.	NA	N.A.	NA	N.A.

Since only 1 car per team can score points, only the highest ranked car in its respective category will be counted; the other car (possibly in another category) will become invisible for the assignment of Team points. If the 2 cars of the same Team are eligible for the same amount of points in 2 different categories, the car ranked highest in the overall result will be counted and the other will become invisible.

- 8.6. Additional trophies for female drivers, for manufacturers and for rookie drivers may also be organized.
- 8.7. If two or more drivers or Teams 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 driver (for the Driver's trophy) or the Team (for the Team's trophy) who ranked best in the last race will be ranked the highest of the two in the season results;
 - E. Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.

9. ORGANISER

- 9.1. An application to promote a Competition must be made to the ASN of the country in which the Competition is to take place, which will apply to the Parent ASN together with the Promoter.

10. ORGANISATION OF COMPETITIONS

10.1. Each organizer via its ASN shall supply the information set out in Appendix 1 of the present regulations to the Promoter no later than 30 days before the Competition.

11. OFFICIALS

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

- A Race Director
- A Series Scrutineer
- A Chairman of the Stewards
- A Chief Timekeeper (optional).
- A minimum of one Pit-lane official (optional).
- A Driver Advisor (optional).
- Safety Car and Leading Car drivers (optional)

Note: The Driver Advisor is an experienced racing driver, with no connection of dependency with any manufacturer, make of car or competitor entered in the Championship. His role is to assist and advise the Stewards of the Meeting and/or the Race Director in their decisions by providing advice on all questions pertaining to motor sport in general and to the behavior of the drivers and competitors on the track in particular. The Advisor may attend the meetings of the Stewards of the Meeting but without the right to vote.

11.2. Other officials designated by the ASN concerned:

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

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 Course Yellow procedure)

11.4. The Clerk of the Course or his assigned deputy must be permanently in race control and in radio or phone contact with all the marshals' posts during all GT4 South 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 Competition.

- 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 South European Series must be categorized by the FIA. Drivers who are not categorized must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Competition 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 Categorization List and the application form can be found on the FIA website.

All decisions concerning the categorizations are taken under the authority of the FIA Drivers Categorization Committee.

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

The GT4 South Sporting Committee retains the right to give provisional categorizations to drivers who are not categorized at the start of the Event or to make any amendments to the FIA Categorization of any driver according to the criteria of the GT4 South European Series. Any drivers given a temporary categorization 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 South Sporting Committee. Any provisional categorizations will not constitute an FIA categorization.

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

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

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

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

- Bronze-Bronze
- One Bronze driver competing alone
- Bronze - Silver with a ballast of 1.5% of the car's homologated weight.

- 12.4 The GT4 South Sporting Committee reserves the right to amend the ballast figures at any time before or during any Competition.

13. ENTRY CONDITIONS

- 13.1. Full-season and race-by-race applications are accepted.

- 13.2. Race-by-race applicants (valid for both teams and drivers) can only score points in the Competitions of the final two competitions if they have already been entered in at least one of the first four Events of the GT4 South European Series Competitions.

- 13.3. Entry Forms to enter the GT4 South European Series on either a full season or race-by-race basis can be downloaded of the website www.gt4south.com.

- 13.4. 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 Competition.

Applications must be sent to SRO Motorsports Group no later than 2 weeks before any Event mentioned in article 7.7 at the following address:

Race Ready Lda.
Estrada Paço de Arcos nº 66
2735-336 Cacém
Portugal

E-mail: coodenador@raceready.pt and GT4@raceready.pt
Phone: (+351) 210920650

BIC: BCOMPTPL
IBAN: PT50 0033 0000 45349218356 05

Season Entry Fee: 5 rounds - € 14.950 +VAT (deadline March 30th 2019)

Single Race Entry Fee:

Jarama, Algarve, Estoril - €3.100 + VAT

Nogaro and Barcelona rounds - €4.000 + VAT

Single-Race-Entry fee payment to be paid 10 days prior before each Event.

The application shall include:

Confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Series, to observe them;

- A. The name of the competitor (as it appears on the license);
- B. The name of the official team representative, authorized to sign on behalf of the team;
- C. A copy of the competitor's license issued by the ASN;
- D. The make and model of the competing car(s);
- E. The category in which the car will compete;
- F. The name of the driver(s);
- G. The commercial name the team wishes to use;
- H. ***APPLICABLE FOR FULL SEASON ENTRIES:** an undertaking by the applicant to participate in every Competition with the number of cars entered;
- I. The full payment of the entry fees.

- 13.5. All competitors whose applications are accepted for the GT4 South European Series undertake to participate in every Competition entered with the number of cars and drivers entered. Any possible failure to compete must be notified in writing to the Promoter of the GT4 South European Series. Any possible failure to compete must be duly explained and justified.
- 13.6. All entries must be confirmed two weeks before each Competition, 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 article 12 of these Sporting Regulations.
- 13.7. Driver changes are permitted. Unless there is a case of force majeure, as adjudged by the Promoter, a change is allowed no later than 48 hours before the opening of the Signing on for the Competition in which the driver will be changed. Every change of driver during the season will incur the payment of an extra entry fee of €100.

