

**FANATEC**



**WORLD CHALLENGE**  
**AUSTRALIA**



**2023 SPORTING REGULATIONS**

Version 3 – 21/07/2023

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**GT WORLD CHALLENGE AUSTRALIA  
SPORTING REGULATIONS 2023**

**FOREWORD**

The GT World Challenge Australia Series (hereinafter "the Series") will be held under the FIA International Sporting Code including Appendices; the National Competition Rules (NCR) and Circuit Race Standing Regulations (CRSR) of Motorsport Australia; these Sporting Regulations approved by Motorsport Australia; the Technical Regulations relevant to each Championship/Series/Cup, Supplementary and Further Supplementary Regulations issued by the Organiser for each Event; Bulletins issued by the Stewards, any Driver Briefing Notes and instructions issued by the Race Director or Clerk of the Course at an Event, as well as clarifications and bulletins issued by the GT World Challenge Australia (GTWCA) Sporting Board during the Series in accordance with Article 2.1.

Australian GT Racing Pty Ltd (hereinafter referred to as "the Promoter"), will organise the Series reserved for FIA-homologated Grand Touring Cars (hereinafter "GT3"), RACB-homologated Grand Touring Cars (hereinafter "GT4") and Grand Touring Cup Cars (hereinafter "GTC").

The Series will include the "Motorsport Australia GT Championship", the "Motorsport Australia Endurance Championship", the "GT3 Trophy Series" and the "GT4 Cup".

- (a) Each Championship has been sanctioned by Motorsport Australia as an Australian Championship.
- (b) Each Series/Cup had been sanctioned by Motorsport Australia as an Authorised Series.
- (c) Australian GT Racing Pty Ltd has been appointed as the Category Manager by Motorsport Australia for the Championships/Series/Cup.

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GT World Challenge Australia is part of the GT World Challenge, which comprises one title of GT World Challenge Winner for Manufacturers, combined with the GT Challenge Asia, GT Challenge Europe, and GT Challenge America.

The Motorsport Australia GT Championship comprises:

- one title of 2023 Motorsport Australia GT Champion Am (for amateur Drivers)
- one title of 2023 Motorsport Australia GT Champion Pro / Am (for eligible Pro / Am Drivers)

The Motorsport Australia Endurance Championship comprises:

- one title of 2023 Motorsport Australia Endurance Champion Am (for amateur Drivers)
- one title of 2023 Motorsport Australia Endurance Champion Pro / Am (for eligible Pro / Am Drivers)

The GT3 Trophy Series comprises:

- one title of 2023 GT3 Trophy Series Winner (amateur Drivers only)
- one title of 2023 GT3 Trophy Series Endurance Winner (eligible Drivers only)



The GT4 Cup comprises:

- one title of 2023 GT4 Cup Winner (amateur Drivers only)
- one title of 2023 GT4 Cup Endurance Winner (eligible Drivers only)

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

## **1. REGULATIONS**

- 1.1 Version 1 of these Sporting Regulations come into force on 1 January 2023 and replace all previous Sporting Regulations regarding this Series. Any subsequent Version of the Sporting Regulations published by Motorsport Australia will supersede the previous Version.
- 1.2 An extract of the regulations governing the GT World Challenge Manufacturer's title are given in Attachment 2 to these regulations.
- 1.3 The final text of these Sporting Regulations will be the English version, which will be used should any dispute arise as to their interpretation.
- 1.4 Terms defined in Article 20 (Definitions) of the Code, such as 'Event' and 'Competition', are capitalised where used in these Sporting Regulations.
- 1.5 Within these Sporting Regulations, terms referring to natural persons are gender neutral.
- 1.6 Headings in these Sporting Regulations are for ease of reference only and do not form part of these Sporting Regulations.
- 1.7 Fees, fines etc are given in Australian Dollars.

## **2. GENERAL UNDERTAKING**

- 2.1 Each Driver, Competitor and Official participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the requirements as supplemented or amended of the Code, the NCR, the relevant Technical Regulations, Bulletins and Clarifications issued by the Stewards following a request from the GTWCA Sporting Board and SRO Technical Board during the Series, and the present Sporting Regulations. Bulletins will be approved by Motorsport Australia.

## **3. GENERAL CONDITIONS**

- 3.1 It is the Competitor's obligation to ensure that all persons concerned by their Entry observe all the requirements of the Code, the NCR, the CRSR, the applicable Technical Regulations, the present Sporting Regulations, the Supplementary Regulations for each Event as well as Bulletins and Clarifications issued by the Stewards following a request from the GTWCA Sporting Board and SRO Technical Board during the Series.

- 3.2 Each Competitor must nominate a representative/s in writing on the Entry form. If a Competitor is unable to be present in person at the Competition, they must nominate their representative in writing to the Promoter. A person having charge of an entered Car during any part of a Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.
- 3.3 Each Competitor must ensure that their Car/s comply with the conditions of eligibility and safety and with the technical regulations throughout the Competition.
- 3.4 The presentation of a Car for scrutineering will be deemed an implicit statement of the conformity of the Car.
- 3.5 Each person concerned in any way with an entered Car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear an appropriate pass at all times as stated in Article 12.
- 3.6 Each Driver, Competitor and Official participating in the Series must hold a current and valid Licence.
- 3.7 Each Driver in the Championship/s must be a minimum of 17 years of age and hold a minimum of a Grade C FIA International Circuit Driver's licence (ITC-C), or equivalent licence such as the International Licence for Drivers with Disabilities. Each Driver must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant International Competition.
- 3.8 To be eligible to compete in the GT3 Trophy Series, each Driver must be a minimum of 17 years of age and hold a current Motorsport Australia Circuit Licence without Provisional endorsement or higher.
- 3.9 To be eligible to compete in the GT4 Cup, each Driver must be a minimum of 16 years of age and hold a current Motorsport Australia Circuit Licence with Provisional endorsement or higher, except at any Event conducted at Mount Panorama, Bathurst, where each Driver must hold a current Motorsport Australia Circuit Licence without Provisional endorsement or higher.
- 3.10 Driver age and Licence requirements to be eligible to compete in any Invitational car are determined by the weight to power ratio of the Automobile as calculated in accordance with the General Appendix – Competition Licence regulations of the Motorsport Australia Manual.
- 3.11 Each Competitor must be in possession of a valid International Competitor Licence for a Championship and National Competitor Licence for a Series/Cup. If the Entry is not made by a holder of a valid Competitor Licence, a Driver entered for that Car will be considered to be the Competitor on condition that they hold a Competition Licence.

#### **4. ELIGIBLE CARS**

- 4.1 Competitions are first and foremost reserved for the following categories of Cars:
1. GT3 Cars with an FIA homologation as defined by the applicable technical regulations (Article 257A of Appendix J) except for the following points:

- a) Each Car homologated from 2013 onwards must run with a catalytic converter.
- b) Restrictors must adhere to the FIA restrictor geometry definition and must be in accordance with those deposited with the FIA.
- c) The latest evolutions are not mandatory.

GT3 Cars fitted with an endurance kit homologated by the FIA will be accepted at all Events. The full VO endurance kit does not need to be used. The endurance kit or elements from it must be those from the FIA VO Endurance from the same year as that of the model concerned (excepted ER, VF or VO on the existing VO). Should there be no VO endurance kit homologated for the year in question, the kit from the previous year must be used.

GT3 Cars homologated by the FIA must be produced and sold as part of a customer racing programme, which must include the availability of a minimum of 20 Cars available to be sold to independent Teams. The programme must include a customer client department for spare parts, service and on track assistance. A programme limited to former factory Cars for sale in the following season will not be considered a genuine customer programme and will not be eligible for Entry.