- 13.8. Each driver/competitor whose application for the GT4 South 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 FIA International Sporting Code and its appendices as well as all contracts and binding agreements which are applicable to the 2019 GT4 South European Series. The competitor declares to have read and understood the Code and its appendices.
- 13.9. Applications will only be accepted after prior settlement of all debts with Race Ready and SRO Motorsports Group and its partners by the competitor or driver.
- 13.10. If a competitor does not respect the registration deadlines as detailed in article 13.4 and 13.6 the Promoter can, at its sole discretion, declare null and void the registration request. In 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 honor them both in letter and in spirit.
- 13.11. Unless duly authorized to do 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. 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.
- 14.2 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 subsequent for the season:
- First offence: Three hundred euros (€300)
 - Second offence: Four hundred euros (€400)
 - Third offence: Six hundred euros (€600)

15. INSURANCE

- 15.1. The organizer of an Event must ensure that all competitors, their personnel and their 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. This insurance certificate, written in the language of the country as well as in English, shall be made 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 Competition.
- 15.4. Drivers taking part in the Competition are not third parties with respect to one another.

16. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 16.1. In exceptional circumstances, the Stewards and/or Race Director may give instructions to competitors by means of special Information Notes in accordance with the Code. These Information Notes will be published on the official noticeboard and will be distributed to all the competitors, who must acknowledge receipt. The signature of the Competitor or his designated representative is mandatory.
- 16.2. The timing monitors are also considered as an official noticeboard (if the facilities on the circuit so permit).
- 16.3. All classifications, starting grids and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board and on the digital notice board if applicable.
- 16.4. Any decision or communication concerning a competitor should be given to him as soon as possible and receipt must be acknowledged.
- 16.5. The Balance of Performance for a Competition will be communicated a minimum of 5 (five) days before the Competition. However, the SRO GT4 Permanent Bureau reserves the right to amend this at any point before or during the Competition.
- 16.6. 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.
 - H. Caused a pit lane infringement.
- 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. In view of the camera must be a brake light that is repeated on the dashboard. The data from the onboard camera system may be used by the stewards, race director, or promoter to investigate incidents. All data from onboard camera system(s) is/are property of the promoter and will be returned to the team after the Event.
- 17.3. The onboard 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 (cumulative over the season):
 - First offence: Three hundred euros (€300)
 - Second offence: Six hundred euros (€600)
 - Third offence: Disqualification from the Competition

- 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 session has finished, he must not leave the circuit without the consent of the Stewards and/or Race Director. This implies that in any case, no driver may leave the track until 30 minutes after each session, except for medical reasons.
- 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.

Penalties F and G above can only be imposed by the Stewards.

However, should the penalties A or B above be imposed during the last five minutes or after the end of a race, and the car was not able to execute the penalty before the end of the 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 Competition.

- 17.7.1 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 make sure that it is also displayed on the timing monitors.
From the time the decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane 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 committed to entering the pits for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car or a Full Course Yellow procedure has been deployed. The number of times the driver crosses the Line behind the Safety Car or during a Full Course Yellow procedure will be added to the maximum number of times he may cross the Line on the track.
Whilst a car is stationary in the pit lane as a result of incurring a time penalty, it may not be worked on.
However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 32.13. 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 or Race Director.

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

17.8 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 lanes 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 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). The number of Behaviour Warning Points awarded will be kept in a log by the Stewards of the Meeting. Behaviour Warning Points can be accumulated automatically according to abovementioned scale, or can be awarded to the driver as a separate penalty for any infringement of the Regulations.

The number of BWP will be calculated per driver:

- A driver with 3 points will receive a 5-place grid drop for the next race in which he is starting;
- A driver with 4 points will receive a 10-place grid drop for the next race in which he is starting;
- A driver with 5 points or more will receive a minimum of a drive-through penalty, to be applied at the next race (this means: drive-through to be performed when the specific driver is on board the car).

After these penalties have been served, 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 Series Event that the driver takes part in.

For each Series Event that a driver participates in but gains no additional penalty points in the Competitions of that Event, two points will be deducted. For the sake of clarity, in this article, a driver is considered to “participate” if he starts at least one lap in a Series Competition during the Event.

Negative scores will not be taken into account.

18. PROTESTS AND APPEALS

- 18.1 Protests shall be made in accordance with the FIA International Sporting Code and must be accompanied by the required fee (€500/five hundred Euros) in cash.

- 18.2 Competitors shall have the right to appeal against a decision pronounced by the Stewards (with the exception of what is covered by Article 18.3) by observing the form and the deadlines laid down in the FIA International Sporting Code. The amount of the appeal fee is € 2500 (two thousand five hundred euros). The appeal will be heard by FPAK.
- 18.3 Appeals may not be made against decisions (either the determination of breach or the consequent penalty imposed) concerning the following penalties:
- “Drive through” penalties;
 - “Stop & Go” penalties;
 - Penalties implying the cancellation of a number of qualifying laps being applied by the Stewards or the Race Director during/ or at the end of a qualifying session;
 - Penalties implying a drop of positions at the starting grid;
 - Time penalties added to the whole race time.

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 17.7. 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. Disciplinary sanctions:
The occurrence of any incident in the Paddock, pit lane 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 Race Ready or 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 entire Competition. The Team will be held responsible for the actions of the persons within their entourage and may be penalized accordingly.
- 19.4. As authorized by FPAK further to Article 12.7.3 of the International Sporting Code, 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 Race Ready, or his representative, which shall remain the sole beneficiary. Race Ready will donate this financial penalty to an association or foundation.

20. CHANGES OF DRIVER

- 20.1. Throughout each Competition, no more than two drivers may drive one and the same car. A driver may only be nominated to drive one car.
- 20.2. Any modification to the composition of the drivers taking part in the Competition during 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 Competition, who may impose any restrictions, conditions or penalties as they see fit.

- 20.3. For each Competition a reference time for the obligatory pit stop(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 a time for the driver change. This total time will be published in a Bulletin by the Stewards of the Meeting or in the briefing notes issued by the race director. 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 minute 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 Competition, the mandatory pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 30th minute 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).
 - C. During a Safety Car period or during a race suspension is not allow to do the mandatory pit stop.
 - D. If during the mandatory pit stop the safety car is acting or the race is suspended, it will be decision of the Race Director or Clerk of the Course to extend this window, regardless the “window” is finish or not during its intervention. This extension will last 5 minutes or 10 minutes depending on the number of entries or of the race circumstances. This extension will be communicated through the timing screens or, failing that, by means of a display board with 5 or 10.
- 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. A car may only leave its working area when it is ready to re-join 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 duly accepted by the Race Director or the Stewards.
- 20.8. The following penalties can be applied if there is a breach of the Article 20-during the race
- 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 20.7): Drive-Through penalty.
 - D. Start of the obligatory pit stop outside the-pit window 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. The number of cars allowed on track will be published in the Supplementary Regulations for each Event.

23. RACE NUMBERS AND NAME OF CAR

- 23.1. Each car will carry the race number allocated by the promoter. Race numbers must be an integer between 1 and 999. Race numbers will be unique within the GT4 South European Series season and may not be reused by another team. The number 1 will be reserved in priority for the winning overall team from the previous season. Should this team not request the number 1, the promoter may allocate it to another team. Race numbers and advertising on the cars must be in conformity with the drawings given in the Appendix 3 to the GT4 South European Series 2019 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).
- 23.3. All competitors must abide by the guidelines set down in terms of sponsorship from series partners regarding team workshop structure in the paddock or pit garage, car livery, team and driver overalls. The Promoter reserves space on the cars and overalls of all competitors (See Appendix 3). In particular, no sponsorship from brands directly competing with GT4 South European Series Sponsors are allowed.
- 23.4. Each team must sign the Team Commercial agreement in two copies and return them to the Promoter before the start of the first Competition they attend at the latest. Failure to sign the Agreement may be reported to the Stewards of the Meeting and the team in question may be refused permission to take part in the Competition.
- 23.5. Teams entered under different licenses must use different commercial team names. Cars entered under different licenses must have different liveries. Within any team, cars must have easily distinguishable features (according to the appreciation of Promoter and Race Director).

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 Competition, local organizer will check the licenses of all teams and drivers. All drivers must have authorization from their ASN to compete in the relevant Competition abroad. Any driver or team failing to complete their administrative checks during the allocated time will be reported to the Stewards of the Meeting. The organizer will ensure that he has in his possession a copy of all the licenses of the drivers and competitors taking part in the Competition. Teams and Drivers who are not in compliance will not be allowed to take part in the Competition.
- 24.3. The list of competitors, drivers and cars allowed to take part in the Competition will be published after the administrative checks and official scrutineering and before the start of the Free Practice Session. Teams and Drivers who are not in compliance with Article 24.1 and 24.2 will not be listed.

- 24.4. No competitor, driver or other person concerned with an automobile can be required to sign any waiver or other document unless the requirement is explicitly stated in the regulations.
- 24.5. 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 a Competition in accordance with the Event's timetable. If a detailed timetable per Competitor and/or Driver is provided, it must be adhered to. Changes to such a detailed timetable can only be requested in writing at least 2 hours before the start of the first Signing On time and must be approved by the Promotor. No competitor/driver will be authorized to participate in official practices without having successfully passed the Signing On procedure.
- 24.6. Unless duly authorized to do 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 Competition.
- 25.2. Each competitor must have all documents relating to his car, available for inspection at any time during the Competition. Each car must bear identification stickers clearly visible from the rear and from each side of the car.
- 25.3. Competitors must present a technical passport (with first pages completed and pictures added) and homologation form for each of their cars entered in the Competition. The technical passport will be established the first time a car is presented for scrutineering.
- 25.4. 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 complying with Article 26.1.
- 25.5. The weight of the car and other car specific information (number of seals, restrictor diameter, ride height), that will be written in the technical passport, are under the sole and entire responsibility of the competitor. It is always up to the competitor to provide, at any time during the Event, proof that his car and equipment are in conformity with the regulations and the current BOP decisions.

- 25.6. All drivers' equipment (clothes, underwear, helmet and the FIA-approved Frontal Head Restraint FHR-system) must comply with CHAPTER III of Appendix L to the Code. All drivers competing in the GT4 South European Series must pass scrutineering for equipment the first time any driver takes part in a Competition of the series as well whenever there is a change of any of the items, which have already been checked. The driver does not need to be present when his equipment is presented. Drivers may be requested to present any or all equipment to the ASN at any time during any Competition.
- 25.7. Drivers may be requested to present any or all equipment to the promotor at any time during any Event to check for conformity to article 25.6.
- 25.8. Full season drivers and drivers who participate for more than one Competition must make sure that the official series and sponsor patches provided by the promotor are stitched or embroidered on the drivers' and mechanics' overalls in respect of the FIA safety rules. Any breach of this Article may lead to sanctions imposed by the Stewards. Drivers who only participate for one Event must make sure that they visually comply with the Graphical Charter in Appendix 3 but may do so with temporary fixations. Any permanently fixed logos on the equipment of single Event participants that are in conflict with the GT4 South European Series partners must be covered during the Competition.
- 25.9. No car and no driver may take part in the Competition until they have been passed by the Scrutineers.
- 25.10. 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.
- The Stewards may request the Technical Delegate (or Scrutineers with delegated authority) to carry out any checks they feel necessary to verify compliance of cars entered in a Competition in relation to eligibility or safety at any time until the conclusion of the relevant Event.
- 25.11. Any breaking of a seal during the Event must be requested in writing and approved by the technical delegate.
- 25.12. 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.
- 25.13. 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 (except as foreseen in Article 42.5), 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 Fermé as quickly as possible will be disqualified from the results of the race and/or qualifying session.
- 25.14. The data logger may be read and checked at any time during the Competition further to a decision by the Race Director, Stewards and/or Scrutineers. For this purpose, competitors are responsible for saving a copy of all the data from a Competition without modifying, deleting or altering them until two hours after the last race of the Competition of the specific Competition.