2. GT3 Cars fitted with adaptations solely for the purpose of allowing their use by Drivers with disabilities. These adaptations must be registered and approved by the SRO Technical Board. Any such Cars must carry the universal logo approved by the FIA Disability and Accessibility Commission distinguishing them as a disabled Driver, on both Car doors, and at the front and rear of their Car during both Competition and testing. (See Article 18.5.2 of Appendix L to the Code)
  3. GT3 Cars with national homologation by other ASN's.
  4. GT4 Cars homologated by the RACB for SRO as defined by the applicable Technical Regulations.
  5. GTC Cars from single-make series, including the Lamborghini Super Trofeo Huracan, Audi R8 Cup, Lamborghini Super Trofeo Gallardo, Porsche Cup and Ferrari Challenge. These Cars will run in the specification described in the technical regulations for the series in which the Cars compete, a copy of which must be supplied by the Competitor at scrutineering. Any variants must be approved by the Promoter / Technical Director and subject to BOP. For invitational class only.
  6. Cars with permission of the SRO Technical Board. The Technical Board may request that the Sporting Board determine if any such Cars should be invisible in the results and whether they should be eligible for podiums and/or points.
  7. GT2 Cars according to the SRO GT2 homologation forms (for invitational class only).
- 4.2 Each Car must be in conformity with the list of safety features according to Article 257A of Appendix J.

This list of safety elements includes the Fuel Tank, Safety structures, seat and mountings, safety belts, fire extinguisher, master switch, rain light, windscreen, towing eyes, rear-view mirrors, cockpit firewalls, and complete refuelling equipment.

#### 4.3 Eligibility of Cars in the different Titles

The GT World Challenge Australia Series is intended for FIA GT3 Cars according to the FIA Homologation form.

- a. The Motorsport Australia GT Championship and Motorsport Australia Endurance Championship Am and Pro-Am is intended for current specification FIA GT3 Cars according to the FIA homologation form. The list of eligible Cars will be made available on request and published from time to time.
- b. The GT3 Trophy Series is intended for older (generally not current specification GT3 Cars) FIA GT3 Cars according to the FIA homologation form. This may include GTC Cars as approved by the Promoter.
- c. The GT4 Cup is intended for GT4 Cars homologated by the RACB for SRO as defined by the applicable Technical Regulations.
- d. The GTC Invitational Class is intended for GTC Cars as defined by the applicable Technical Regulations.
- e. The Invitational Class is for Cars, selected by the Promoter, which for any reason do not comply with the regulations for either GT3 or GT4. Entries to the Invitation Class is totally at the discretion of the Promoter. No points will be awarded to Invitation Class Cars.

#### 5. SERIES COMPETITIONS

5.1 Each Championship Competition will have the status of a restricted International Competition. Each Competition is registered on the annual calendar of the GT World Challenge Australia Series and includes administrative checks, technical scrutineering, all practice sessions whether qualifying or not, and the race/s.

5.2 The Series is made up of Competitions consisting of

- **Case A:** two races, each with a maximum scheduled duration of one hour.
- **Case B:** one race with a maximum scheduled duration of three hours. This format may be modified by Bulletin.
- **Case C:** three races, each with a maximum scheduled duration of 40 minutes.

Each Competition will be run according to the Schedule/Timetable for the Event and any Bulletin issued. The scheduled duration for each race will include the formation lap.

5.3 In all cases, the leader's Car will be shown the chequered flag when it crosses the control line (the Line) at the end of the lap during which the prescribed period ends as specified in the Supplementary Regulations. If the leader is stopped, the chequered flag will be shown to the next-best placed Car running on the track.

5.4 **Not in use**



5.5 **Not in use**

5.6 The definitive list of Competitions is published by the Promoter as early as possible each year. However, in case of Force Majeure, the Promoter reserves the right to modify the dates as well as the format of any Competition.

5.7 A Competition may be cancelled in case of Force Majeure, or with the agreement of the Hosting ASN, the Parent ASN and the Promoter. A Competition may be postponed to a later date or split between two other Competitions.

**6. THE TITLES**

6.1 The GT World Challenge Australia Drivers' Titles will be awarded to the Driver/s who score the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place. The following Titles will be awarded:

- 2023 Motorsport Australia GT Champion Am
- 2023 Motorsport Australia GT Champion Pro / Am
- 2023 Motorsport Australia Endurance Champion Am
- 2023 Motorsport Australia Endurance Champion Pro / Am
- 2023 GT3 Trophy Series Winner (Sprint)
- 2023 GT3 Trophy Series Endurance Winner
- 2023 GT4 Cup Winner (Sprint)
- 2023 GT4 Cup Endurance Winner

6.2 **Not in use**

6.3 For each Title, there will be a separate classification. Competitors sign up to the season with the intention of competing in every Event. If this varies for any particular reason, at the Promoter's discretion, trophies and Titles may be withheld.

6.4 **Eligibility for Points**

Drivers entered in a round of the Series will score points towards the relevant Drivers Titles, with the exception of race-by-race Drivers who will only score points on condition that their first race of the Title is one of the first two Events of that Title.

Subject to Article 7.7, points will be awarded to each Driver being classified for each race when the final result is published. Only eligible Drivers may score points. Drivers of Invitational Class Cars will not score points. GT2 Cars may be considered for Invitation Class. Points will be awarded for the overall classification in each Title.

If a Driver crew is separated during the Series, a non-Bronze Driver will not be eligible for points unless approved by the GTWCA Sporting Board.

6.5 **Not in use**

**6.6** Representatives of the top three placed Competitors as well as the Drivers finishing in the top three positions in the classification of each Title must make themselves available for the end of season prize giving ceremony which will take place at a date and location to be determined. Each Competitor must use their best endeavours to ensure that their Drivers attend this ceremony.

## **7. POINTS**

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

### **7.2 Case A: Sprint Competitions with two one-hour races**

#### **Case C: Sprint Competitions with three 40-minute races**

Points are awarded for each Title according to the following scales:

For Case A, points for each Title are awarded after each race 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

For Case C, points for each Title are awarded after each race according to the following scale:

1st: 17 points  
2nd: 12 points  
3rd: 10 points  
4th: 8 points  
5th: 7 points  
6th: 5 points  
7th: 4 points  
8th: 3 points  
9th: 2 points  
10th: 1 point

**7.3 Not in use**

**7.4 Not in use**

## 7.5 Case B: Three-hour races

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

1st:	50 points
2nd	36 points
3rd:	30 points
4th:	24 points
5th:	20 points
6th:	16 points
7th:	12 points
8th:	8 points
9th:	4 points
10th:	2 points

## 7.6 Not in use

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

- No points will be awarded to the Drivers if less than two laps have been completed by the leader,
- Half points will be awarded if the leader has completed more than 50% but less than 75% of the original race time.
- Full points will be awarded if the leader has completed more than 75% of the original race time.
- Points will be awarded equally to all Drivers, including any who did not comply with the minimum driving time.

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

## 7.8 Dead Heats

Prizes and points awarded in accordance with the classification to Drivers who dead heat will be added together and shared equally.

7.9 If two or more Drivers finish the round with the same number of points, the higher place in the round will be awarded to the higher finishing position in the final race of the round.

Drivers of the same Car who finish with the same number of points will share the same place in the round.