- 25.15. The Race Director may require that any car involved in an accident be stopped and checked.
- 25.16. The Stewards will publish the scrutineers' findings each time cars are checked during the Competition. These publications will not include any specific figures except when a car is found to be in breach of the Technical Regulations.
- 25.17. Should a car be not in conformity with its SRO/RACB GT4 Homologation form and/or the applicable Balance of Performance, it could be disqualified from the Competition or part of the Competition.
- 25.18. If the Stewards are satisfied that any competitor or manufacturer has provided information which was misleading or has inappropriately influenced the BOP process or where a competitor's or manufacturers subsequent performance is higher than the expected result, they may impose sanctions or penalties before, during or after a Competition.
- 25.19. During the Event, it is forbidden to replace the following parts on pain of a penalty from the Stewards of the Meeting:
- the engine, i.e. the turbo(s), the cylinder head(s), cylinder head cover(s), oil pan and engine block, parts that may be attached by means of seals,
 - the chassis or the monocoque structure.
- The minimum penalty for a declared change will be a 10-position grid drop (for a turbo change) with the maximum penalty for changing one of the items above being a pit lane start. Penalties may be accumulative for changes of multiple items. The penalty for an undeclared change of an item listed above may go as far as disqualification from the Competition.

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 Competition of the Series.
- 26.4. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. Modification to marking, reference, information written on the tyre or any traceability means is forbidden. This includes the barcode, manufacturer serial number, type of tyre, dimensions and any other relevant items.
- 26.5. Teams must adhere to the limits detailed in the technical booklet issued by Pirelli and received from the Promoter before the first official Competition, as well as to any other Technical Bulletins received during the season. Any failure to do so may be penalised by the Stewards of the Meeting.
- 26.6. Teams and drivers are required to sign the acknowledgement of risks form issued by Pirelli before the first time they compete in the Series.
- 26.7. 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.

- 26.8. A used tyre is a tyre that has been registered for a car at a Competition during a previous Event with the same car number. For race-by-race Competitors “a previous Event” is considered to be any previous Competition of the 2019 GT4 South European Series in which the car was entered. Used tyres must be presented to the tyre manufacturer for safety checking and re-registration following the process defined by the Promoter and the Tyre Manufacturer. This presentation of used tyres to Pirelli must be done before any new tyres for the Competition are fitted. Pirelli maintains a list of the tyres which have been recorded during the season.
- 26.9. A set of tyres consists of two front and two rear tyres.
- 26.10. 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.
- 26.11. Only tyres with no tread pattern are accepted as dry-weather tyres.
- 26.12. Wet-weather tyres may only be used after the track has been declared wet by the Race Director for the session (free practice, qualifying or race). These wet-weather tyres will not be registered. During the race, in case of a tyre-type change (dry-weather to wet-weather 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. There is no mandatory stop time in case of a tyre change of the same compound (dry to dry or wet to wet).
- 26.13. The times for registration will be given in the detailed timetables appended to the Supplementary Regulations of the Competition.
- 26.14. Tyre limitation for dry-weather tyres:
- a) For cars taking part in their first Competition of the GT4 South Europe Series season: a minimum of two (2) and a maximum of three (3) sets of new tyres may be registered. Only one new set can be registered for Free Practice and the remaining new set(s) must be registered for Qualifying and the Races. Used tyres from the official 2019 Test Day can be registered for Free Practice only. No other used tyres (for example from a previous season or other GT4 Series) can be used.
 - b) For returning cars a minimum of one (1) and a maximum of two (2) sets of new tyres may be registered for use during qualifying and races.
 - c) Used tyres (see Article 26.8), registered at a previous round of the 2019 GT4 South European Series may be used in free practice only.
- 26.15. The control of the tyres will be carried out according to a process defined by the Promoter.
- 26.16. The outer sidewall of all tyres which are to be used at a Competition will be marked with a unique identification which has to remain visible and readable during the entire Competition.
- 26.17. 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.
- 26.18. Markings of tyres made by the competitors may only be of a white colour.
- 26.19. The use of tyre heating systems is forbidden.

- 26.20. In addition to those permitted within the limitations regarding new dry-weather tyres set out above, each car entered in the Series on a full-season basis has an allocation of two joker tyres per season to be used for replacement of qualifying and/or race tyres that have been damaged or are otherwise unusable. The Joker tyres are only applicable for the dry-weather tyre type.
- 26.21. A joker tyre will only be issued after confirmation from the Technical delegate who will check together with the Pirelli nominated tyre engineer. After confirmation from both Technical delegate and Pirelli the Stewards will issue a confirmation to replace this tyre by a joker tyre. The use of a joker tyre may only then be authorized. 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.
- 26.22. Race-by-race entrants will be allocated one joker tyre per Competition entered, up to a maximum of two joker tyres per season for the same car.
- 26.23. If, during the race, a defective tyre has to be changed, this can be done outside the restriction set out in Article 26.14 in which case it will be considered as a use of joker tyre as described in Articles 26.20 and 26.21. This change must be notified before the end of the race 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.
- 26.24. 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.
- 26.25. Change of Chassis & Car Number
- Should a car change race number during the season but remain with the same Competitor, the used tyres will be transferred to the new race number.
 - Should a Competitor change the model of car during the season so that the used tyres are no longer suitable, then the car will be treated as a new competitor in terms of tyres. However, if the competitor then reverts to the old model, the previously used tyres must be used.
 - Should a car be transferred between Competitors, the new Competitor may choose either to retain the used tyres or to be considered as a new Competitor.
 - Should the complete driver line-up of an existing car be replaced by (a) new driver(s) who has (have) not already participated in the current season, then the Competitor may choose either to retain the used tyres or to be considered as a new Competitor.