7.10 If two or more Drivers finish the Series with the same number of points, the higher place in the Series will be awarded to:

- a. The holder of the greatest number of first places,
- b. If the number of first places is the same, the holder of the greatest number of second places,
- c. If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- d. If the above-mentioned procedure fails to separate two or more Drivers, then whoever finishes ahead in the final race of the respective season will be deemed to have finished ahead of the other in the Series.

- e. Special case: Drivers of the same Car, who have formed the same crew during all the Competitions in the Series in which they have scored points, and who finish with the same number of points, will share the same place in the Series. Examples: Drivers 1 and 2 of Car A will be classified equal first in the general classification of the Series; Drivers 1 and 2 of Car B will be classified equal second, and so on until the last classified crew finding itself in this situation.

## **8. ORGANISATION AND INSURANCE**

- 8.1.** An application to organise an Event must be made to Motorsport Australia, which will apply to the Parent ASN together with the Promoter.
- 8.2** For each of the Events, an Organising Permit will be issued by Motorsport Australia, following receipt of all documentation applicable to the Series.
- 8.3** The Organiser of an Event must ensure that all Competitors, their personnel and their Drivers are covered by third party insurance.
- 8.4** **Not in use**
- 8.5** Third party insurance arranged by the Organiser of an Event will be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.
- 8.6** Drivers taking part in the Event are not third parties with respect to one another.

## **9. OFFICIALS**

- 9.1** The following Officials will be appointed for the Series:

1. Category Administrator / Manager	Ben McMellan
2. Permanent Series Race Director	Lawrie Schmitt
3. Deputy Race Director	Kaye Callander
4. Chairman of the Stewards / Stewards	Refer Supplementary Regulations for each Event
5. Driving Standards Advisor	Karl Reindler
6. Technical Delegate	Peter Kemp
7. SRO Technical Director	Claude Surmont
8. Data Technician	Ben Schoots

### **9.2 GTWCA Boards**

The purpose of the GTWCA Sporting Board is to manage certain aspects relating to the application of the sporting and technical regulations, other than those which fall within the exclusive remit of the officials of the Event as defined by the requirements of the Code. Refer Attachment 5.

The purpose of the SRO Technical Board is to manage all aspects relating to the vehicle eligibility and Balance of Performance, certain aspects of homologation and will advise on all technical requirements and regulations.

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

### 10.1 Driver Line-ups per Title

Each Car will be driven by one or two Drivers as per the eligible Driver combinations listed below.

The GTWCA Sporting Board of GT World Challenge Australia (Article 9.2) retains the right to make any amendments to the FIA Categorisation of any Driver according to the criteria of the Series. Any Driver given a categorisation derogation will be indicated in the Entry list with an asterisk.

The GTWCA Sporting Board may provisionally categorise Drivers who have not acquired an FIA Categorisation. Any such provisional categorisation will not constitute an FIA categorisation. A fee of \$600.00 may be payable upon application.

The following Driver Categorisation pairings will not be permitted:

Platinum + Platinum  
Platinum + Gold  
Platinum + Silver  
Gold + Gold  
Gold + Silver  
Silver + Silver

**a) Motorsport Australia GT Championship Am**

Driver categorisations will be applied and Entries with one or two Bronze Driver/s will be accepted.

**b) Motorsport Australia GT Championship Pro / Am**

Driver categorisations will be applied and Entries with one Bronze Driver and one Silver or Gold or Platinum Driver will be accepted.

**c) Motorsport Australia Endurance Championship Am**

Driver categorisations will be applied and Entries with two Bronze Driver/s will be accepted.

**d) Motorsport Australia Endurance Championship Pro / Am**

Driver categorisations will be applied and Entries with one Bronze Driver and one Silver or Gold or Platinum Driver will be accepted.

**e) GT3 Trophy Series (Sprint)**

Driver categorisations will be applied and Entries with one or two Bronze Driver/s will be accepted.

**f) GT3 Trophy Series Endurance**

Driver categorisations will be applied and Entries with two Bronze Drivers will be accepted.

**g) GT4 Cup (Sprint)**

Driver categorisations will be applied and Entries with one or two Bronze Driver/s will be accepted.

In the case of two Bronze Drivers, one amateur Silver Driver may be granted Driver categorisation derogation to Bronze for that Entry by the GTWCA Sporting Board in accordance with Article 10.4.

Note: A Silver Driver who has competed in circuit races at a National or International level with results indicating performance greater than that expected of an amateur Driver, as determined by the GTWCA Sporting Board, will not be considered for approval for derogation to Bronze for an Entry in GT4 Cup (Sprint).

**h) GT4 Cup Endurance**

Driver categorisations will be applied and Entries with two Bronze Drivers will be accepted.

In the case of two Bronze Drivers, one amateur Silver Driver may be granted Driver categorisation derogation to Bronze for that Entry by the GTWCA Sporting Board in accordance with Article 10.4.

Note: A Silver Driver who has competed in circuit races at a National or International level with results indicating performance greater than that expected of an amateur Driver, as determined by the GTWCA Sporting Board, will not be considered for approval for derogation to Bronze for an Entry in GT4 Cup Endurance.

Any Driver found to have misled the Category Administrator or Promoter may forfeit all points up to the time of disclosure. In addition, the co-Driver will also forfeit all points contributed to by that Driver.

The composition of the Driver crews must be sent to the Category Administrator at least 14 days before the start of each Event. Any modification to a Driver crew is prohibited after the end of the administrative checks except in case of Force Majeure acknowledged by the Stewards.

The GTWCA Sporting Board reserves the right to re-categorise Drivers and adjust specific Drivers or pairings by weight or time adjustment or by other means of adjustment during the Series.

They may additionally give any Driver a weight penalty for their first Competition, to be re-evaluated before permission is extended for subsequent Competitions.

They may additionally give any Entry in the GT4 Cup Endurance with a Bronze/Silver Driver combination an additional weight or time adjustment at any time.

The GTWCA Sporting Board may refuse Entry to a Bronze Driver considered to be too experienced and likely to bring the spirit of the GT World Challenge Australia Series into jeopardy. In particular, to preserve the amateur aspect of the Series, either as the Am Driver in a Pro-Am Entry or in the amateur nature of the GT3 Trophy Series or GT4 Cup Competitions. Any Driver who has been re-categorised from Silver to Bronze in the last two years and any Driver who was, or would have been, previously categorised Platinum or Gold, may be refused Entry.

- 10.2** The Series and Motorsport Australia Championships/Series/Cup are primarily intended for single Drivers (Case A and Case C – Sprint only) or Driver crews competing together throughout the Series to claim a Title.

- 10.3** Each Competitor for the Championships must be in possession of a valid International Competitor Licence and if the Entry is not made by a holder of a valid International Competitor Licence, the Driver/s will be considered to be the Competitor under the Code on condition that they hold a Competition Licence.

Each Championship Driver must:

- (a) be categorised by the FIA <http://www.fia.com/fia-driver-categorisation>. The GTWCA Sporting Board retains the right to make any amendment to the FIA categorisation of any Driver according to the criteria of GT racing and those of the GT World Challenge Australia. Any Driver given a temporary categorisation derogation will be indicated in the Entry list with an asterisk.
- (b) for the Championships, be in possession of a current valid International Grade C Circuit Drivers Licence (ITC-C) as a minimum and valid International Medical Record Card. Holders of competition licences issued by an ASN other than Motorsport Australia must produce permission (visa) to compete from their licence issuing ASN, according to Article 3.9.4 of the Code
- 10.4** Any Driver who is not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Event in which they wish to take part, using the link available on the FIA website under <http://www.fia.com/fia-driver-categorisation>

The definitions of the Driver Categories, the Driver Categorisation List and the application form can be found on the FIA website.

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

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

The GTWCA Sporting Board retains the right to make any amendments to the FIA Categorisation of any Driver or decide a Driver Categorisation if the FIA have not done so according to the criteria of GT and/or Endurance Racing.

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

Upgrades increasing a Driver's FIA Categorisation for the Series may also be issued.

Drivers with derogations may receive additional restrictions or penalties which will be decided by the GTWCA Sporting Board.

The performance of any Driver who has received a derogation will be monitored by the GTWCA Sporting Board. Derogations may be removed at any time without notice.

In particular, if any Driver's performance, calculated by the average of their ten best lap times in the race, be equal or superior to the average time of the top ten best Drivers from the FIA Driver Category in which they have been racing, their derogation will be examined by the GTWCA Sporting Board within 5 days of the end of the Event. The Sporting Board may take any decision it considers appropriate concerning the continuation of the derogation, but a first infraction will normally result in a warning and/or additional restrictions on driving time, and a second infraction is likely to result in the immediate removal of the derogation. Additionally, the average performance of the Drivers in the Car compared to the average of other Cars with the same FIA Driver Category combination may be used to decide on the continuation of any derogation.

Any Driver derogations may be associated with additional penalties. These will be specified in the confirmation document issued by the GTWCA Sporting Board. Except in cases of Force Majeure accepted by the Stewards, failing to abide by these limits will result in the removal of the derogation and may include other penalties up to and including Disqualification from the Competition.

A Driver who has received confirmation from the FIA Driver Categorisation Committee that they will be downgraded for the following year can be considered for a derogation.

The above-mentioned criteria concerning the Driver performance may be adjusted or other criteria added if deemed necessary by the GTWCA Sporting Board during the Series.

All derogation decisions of the GTWCA Sporting Board are final and cannot be disputed.

## **11. COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY**

### **11.1 Limitations on Entries**

The maximum number of Entries for any round of the Series is limited by the maximum number of Cars allowed to start according to Supplement 2 of Appendix O to the Code.

### **11.2 Not in use**

### **11.3 Conditions of Entry**

Full-Series and race-by-race Entries are accepted.

Application forms to enter the Series on either a full-Series or race-by-race basis will be issued by Motorsport Australia and be available from the Category Administrator.

- a) Any Teams wishing to take part in the Series must register as Competitors by returning the Registration and Entry Form and appropriate Fee to the Category Administrator by 7 days prior to the first round a Team participates in.

The Entry Fee must be paid in full as per the invoices issued.

- b) Race by Race Entries may share garages. Full Series Entries may also be requested to share garages and must prepare for this eventuality.



- c) For each Car entered, the Competitor will receive personnel passes and vehicle passes. A charge may be made for any passes that have to be replaced for any reason.
- d) Entries are not transferable and Entry fees are not refundable, subject to the NCR.
- e) The Promoter reserves the right to refuse any applications.
- f) Not in use
- g) Each Competitor must abide by the guidelines set down in terms of sponsorship from Series partners as regards pit garage decoration, Car livery, Team and Driver overalls. The Promoter reserves space on the Cars and overalls of all Competitors (refer Attachment 3). Sponsorship from companies associated with the manufacture, re-treading, sale or distribution of tyres must be approved specifically by the Promoter and this may be denied. Specific competition numbers can be requested and may be accepted at the Promoter's discretion.
- h) Each Team must sign the Team Commercial Agreement in two copies and return them to the Promoter before the start of the first Competition they attend at the latest. Failure to sign the Agreement may result in the Team in question being refused permission to take part in the Competition.
- i) A Team is defined as the Cars entered under a specific Competitor's licence. A Team may use a Commercial Team name which is different from the Competitor name. No two Teams may use the same Commercial Team name.
- j) Cars entered under different Competitor Licences may not have similar liveries (that is, overall design theme and layout). Should two Teams have liveries that cannot be easily distinguished by marshals and Officials, they will be requested to make sufficient alterations before the first Event in which they take part. Within any Team, Cars must have easily distinguishable features. Any logo on doors, bonnet or roof which could be confused with a Car's competition number is prohibited.
- k) The Competitor is responsible for advising the Category Administrator in writing at least one week before the Event of any changes to their Entry. Any pairing changes are subject to approval by the Promoter and may result in a weight or time adjustment.
- l) Acceptance or rejection of an Entry is entirely at the discretion of the Promoter.

## **12. PASSES AND ACCESS TO THE SITE**

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

**12.2** Not in use

### 12.3 Access

Teams may not exclude Full Access or Media passes from their pit garages, and may not produce or distribute additional passes, which supersede those passes distributed by the Promoter. Team members are restricted to the area of the pit wall opposite their garage.

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

### 12.4 Not in use

## 13. DRIVER DESIGNATIONS AND CHANGES OF DRIVER

### 13.1 Driver Numbers and Limits

**Case A: for Events with two one-hour races**

**Case C: for Events with three 40-minute races**

Throughout the Competition one or no more than two Drivers may drive one and the same Car (except as provided for below)

For each two Driver Car, the Team Manager must designate the “Driver 1” and the “Driver 2” for each Competition before the end of the administrative checks. The following rules will apply:

- When both Drivers have the same FIA Driver Categorisation, the Team may choose Driver 1 / Driver 2. However, the Promoter reserves the right to determine the order in Bronze/Bronze pairings so that the fastest or more experienced Driver is Driver 2.
- In all other cases, Driver 1 will be the Driver with the lower FIA Driver Categorisation.

In all cases, the Team must confirm Driver 1 and Driver 2 before the end of the administrative checks. After this point, no changes may be made to the Driver order without the approval of the GTWCA Sporting Board.

A single (solo) Driver will be deemed to be both Driver 1 and Driver 2. The Driver’s Car may be given an additional time to be included in Mandatory Pit Stop Time, which would not include a Driver change.

### Case B: for three-hour races

Throughout the Competition a minimum of and no more than 2 Drivers may drive one and the same Car.

For each Car, the Team Manager must designate the “Driver 1” and the “Driver 2” for each Competition before the end of the administrative checks. The following rules will apply:

- When both Drivers have the same FIA Driver Categorisation, the Team may choose Driver 1 / Driver 2. However, the Promoter reserves the right to determine the order in Bronze/Bronze pairings so that the fastest or more experienced Driver is Driver 2.
- In all other cases, Driver 1 will be the Driver with the lower FIA Driver Categorisation.

In all cases, the Team must confirm Driver 1 and Driver 2 before the end of the administrative checks. After this point, no changes may be made to the Driver order without the approval of the GTWCA Sporting Board.

### **13.2 Driver Changes**

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

### **13.3 Driving**

The Driver must drive the Car alone and unaided.

## **14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- 14.1** The GTWCA Sporting Board, Stewards or Race Director may give instructions to Competitors by means of a Bulletin in accordance with the Code.. Distribution may also be via online applications and the sending of all Bulletins will be taken as being received by the Competitor.
- 14.2** All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the Officials, are posted on the digital and/or Official notice boards.
- 14.3** All Teams must be connected and are required to monitor the GTWCA Team Messaging System (Team App) at all times during the Event.
- 14.4** Any decision or communication concerning a particular Competitor will be given to them as soon as possible and receipt must be acknowledged. The GTWCA Team Messaging system may be used to send summons and documents.
- 14.5** All Teams must have their mandatory Race Management Channel (RMC) radio turned on to the announced Race Control channel, which will be used for communication from the Race Director to the Teams. An RMC radio check will take place prior to the start of each track session day and Teams must acknowledge that they are listening. Teams must be listening to the RMC from 15 minutes before the start of each session to the end of the session or the opening of Parc Fermé for qualifying and races.