27. WEIGHING

- 27.1. The average weight of the drivers in any car competing in the Series must be at least 85 kilograms. Should the average weight of the drivers in any specific car be less than 85 kg, the car will be expected to carry Driver Ballast to compensate. The following procedure will be followed:
- A. Each Competitor must declare the weight of his drivers, including their equipment such as overalls, underwear, gloves, helmets and HANS, at the time of the administrative checks.
 - B. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W).
 - C. If $W < 85$, then the Driver Ballast to be carried by the car will be $85 - W$.
 - D. The Driver Ballast must be installed in the ballast box and sealed before Free Practice 1.

- E. The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the Event. Any anomalies will be reported to the Stewards of the Meeting. Penalties may go as far as cancellation of times in Qualifying or Disqualification from the race.
 - F. The Driver Ballast is not included in the minimum BOP weight of the car.
- 27.2. The weight of any car may be checked at any time during the Event. The SROGT4 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 weigh 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. Live Onboard Video: Clean video without Telemetry (such as GPS, Engine Data or G-sensors) are allowed with the approval from the promoter and the Technical Delegate;

Specifically forbidden are:

- Any electromagnetic radiation between 2.0 and 2.7 GHz, save with written consent of the Promoter;
- GPS and other Telemetry from car to pit or pit to car.

- 28.2. **IMPORTANT:** no item, installation or antenna is permitted which may interfere at any time with the official car data logger, timing, radio and/or TV systems.

28.3. Each driver must use the driver timing transponder and any other timing equipment specified by the promoter throughout the Competition. 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 equipment must be notified to the Race Director immediately.

Failure to use the equipment correctly (including not correctly setting the driver ID) may result in a penalty according to the following scale.

Fines will be awarded according to the following provision (per team over the season):

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

28.4. A data-logger with additional sensors, approved by the Promoter, must be installed in all cars at all Competitions. 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 Competition. 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.

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

Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, may be penalised by the Race Director or the Stewards throughout the event.

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 of the pit lane.

29.7. The organizer must make at least two fire extinguishers of 5kg capacity available at each such pit and ensure they work properly.

29.8. Save as specifically authorized 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 authorized 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 a Competition, 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 32.13.
- 29.12. Drivers taking part in practice and the race must always wear the equipment as specified in Article 25.6.
- 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 Competition, 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.
Teams will be notified of such a test by the Stewards of the Meeting and must be available at the stated time.
- 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 a Competition.

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

- A. First offence:
 - > In case the speed is over 60 kph Driver receives 2 Behaviour Warning Points (see 17.10).
- B. Second offence:
 - > Fastest qualifying time deleted.
- C. Third offence:
 - > Fastest three qualifying times deleted.
- D. Fourth offence:
 - > Fifty euro (€50,00) fine for each kph over 50 kph
 - > All qualifying times deleted

During the race Drive Through Penalty will apply.

- 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 car are allowed in the signaling area during practice and the race. People under 16 years of age are not allowed in the pit area except during organized pit walks.
- 29.19. Animals, except those which may have been expressly authorized 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 driver concerned from the Competition.
- 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. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. Overtaking is strictly forbidden under such circumstances. As for double waved yellows during free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).

Any breach of this rule during the free practice and qualifying sessions for a Competition 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 an incident that does not require the practice to be stopped, when the Race Director deems necessary, he will declare the session under "Full Course Yellow". The following procedure will be applied:
- > The Race Director will post on the information line of the timing monitors "Full Course Yellow".
 - > Flag Marshals will waive the yellow flag over the totality of the Flag Marshals' posts along the circuit.
 - > The maximum speed during the Full Course Yellow procedure will be **80 km/h**.
 - > Any lap times registered after being given the "Full Course Yellow" sign, will not be taken in consideration.
 - > 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.
 - > The end of procedure and the return to normal will be announced as follows:
 - o On the information line of the timing monitors.
 - o Flag Marshals will wave a green flag for one lap.
 - o From the moment when the green flags will be waved, at the end of the neutralization under "Full Course 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 re-joining the track. Any breach of this rule during races will result in the issuing of a drive-through penalty.
- 29.25. If a driver has serious mechanical difficulties during any session, he must leave the track or return to his working area as soon as it is safe to do so. At no time may a car be driven unnecessarily slowly, erratically or in a manner that could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

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 with seatbelts fastened, 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.

31. FUEL AND REFUELING

- 31.1. Throughout the duration of the Competition, 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.
- 31.2. Refuelling is not allowed during the sessions. Refuelling is also not allowed in the break between Qualifying 1 and Qualifying 2.