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

## **15. UNSPORTING BEHAVIOUR**

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

In particular, penalties may be imposed for offences affecting the security of the Event or Competition according to the scale below:

- Grid penalty
- Loss of all qualifying lap times
- Stop and go penalty of a duration up to 5 minutes.

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

## **16. INCIDENTS AND SANCTIONS**

- 16.1** “Incident” means any occurrence or series of occurrences involving one or more Drivers and/or Team members, or any action by any Driver and/or Team member, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) and which:
- necessitated the stopping of a practice (free, pre-qualifying or qualifying) session or the suspension of a race under Article 47,
  - constituted a breach of these Sporting Regulations or the NCR or the Code,
  - caused a false start by one or more Cars,
  - caused a collision,
  - forced a Driver off the track,
  - illegitimately prevented a legitimate overtaking maneuver by a Driver,
  - illegitimately impeded another Driver during overtaking,
  - caused a pit lane infringement.
- 16.2** Any Incidents involving more than one Car may be investigated immediately or reviewed after the relevant session or race. Any such Incident which results in at least one of the Cars being unable to continue will be automatically placed under investigation.

- 16.3**
- a) It will be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if Drivers and/or Team members involved in an Incident will be penalised.
  - b) If an Incident is under investigation by the Stewards, 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). However, failure to display notification that an Incident has been placed under investigation will not invalidate that investigation or any subsequent decision and/or penalty.
  - c) If a Driver is involved in a collision or Incident (see Article 16.1) and has been informed of this by the Stewards, Race Director, or Deputy Race Director no later than 30 minutes after the race has finished, they must not leave the circuit without the consent of the Stewards.
- 16.4** The Stewards may impose one or more of the following four penalties, simultaneously if applicable and/or 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.
  - b) A Stop & Go time penalty. The Driver must enter the pit lane, stop at their pit bay for the given time and then re-join the race.
  - c) A drop of grid positions at the Driver's next race.
  - d) Suspension of the Driver from the next race or Competition of the Series.
- 16.5** Should any of the penalties under Article 16.4 a) or b) above be imposed and notified after the end of the race, or, for duration races, during the last 10 minutes, at the discretion of the Stewards, Article 16.6 below will not apply and an additional time penalty of a minimum of 30 seconds in case a) and a minimum of 35 seconds + the penalty time in case b) will be added to the elapsed time of the Car concerned.

Fines will normally be imposed for items relating solely to the conduct of a Driver or a Team member having no direct sporting application. These include missing a Drivers' briefing or press conference without Force Majeure or prior agreement, speeding in the pit lane during free practice or qualifying, or other items considered by the Stewards to fall under this category.

Any sums paid as fines will be payable to Motorsport Australia further to Article 12.8.3 of the Code. Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.4.1.d of the Code.

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

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

In Incidents involving Cars from different Titles or Drivers from different FIA categorisations, the more professional Driver will be deemed to be at fault unless evidence suggests otherwise.

The Stewards may impose any penalty they consider appropriate to the circumstances.

**16.6** Should the Stewards decide to impose one of the penalties provided for in Article 16.4 a) or b), the following procedure will be applied:

- a) From the time the decision of the Stewards is notified on the timing monitors or via RMC, the relevant Car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 16.4 b)., proceeding to its pit bay where it must remain for the period of the time penalty. Unless specified otherwise by the Stewards, Stop-and-Go and Stop-and-Go time penalties are to be served in the respective Team’s pit bay. Teams are responsible for ensuring that the Car stops for the period notified.
- b) However, unless the Car was already in the pit entry for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car procedures have been deployed. The number of times the Driver crosses the Line behind the Safety Car will be added to the maximum number of times they may cross the Line on the track.  
 Whilst a Car is stationary in the pit lane as a result of incurring a time penalty, it may not be worked on.  
 However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 33.11 c). If the Driver is unable to start the Car alone, 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 taken by a Team until it has been notified by the Race Director either in writing or via the Race Management Channel, or on the timing monitors or by document issued by the Stewards.

**16.7** The penalties given in these regulations are guidelines only. The Stewards may impose any penalty or combination of penalties specifically set out in these Sporting Regulations or available to them under the Code which they deem to be appropriate in the event of any breach of regulations. In addition, the Stewards may issue suspended penalties at their discretion.

Nothing in these regulations will preclude the Stewards from referring any matter to the appropriate ASN for consideration of further penalty in accordance with the Code should the Stewards consider that a penalty beyond their powers may be merited in any instance.

**16.8 TIME PENALTIES**

Time Penalties will be allocated to Cars and Drivers finishing in the top three places (prior to any penalty being imposed after a race) in GT Championship, GT3 Trophy Series, GT4 Cup and Invitational (if applicable) in each race. These time penalties will be added to the Mandatory Pit Stop Time for that Car/Driver at the next race in which that Car/Driver competes. Time penalties may be changed/adjusted in different classes (1 hour, 40 minutes and 3 Hours).

Pos	1-hour races	40-minute races
1 <sup>st</sup>	15 seconds	10 seconds
2 <sup>nd</sup>	10 seconds	7 seconds
3 <sup>rd</sup>	5 seconds	4 seconds

Time penalties will correspond to that allocated to either Driver entered in the Car, whichever is greater. When a Driver moves Title, they do not carry the penalty to the new Title but retain the penalty for execution at the next race they partake in the Title that the penalty was received in. The Promoter reserves the right to adjust time penalties with the approval of the Stewards.

If a time penalty is received at the previous Event, then it will be transferred to the last mandatory pit stop during the 3-hour race, where the following penalties will be used.

Pos	3-hour race
1 <sup>st</sup>	20 seconds
2 <sup>nd</sup>	15 seconds
3 <sup>rd</sup>	10 seconds

## 16.9 ADDITIONAL TIME PENALTIES

The following additional time penalties may be added to the Mandatory Pit Stop Time as per article 10.1.

Reason	Penalty
<b>FIA Bronze category Driver, driving solo</b>	Up to 20 seconds added
<b>Race-by-Race Entry, first race penalty</b>	Up to 20 seconds added
<b>Complete Driver crew change</b>	Up to 10 seconds added

All of the above penalties can be amended via a Bulletin.

## 17. BEHAVIOUR WARNING POINTS

On decision of the GTWCA Sporting Board, a Behaviour Warning Points system may be brought into use. In this case, the following procedure will be followed:

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

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

- formal reprimand 1 Behaviour Warning Point
- drive-through penalty 1 Behaviour Warning Point
- pit lane speeding 1 Behaviour Warning Point for speeds between 40 km/h and 55 km/h and 2 Behaviour Warning Points over 55 km/h
- stop and go penalty 2 Behaviour Warning Points
- causing a collision 1 or 2 Behaviour Warning Points depending on the severity of the offence

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

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

The number of BWP will be calculated per Driver:

- A Driver with 3 points will receive a 5-place grid drop for the Car in which they are driving for the next race
- A Driver with 4 points will receive a 10-place grid drop for the Car in which they are driving for the next race
- A Driver with 5 points or more will receive a minimum of a drive-through penalty for the Car in which they are driving, to be applied at the next race.

After these penalties have been awarded, the Driver will have 3 behaviour warning points deducted from their score and the remainder will be carried forward to the next Competition in which the Driver takes part.

Behaviour warning points will be carried forward to the next round.

For each round in which the Driver participates but gains no additional behaviour warning points, two points will be deducted.

Negative scores will not be considered.

## **18. PROTESTS AND APPEALS**

- 18.1** Protests must be made in accordance with the Code. Protest and appeal fees are set by Motorsport Australia.
- 18.2** For Competitions run according to Article 5.2 Case A and Case C, protests lodged after Race 1 may be heard after Race 2 and for Case C protests lodged after Race 2 may be heard after Race 3.
- 18.3** In accordance with Article 12.3.4 of the Code, appeals may not be made against any element of decisions resulting in the imposition of any of the following penalties:
- Drive-Through or Stop & Go penalty (including those imposed during the last laps of a race, or after the race, and converted to a time penalty);
  - Time penalty to be served as part of a Mandatory Pit Stop;
  - Time penalty (whether imposed during or after the race);
  - Drop of grid positions;
  - Deletion of practice or qualifying lap times;
  - Drop of finishing position in a race;
  - Starting a race from the pit lane;
  - Reprimand.
- 18.4** Where the Stewards consider that they are able to make a decision during a race without reference to images from any on-board camera, the availability of such images to a Competitor after the race will not be deemed to constitute the discovery of a significant and relevant new element in relation to any subsequent petition for review of that decision under Article 14 of the Code (where applicable).



## **19. MANDATORY EQUIPMENT**

### **19.1 Data Acquisition System**

Each Car must be fitted with the GT World Challenge Australia Series data acquisition system as defined by and listed in Attachment 7. This system must be used throughout each Competition and must work at all times during each Competition. It serves exclusively to store the data acquired, which may be checked at any point during any Competition. The weight of the system is included in the minimum weight of the Car.

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

Refer Article 26 for all information concerning the use of the Data Acquisition System.

### **19.2 Onboard Camera**

It is mandatory for each Car to have an on-board camera fitted and functioning during every session. It is each Team's responsibility to supply and fit the camera. It is the responsibility of each Team to ensure the camera is switched on and recording 5 minutes before every session, that the battery has been charged sufficiently to record the entire session and that there is sufficient memory on the card inserted to record the entire session. Any instance of a camera/card found not to be fitted to a Car or not to have recorded the entire session will be referred to the Stewards.

A clear forward-facing visual is required, the camera must be recording the view through the front windscreen unless advised otherwise by officials. The footage must be made available to the Race Director, the Deputy Race Director, the DSA and, or the Stewards immediately when requested.

Any party/Team that fails to comply will be sent to the Stewards and may result in a penalty during the Event.

The Promoter owns the entire copyright and all other rights, titles and interests, including all other intellectual property rights to and in connection with any footage taken on any On-Board Camera.

A Competitor and/or Team may only use, distribute, share, upload or download any footage taken on an On-Board camera with the prior written consent from the Promoter.

Obligation for Television: Each Car must be ready to be fitted with a television onboard camera when so requested.

On-Board Camera procedures may be amended throughout the season by Series Bulletin.

### **19.3. Transponder**

Each Competitor will be required to purchase and fit a Dorian Electronic Self Identification Module to their Car/s for the purposes of accurate timing (These modules must be compatible with the timing systems used for the Series).

Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the Competitor to fit these in the Car in the position and manner specified. The Modules must be in place and functioning correctly for all Series qualifying and practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised licensed Timekeepers.

A Driver Identifying Transponder will be required. It is the Competitor's responsibility to ensure that these are used correctly and that the Driver in the Car is shown correctly on the timing screens for every session during each round.

Competitors may not place electronic timing equipment within five metres of the official Start and/or Finish Line or any other official timing lines at any Event or test session/day. Any such equipment placed within these zones will be removed.

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

Teams are responsible for making sure the correct Driver is shown at all times on the timekeeping system.

If an incorrect Driver ID is recorded at pit entry or pit exit, a penalty may be imposed by the Stewards.

Refer Attachment 7 for details of the compatible Transponders.

**19.4 Not in use**

**19.5 Not in use**

**19.6 Not in use**

## **20. MANDATORY PIT STOPS**

**20.1** A minimum pit stop time for a Mandatory Pit Stop (Mandatory Pit Stop Time) will be imposed for GT World Challenge Australia races. The Mandatory Pit Stop Time for each Car will be issued by the Race Director and distributed by the Category Administrator prior to an Event and/or in a Bulletin issued by the Stewards at the Event.

Any Car whose actual pit stop time during a Mandatory Pit Stop is less than its prescribed Mandatory Pit Stop Time between the designated pit entry and pit exit timing lines will be given a pit lane stop and go penalty with a stop time equal to the difference between its prescribed Mandatory Pit Stop Time and its actual pit stop time by the Stewards. If this is not determined until after the race, the Car will be given a penalty of one lap deleted from its total number of race laps by the Stewards.

For each Car, the Mandatory Pit Stop Time will be adjusted according to the penalties laid down in articles 16.8 and 16.9.

**20.2 Case A – for Competitions with two one-hour races.  
Case C – for Competitions with three 40-minute races.**

- a) A Mandatory Pit Stop must be carried out by each Car during each race. For each Car with two Drivers, a Driver change must take place during the Mandatory Pit Stop. The Car must cross the designated timing line at pit entry within the pit window as follows:  
For Case A, from 25 minutes and 00.00 seconds after the Official start of the race until 34 minutes and 59.99 seconds after the Official start of the race which may be specified as a time of day.  
For Case C, from 15 minutes and 00.00 seconds after the Official start of the race until 24 minutes and 59.99 seconds after the Official start of the race which may be specified as a time of day.  
Note: The “Official start of the race” is considered to be the commencement of the formation lap for the purpose of determining the pit window.  
Only one Driver change may take place during the race. Any pit stops taken before the start of the pit window or after the end of the pit window will not count as the Mandatory Pit Stop.
- b) Any Car not commencing the Mandatory Pit Stop during the pit window will be given a pit lane stop and go penalty with a stop time equal to its prescribed Mandatory Pit Stop Time by the Stewards. If this is not determined until after the race, the Car will be given a penalty of two laps deleted from its total number of race laps by the Stewards.
- c) The pit stop will be of a controlled duration (Mandatory Pit Stop Time). Before the start of each race, each Competitor will be notified of the Mandatory Pit Stop Time for their Car/s. Timing for the Mandatory Pit Stop begins when the Car triggers the designated timing loop at the pit lane entry. The Mandatory Pit Stop is considered to be complete when the Car triggers the designated timing loop at the pit lane exit.
- d) For a single-Driver Car, according to Article 13.1, an additional time may be included in the Mandatory Pit Stop Time. If applicable, this time will be published with the Mandatory Pit Stop Time.
- e) For a Car with two Drivers, if a Driver change does not occur during the Mandatory Pit Stop, the Stewards will impose a stop and go penalty with a stop time equal to the Car’s prescribed Mandatory Pit Stop Time. If it is impossible for this stop and go penalty to take place during the race, the Stewards will impose a penalty of two laps deleted from the Car’s total number of race laps.
- f) If the Safety Car is on track at the time when the pit window is scheduled to open the Race Director may decide to delay the opening of the pit window. Should the Safety Car be called on track, during the pit window, the Race Director may extend the time of the pit window by a time between one and three minutes.
- g) If the Race Director decides for any other reason than given in clause f) above that the pit window cannot be opened at the scheduled time, a decision may be made to delay the pit window. In this case, the Teams will be informed via the RMC. A new pit window will be communicated, which will be given in terms of the time remaining in the race. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

### **20.3 Driving Stints and Pit Stops – Case B – Three-hour races**

Any pit stop involving a Driver change and/or refuelling is subject to the Mandatory Pit Stop Time.