32. ASSISTANCE IN THE PIT LANE

During all pit stops no more than three (3) persons may work on the car. The car controller may only oversee the operation. The car controller may not touch the car, the drivers or the replacement parts

- 32.1. No work can be carried out on the car and no change of driver can take place until the car has come to a complete stop at its designated working area and its engine is switched off.
- 32.2. Except when work is being carried out on the car, all personnel must remain behind the line designating the start of the working lane or on the pit wall. Only the car controller ("lollipop man") and the replacing driver (not the possible helping mechanic as stated in article 32.6) are allowed in the pit lane a maximum of one lap before the pit stop of the car.

- 32.3. Should a car overshoot its designated stopping area, it must be pushed back to its location using the working lane by the mechanics and not hindering other competitors, under supervision of the marshals with yellow flags.
- 32.4. No operation may be carried out on the car in the pit lane by more than three (3) mechanics.
- 32.5. A car controller (the 4th member), may oversee the work of the mechanics. He may walk around the car, but must not touch the car, the drivers or the replacement parts in any way and may only make visual checks.
- 32.6. During a mandatory pit stop during the race, 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 authorized to be in the working zone may help the drivers during the driver change operation.
- 32.7. A maximum of one air gun for central locked wheels or two electric or air guns for wheels locked by nuts and bolts may be in the working zone at any time. The use of a torque wrench is allowed.
- 32.8. The Series official tyre technicians wearing the appropriate credentials are not considered as mechanics.
- 32.9. Except when work is carried out on a car, all personnel must remain inside the pit or on the pit wall for authorized team personnel.
- 32.10. All other team members standing in the working area ("working lane", Article 30.2) delimited by a red, 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 persons authorized above.
- 32.11. Replenishment of lubricant and various fluids, without fuel, is allowed during the free and qualifying practice and race.
- 32.12. Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refueling may result in the disqualification of the car and driver(s) concerned from the Competition. The organiser must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.
- 32.13. 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. Other than for tuning or regulating, 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.
- 32.14. No personnel may hold panels standing in the fast lane, or stand behind stationary panels in the working lane. Team personnel may use lollipops to indicate to the cars from the working zone or the pit wall without hindering any other competitor.

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 Competition 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 recognized 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. Cars on track have priority on those leaving the pit lane.
- 33.4. 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 Competition is forbidden as from 7 days before the beginning of that Competition and until the date scheduled for that Competition. Participation in Competitions counting towards other Championships or Series is not considered as private testing, nor is participation in track days organised by the organization.
- 33.5. There will be two free practice sessions of minimum 45 minutes and maximum 50 minutes. There will be no Parc Fermé after the free practices sessions unless requested by the Race Director or Technical Delegate.
- 33.6. 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-categorized driver, Driver 2 will be the higher categorized driver. This order may be reversed by the Appendix 1 of the Competition 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 at least 30 minutes before the start of the free practice sessions. If the team fails to do so before the given deadline, the driving order decided by the Promotor will be mandatory for the rest of the Event.

- 33.7 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.
- 33.8 There will be a minimum 5-minute break between Qualifying session 1 and Qualifying session 2. Directly after Qualifying session 1 is finished the break will begin. Qualifying session 2 will start when the green light is switched on. The exact start time of Qualifying session 2 will be announced on the timing monitors. During the break all cars will be considered to be under Parc Fermé rules and no work may be done on the cars except for change of driver and tyres. No refueling 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.
- 33.9 In case 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.

- 33.10 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.
- 33.11 The Race Director or the Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow 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.
- 33.12 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.
- 33.13 Should one or more sessions be thus interrupted, neither protest nor appeal can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
- 33.14 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.
- 33.15 If any driver causes the qualifying session to be stopped (red flag) or neutralized under "Full Course 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.
- 33.16 In the case of an incident involving more than one car, if the Stewards or Race Director observe that some of the drivers are not directly responsible of the incident, then they may decide not to penalize him/them.
- 33.17 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.
- 33.18 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 sets a best lap time under a red flag in qualifying, then all lap times of this driver will be deleted. More penalties can be decided by the stewards.

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 35.3. 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 to this rule, grid position penalties will be applied to the concerned drivers following the order in which the penalty decisions were issued.

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 this Starting Line after the start.

37.4. 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 until the three-minute signal.
- When the three-minute signal is shown, no more work can be performed on the car. For the avoidance of doubt: checking and/or changing tyre pressures will be considered as work on the car and is therefore no longer allowed as from the three-minute signal. All cars must have their wheels fitted. After this three-minute signal, wheels may only be removed in the pits, except under Article 37.17. Any car that does not have all its wheels fully fitted at or that is worked on after the three-minute signal will be sanctioned with a drive through penalty. Everybody except drivers, officials and maximum one (1) team technical staff must leave the grid.
- When the one-minute signal is shown, engines must be started and the last mechanic 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 organizer’s official car leading, maintaining their starting order. During this lap, the formation must be kept as tight as possible.
- The starting procedure of a Competition may be modified by the Appendix 1 or by Bulletin from the Stewards.

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 whiteline one meter in front of pole position.

37.6. Any driver who is unable to start the formation lap must indicate this to the marshals.

37.7. Minimum a drive-through 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.

37.8 When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track.

37.9 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.

- 37.10 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.
- 37.11 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.
- 37.12 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. Race timing will commence at the point that the race start signal is given. Should an additional formation lap be carried out, Article 37.14 will apply.
- 37.13 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.
- 37.14 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.
- 37.15 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 timing line for the first time.
- 37.16 A drive through penalty will be imposed for a false start.
- 37.17 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 South European Series joins another Series with a different starting procedure.
- 37.18 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 any penalty up to and including the disqualification of the car and drivers concerned from the Competition.