- a) Timing for the Mandatory Pit Stop begins when the Car triggers the designated timing loop at the pit lane entry. The Mandatory Pit Stop is considered to be complete when the Car triggers the designated timing loop at the pit lane exit.
- b) During the race each Car must make a minimum of 3 pit stops which include a Driver change.
- c) A Driver change cannot occur until the Car has completed at least one full lap of the race.
- d) Any Car not completing 3 pit stops which include a Driver change will be Disqualified from the race.
- e) Any time penalty to be added to the Mandatory Pit Stop Time will be added to the third pit stop that is subject to the Mandatory Pit Stop Time.
- f) The maximum cumulative driving time for any Driver is 100 minutes.
- g) Driving time begins when the formation lap commences, until the Car triggers the timing loop at the pit lane entry prior to a Driver change.

The following stint begins when the Car triggers the timing loop at the pit lane exit after a Driver change and ends when the Car triggers the timing loop at the pit lane entry prior to a Driver change or when the scheduled race time of 3 hours expires.

### **20.4 Amendments to driving stints and pit stop times.**

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

## **21. NUMBER OF CARS ALLOWED TO PARTICIPATE**

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

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

- 1) full Series Competitor
- 2) additional Entries from full-Series Competitor
- 3) race-by-race Competitor who has already taken part in a previous round of the GT World Challenge Australia
- 4) any other criteria decided by the GTWCA Sporting Board.

## **22. LIVERIES – NUMBERS – GRAPHICAL CHARTER**

**22.1** Each Car will carry the competition number allocated by the Promoter. Competition numbers must be an integer between 1 and 999. Competition numbers will be unique during the Series and may not be reused by another Competitor. The number 1 will be reserved in priority for the winning Team from the Series from the previous Series.

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

**22.2** Not in use

**22.3** Not in use

**22.4** If it is impossible to identify a Car from its competition numbers by day or by night, it may be stopped by the Race Director or the Clerk of the Course.

**22.5** Each Car and Driver must adhere to the Promoter's Graphical Charter for each Competition in terms of the decoration of the Car, Driver overalls, pit garage and Team clothing, as well as the restrictions noted in Article 11.3 j). Any infractions will be reported to the Stewards. Refer Attachment 3.

**22.6** Not in use

## **23. ADMINISTRATIVE CHECKS**

**23.1** At each Event, the Secretary of the Event will check the licences of all Teams and Drivers at the time and place mentioned in the Supplementary Regulations.

If required, a Driver must have authorisation to compete abroad from their ASN.

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

The Category Administrator will ensure that they have a copy of the licences of all the Drivers and Competitors taking part in the Competition. The list of Competitors and Drivers and Cars allowed to take part in the Competition will be published before the start of the Free Practice Session. Teams and Drivers who are not in compliance with Article 22.5 will not be listed.

Note : these procedures may be amended due to the Safety Protocol and in this case, the instructions given in the Protocol or Bulletins to the Event must be followed.

**23.2** Not in use

**23.3** Not in use

## 24. BRIEFING

A briefing by the Race Director will take place at the latest on the day of the free practice in the location specified in the Supplementary Regulations of the Competition.

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

Except for Force Majeure, any non-attendance for any part of the briefing may result in a penalty from the Stewards according to the Event regulations.

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

Additional briefings for Bronze and inexperienced Drivers may be organised and will be advised in the Supplementary Regulations for Bulletin at the Event.

Any Driver seen to be using a mobile phone during the briefing for any purpose other than taking a photo of the presentation will be considered to be absent and will be reported to the Stewards.

Note: these procedures may be amended due to the Safety Protocol and in this case, the instructions given in the Protocol or Bulletins to the Event must be followed.

## 25. SCRUTINEERING

**25.1** Each Competitor must have all documents required by Article 3.6, 3.7, 3.8, 3.9 and 3.10 (as appropriate) and the various documents relating to their Car/s, available for inspection at any time during the Event. Each Car must bear identification stickers clearly visible from the rear and from each side of the Car.

**25.2** Each Competitor must present a technical passport / log book (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.

**25.3** Cars must be presented to scrutineering at the time indicated on the Scrutineering Timetable in the following condition :

- with homologation forms and the Car passport,
- with fuel cell and safety cage certificate,
- without fuel,
- with restrictors, ready for sealing, wire to be provided by the Team,
- with ballast, ready for sealing, wire provided by the Team,
- with the engine ready for sealing. Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers. Twisted wire must be installed on each side of the engine, coming from the sump, joining each group of screws, holes or ribs so that these parts cannot be separated. Wire ends must be long enough to allow the plaques and seals to be affixed,
- for a Car 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 (refer Attachment 3),
- with slick tyres.

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

**25.5** Any breaking of a seal during the Event must be requested in writing to the Technical Delegate.

**25.6** For Case B, refer to Article 35.3 for overhead refuelling rig requirements.

**25.7** Each Driver competing in a Championship must use a helmet which complies with the standard described in Appendix L to the Code for “International Series running with GT3 Cars”. Each Driver competing in the GT3 Trophy Series or GT4 Cup must use a helmet which complies with the standard described in Level A of Article 2.1 of Technical Appendix; Schedule D Apparel, in the Motorsport Australia Manual.

Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2000 or 8856-2018.

Helmets and clothing must pass scrutineering before the first time any Driver takes part in a round of the Series, as well as whenever there is a change of any of the items which have already been checked. The Driver does not need to be present when his equipment is presented.

Drivers may be requested to present any or all equipment to the Scrutineer at any time during any Event. Driver overalls must be checked for conformity to Article 22.5 and Article 11.3 j).

**25.8** At any Competition including Refuelling in the pit lane, the safety equipment of the refuellers (helmets, overalls etc) must be checked by the Scrutineer before the Car is allowed on track.

**25.9** The Official Series and sponsors patches provided by the Promoter must be stitched or embroidered on the Drivers and mechanics overalls in accordance with Chapter III Article 2 of Appendix L to the Code. Any breach of this Article may lead to sanctions imposed by the Stewards.

**25.10** Initial scrutineering of the Car and of the Drivers’ equipment and sporting checks for the Competitors will take place in accordance with the Schedule/Timetable for the Event. Any Competitor unable to attend at the given time must request permission in writing to the Stewards, who may grant a waiver. Competitors who do not keep to these time limits or who do not obtain a waiver may be given a penalty.

Teams must abide by the instructions of the Officials and pit lane marshals when proceeding to scrutineering.

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

**25.11** No Car and no Driver may take part in the Competition until they have been passed by the Scrutineers.

- 25.12** 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. At the end of qualifying, and of the races, the Car must contain at least 2 kg of fuel. The 2 kg of fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started,
  - e) check the air restrictor diameters:
    - 1) Competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J to the Code and in Article 4.1 1 b), and modifications throughout the season made by the SRO Technical Board.
    - 2) The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout the season made by the SRO Technical Board, at all times and in all temperatures.
    - 3) The restrictors to be checked and marked must be accessible during the scrutineering of the Cars.
    - 4) The information entered on the technical passport for each Competition is the responsibility of the Competitor, who will sign it after having filled in all requested information.
    - 5) Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number will also appear in the technical passport. The diameter must be engraved on the restrictor. It will be up to the Competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.
- 25.13** Before the end of the initial scrutineering, each Car must be presented in race condition but without fuel for weighing in the scrutineering garage. At this moment, the restrictor plates will be identified.
- 25.14** At the end of the qualifying practice session and after the finish of the races, each classified Car must make its way to the Parc Fermé for checking. The presence of an Official representative of the Competitor is required.
- 25.15** Any Car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 25.16** With the exception of the races, the Scrutineers may request a Car to stop in the scrutineering Garage at any point during a session for checks to take place. Any infractions will be reported to the Stewards.
- 25.17** The Race Director or the Clerk of the Course may require that any Car involved in an accident be stopped and checked.
- 25.18** The Stewards will publish the Scrutineers' findings each time Cars are checked during the Event. These results will not include any specific figures except when a Car is found to be in breach of the Technical Regulations.