37.19 Except in accordance with article 7.2:

Race 1: 50 minutes - Rolling start (pole position: see Supplementary Regulations)

Race 2: 50 minutes - Rolling start (pole position: see Supplementary Regulations)

38. THE RACE

38.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 40).

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

38.3 The driver may only rejoin the race under their car's own power.

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

39 SAFETY CAR

39.1 Refer to Article 2.10 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 a single line.

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 in 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 in the fast lane, 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

40.6 All cars must follow the marshals' instructions.

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 When all cars have come to a complete stop in the pit lane after a red flag, all cars will be placed in the correct starting order for the restart.
- 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 during a further suspension of the race or during the course of a pit stop after the race has been resumed. A drive-through penalty will be imposed for any car whose wheels were not fully fitted and on the ground at 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 pit lane after one lap unless all cars are not yet lined up behind it, or the Safety Car may continue until the Race Director decides it is safe to resume the race.
- 41.8 When the green pit exit light is illuminated, the Safety Car will leave the pit lane with all cars following, in the correct restart order, 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 correct restart order.
- 41.10 Any driver who is delayed leaving the pit 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 pit lane.
- 41.11 A minimum of a drive-through penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap Article 2.10 of the Appendix H of the International Sporting Code 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. In case the leading car is stopped in the final lap but was more than one full lap ahead of the next best placed car at the previous crossing of the line, the chequered flag will be shown as soon as this next best placed car crosses the line.
- 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 the series Technical Delegate. All the cars will be kept in the Parc Fermé until at least 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. For the purposes of this article only, the scheduled time means the period from race start up to and including the showing of the chequered flag in accordance with Article 42.1. 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 Car 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 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, Am and GTC categories must attend the prize-giving ceremony on the podium as specified in the detailed timetable of the Competition 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 at the latest on the day of the Free Practice. The location of this Briefing will be specified in Appendix 1 of the Competition.
- 46.2 All drivers entered in the Competition, and their competitors' appointed representatives, must be present throughout the briefing; any absence may result in disqualification from the race. Any driver unable to attend must inform the Stewards of the Meeting in writing and/or via the Team Messaging system latest 30 minutes before the communicated start of the briefing. The Stewards will decide on any possible consequence for the driver.
- 46.3 In any case, no driver may join the track during a Competition without having received a briefing from the Race Director. Any driver who was not present at the briefing must request a personal briefing from the Race Director who will provide this as soon as the time schedule allows it.
- 46.4 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.
- 46.5 All Competitors are responsible for the attendance of their drivers at the briefing. Except for force majeure, any absence may result in a penalty from the Stewards according to the following scale throughout this season:
- First offence: A fine of three hundred euros (€300);
 - Second offence: Five hundred euro (€500) fine.
 - Third offence: The driver will not be allowed to start the races making up the Competition 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 Competition 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:

- First offence: Three hundred euros (€300)
- Second offence: Four hundred euros (€400)
- Third offence: Six hundred euros (€600)

APPENDIX 1: INFORMATION REQUIRED UNDER ARTICLE 10

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 Competition	
4. Grade and expiry date of the License of the Circuit.	
5. Start of the scrutineering	Safety Scrutineering: Technical Scrutineering:
6. Official Timetable	
7. Postal, e-mail addresses and telephone to which enquiries can be addressed.	
8. Details of the circuit;	
- Location and how to gain access	
- Length of one lap	
- Start Line (in relation to the control line)	
9. Precise location at the circuit of:	
- Stewards' office	
- Race Director's office	
- Administrative checks	
- Scrutineering, flat area and weighing	
- Parc Fermé	
- Drivers' Briefing	
- Official Notice Board	
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	

exception of the GTC Class).

DATA LOGGER (ARTICLE 28.4)

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

ONBOARD CAMERAS (ARTICLE 17.2)

All cars must be fitted with official GT4 South European Camera

APPENDIX 3: GRAPHICAL CHARTER



COLOUR REFERENCES

To ensure visibility of the GT4 South European Cup Logo please observe the following:



- Pantone 354 c
- Pantone Black C
- Pantone Cool Gray 11 c



OVERALL COLOUR CONTROL

In order to insure the visibility of the GT4 logo and a maximum contrast between the logo and the overall, a few guidelines must be observed :

	<p>Embroidered on white or light shade of grey overalls, the full colour positive version of the logo must be used.</p>
	<p>Embroidered on a black or very dark shade of grey, the full colour negative version of the logo must be used.</p>
	<p>Embroidered on a bright coloured overall or a mid-range grey overall, either the mono colour white or black logo must be used.</p> <p>When choosing either the black version or white version, make sure it assures the best possible contrast when applied onto the overalls.</p>

DO NOT...

- DO NOT** embroider the full coloured logo on a red overall
- DO NOT** embroider the full coloured logo on a mid-range grey
- DO NOT** modify the logo in any way

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GT4 South European





NOTES




GT4 south european Logo to be placed on the left hand side of the chest when wearing it. Patches will be provided by SRO.




Pirelli Sticker to be placed on the left hand side of the chest and on the left arm as per the illustration. Occasionally and after approval from Pirelli it is as well allowed to have Pirelli on the right chest and the right arm.

Pirelli patches will be provided by Pirelli to SRO for distribution to teams and MUST NOT be reproduced or produced by teams.

2018 Graphical Charter
GT4 South European





DECALS

4x41cm DOOR PANELS WITH SPONSOR LOGO
To be displayed on each door of the car.

PIRELLI LOGO
Four logos, to be placed on the front bumper on each side of the car as well as just behind the rear wheel arch on each side of the car.

SPONSOR WINDSCREEN BANNER (130cmx17cm)


STICKER CATEGORY PRO-AM / AM
To be placed on the rear bumper.

Racecol
To be placed on the front bumper only, above Pirelli.

DRIVER NAMES + NATIONALITIES
Driver Names must be placed on the door with the following specifications:

First name LASTNAME (LAST NAME IN CAPS)

FONT: Helvetica Neue LT Std (20 Heavy)
Letter Height 38 mm.

Country flag in following format 

All the Stickers listed above will be provided by SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

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GT4 South European





DECALS

41x41cm DOOR PANELS WITH SPONSOR LOGO
To be displayed on each door of the car.

PIRELLI LOGO
Four logos, to be placed on the front bumper on each side of the car as well as just behind the rear wheel arch on each side of the car.

SPONSOR WINDSCREEN BANNER (130x60x10mm)




STICKER CATEGORY PRO-AM / AM
To be placed on the rear bumper.

Reversal
To be placed on the front bumper only, above Pirelli.

DRIVER NAMES + NATIONALITIES
Driver Names must be placed on the door with the following specifications:
First name LASTNAME (LAST NAME IN CAPS)
FONT: Helvetica Neue LT Std (85 Heavy)
Letter Height 35 mm.
Country flag in following format:

All the Stickers listed above will be provided by SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

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DECALS

41x41cm DOOR PANELS WITH SPONSOR LOGO
To be displayed on each door of the car.

PIRELLI LOGO
Four logos, to be placed on the front bumper on each side of the car as well as just behind the rear wheel arch on each side of the car.

SPONSOR WINDSCREEN BANNER (130x60x10mm)

STICKER CATEGORY PRO-AM / AM
To be placed on the rear bumper.

Reversal
To be placed on the front bumper only, above Pirelli.

DRIVER NAMES + NATIONALITIES
Driver Names must be placed on the door with the following specifications:
First name LASTNAME (LAST NAME IN CAPS)
FONT: Helvetica Neue LT Std (85 Heavy)
Letter Height 35 mm.
Country flag in following format:

All the Stickers listed above will be provided by SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

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DECALS

4x41cm DOOR PANELS WITH SPONSOR LOGO
To be displayed on each door of the car

PIRELLI LOGO

Four logos to be placed on the front bumper on each side of the car as well as just behind the rear wheel arch on each side of the car

SPONSOR WINDSCREEN BANNER (120x41cm)

STICKER CATEGORY PRO-AM / AM

To be placed on the rear bumper

Reverse

To be placed on the front bumper only, above Pirelli

DRIVER NAMES + NATIONALITIES

Driver Names must be placed on the door with the following specifications

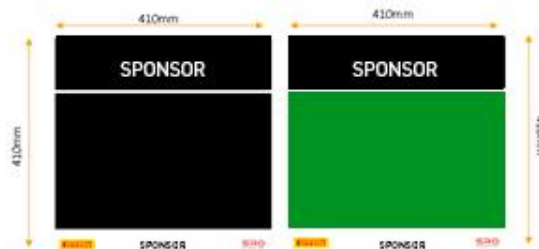
First name LASTNAME (LAST NAME IN CAPS)

FONT: Helvetica Neue LT Std (25 Heavy)
Letter Height 35 mm

Country flag in following format

All the Stickers listed above will be provided by SRD for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

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To be displayed the left and right side of the competing car. The colors of the panels (respective Black, Orange and Grey) are for the championship identification

BLACK DOOR PANELS: Applicable for PRO-AM

GREEN DOOR PANELS: Applicable for AM CUP

Size: 41x41cm (each)

Do not modify the stickers in any way
- Duplications of these stickers are forbidden



Cutting of the edges of the logo is strictly forbidden

PIRELLI
To be displayed on all front and rear bumpers on left and right hand side of each competing cars according to graphical charter
Dimensiones:
80mm X 280mm

Do not modify the stickers in any way
Duplications of these stickers are forbidden



STICKER CATEGORY AM/ PRO-AM/ GTC
To be placed on the window, just below the ceiling sticker as shown in the graphical charter and rear bumper on the left and right side.
The sticker must correspond with the championship that the competitor is driving for.

All the stickers listed above will be provided by SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

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Window decals
To be placed on the window will be Certina, the Championship category sticker and the car race number.

SPONSOR WINDSCREEN BANNER
(1.80xmax 17cm)

STICKER CATEGORY PRO-AM / AM



MANDATORY

The GT4 South European Cup logo and Pirelli logo **MUST BE** displayed on the drivers' overalls as mentioned on page 2 of this document, during the podium ceremonies and press conferences.

The Pirelli cap **MUST BE** worn by the drivers from the time it is given to them in the podium parc fermé, throughout the podium ceremony.

OVERALL	LOGO OVERALL	NOTE
		Pirelli caps will be provided by Pirelli to SRO for distribution to the teams and MUST NOT be replicated or produced by the teams.
		

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mandatory

The Pirelli logo May Be featured on the team members' uniforms EITHER on the right-hand side of the chest (as shown on option 1), or on the right-hand sleeve (as shown on option 2).

OPTION 1 : CHEST



OPTION 2 : SLEEVE



Pirelli patches will be provided by Pirelli to SRO for distribution to the teams and **MUST NOT** be replicated or produced by the teams.

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.

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

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

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

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

- a) - GTC drivers - Race winning
- b) - GTC drivers - Second place
- c) - GTC drivers - Third place

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

- a) - GTC drivers - Race winning
- b) - GTC drivers - Second place
- c) - GTC drivers - Third place

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 Competition timetable.