**25.19** Checks and scrutineering will be carried out by duly appointed Officials who will also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the Competitors.

## **26. DATA LOGGER & ECU**

**26.1** A data-logger with additional sensor must be installed in each Car at each Competition. It is the responsibility of each Team to obtain this data logger and sensors in accordance with article 19.1, to install the data logger, loom and antenna, and to have the correct operating red and green check lights during the Competition. GTWCA Data Technician will check all data loggers prior to the first free practice. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards.

**26.2** The data-logger is also a scrutineering device and data will be used for scrutineering purposes. The reference engine data will be the data collected during the 2023 SRO Official BOP test or those collected during other tests and races with the current BOP decisions.

**26.3** Only the Data cards supplied with the Data Logger or by the GTWCA Data Technician are authorised to be used during the Event.

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

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

**26.4** Information on the installation and use of the data logger is provided on request.

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

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

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

**26.6** The data logger must work throughout the Competition, including during every practice. Controls may be carried out at any time during the Event.

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

- 26.7** The GPS antenna of the data logger should be mounted on the roof and no other antenna can interfere with the operation of the GPS antenna. It is recommended that no other antenna is within 30 cm of this. If needed, the Technical Delegate can require Competitors to remove other antennas from the roof.
- 26.8** Each manufacturer or tuner must provide the SRO Technical Board with a reference ECU unit with the homologated maps, which can be placed in any of their Cars competing in the Competitions in the Series. Each manufacturer will also supply any technical means needed to swap the ECU belonging to a Competitor with the reference ECU as supplied. The SRO Technical Board or the Scrutineers will not be held responsible for any consequences linked to a change of ECU and any subsequent failure.

## **27. WEIGHING**

- 27.1** At any time during the Event, the Technical Delegate or Scrutineers may select Cars to be weighed.

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

- 27.2** Should the weight of a Car be less than that specified on the Balance of Performance table for that Competition, the Competitor concerned may be given one of the penalties set out in Article 27.8, save where the deficiency in weight results from the accidental loss of a component of the Car.
- 27.3** No substance may be added to, placed on, or removed from a Car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a Scrutineer when acting in his Official capacity and in accordance with the technical regulations, or when requested to do so by a Scrutineer).
- 27.4** No one other than Scrutineers and Officials may enter or remain in the scrutineering garage without the specific permission of the Technical Delegate.
- 27.5** A Car must carry an Official television on-board camera and its equipment if so requested. The weight is included in the weight of the Car as specified on the Balance of Performance sheet for that Competition.
- 27.6** A Competitor may fit one or more personal cameras inside the Car. Any official onboard cameras have priority. The Competitor must obtain written permission from the Promoter and from the Technical Delegate for each camera. The installation must be presented at the time of scrutineering. Any cameras considered unsafe will be removed. The weight of the complete equipment is not included in the minimum weight of the Car. Cameras transmitting live video footage are prohibited. Cameras affixed to helmets are prohibited.

The images from any such personal camera may not be presented by the Team to the Race Director or Stewards to support any sporting matters. However, if necessary, GTWCA, the Race Director or the Stewards may requisition the images. The images may not be distributed, shared or uploaded on the internet unless specifically authorised by GTWCA.

- 27.7** GT3 and GT4 Cars must comply with the homologated weight and any additional weight as required by the GTWCA Sporting Board and/or the Promoter.

For Invitation Class Cars, the weight of the Car is with no Driver and no fuel on board.

The average weight of the Drivers in any Car competing in the Series must be 85 kg. Should the average weight of the Drivers in any specific Car be less than 85 kg, the Car must carry Driver Ballast to compensate. Average Driver weight over 85 kg may be removed from the minimum BOP weight of the Car. The following procedure will be followed:

- a) The weight of each Driver, including overalls, underwear, gloves, helmet and FHR, must be determined and recorded by the Technical Delegate.
- 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 qualifying.

The Driver Ballast, as well as the individual weight of the Drivers in question, may be checked at any point during the Event.

- 27.8** In the event of any breach of these provisions for the weighing of Cars, the Stewards may impose any penalty they consider appropriate, up to Disqualification from the session or race.

## **28. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT**

### **28.1 Tyre Supply**

The Designated tyre supplier will supply all tyres. Tyres produced by other manufacturers will be prohibited unless approved by the Promoter at their absolute discretion.

Only tyres from Pirelli as listed in Attachment 7, approved and registered by the Promoter, and sold for a round of the Series, will be permitted. Tyres must be ordered by the deadlines set by Pirelli or their agent, and paid for in advance, failing which tyres may not be supplied. Tyres sold for a round of the Series may be fitted to wheels by the designated tyre supplier prior to the commencement of that round.

Tyres must only be used in the standard condition as supplied by the manufacturer.

Teams are highly recommended to adhere to the limits detailed in the technical booklet issued by Pirelli and received from the Promoter before the first official Event, as well as to any other Technical Bulletins received during the Series.

The Promoter reserves the right to take samples of the tyre material at any time for laboratory analysis.

## 28.2 Dry and Wet weather tyres

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

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

Tyre width:

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

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

## 28.3 Control of tyres

1. The control of the tyres will be carried out according to a process defined by the Promoter.
2. The outer sidewall of each tyre to be used at a Competition must be marked with a unique identification.
3. Other than in cases of Force Majeure (accepted as such by the Stewards), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate prior to the end of initial scrutineering.
4. A used tyre is one that has been registered for a previous Competition with the same Car competition number. For race-by-race Competitors, this is considered to be any previous Event in which the Car was entered. Used tyres must be presented to the tyre manufacturer for checking and re-registration following the process defined by the Promoter and the Tyre Manufacturer. Pirelli maintains a list of the tyres which have been recorded during the Series. Used tyres must be taken to Pirelli for re-registration before any new tyres are fitted.

## 28.4 Tyre-heating/[cleaning](#) devices

Tyre heating prior to use is prohibited.

The application of any material (liquid, solid or gas) to any part(s) of the tyre is prohibited.

Heat retention devices and compounds are prohibited at any time. The only exceptions are the use of domestic water / detergents for cleaning purposes and lubricants applied to the tyre bead for fitting purposes.

[During an Event, any tyre may only be cleaned using a manually operated handheld tool/s such as a flat scraper. The use of any electrical or mechanical device to clean a tyre is prohibited.](#)

A section of “build up” measuring a maximum of 50 mm across the entire tread may be removed from each tyre to allow the tyre tread depth to be measured at a maximum of 2 locations on any 1 tyre. In addition, “build up” may be removed from the inside shoulder of each tyre for a maximum of 50 mm from the edge of each tyre. Electrical or mechanically operated devices are permitted to be used to remove “build up” in these areas only.

#### **28.5 Joker Tyres**

Four additional Joker tyres per Car will be permitted per season. These will only be available as replacements for tyres nominated for the Event and damaged beyond use.

This must be agreed with the Technical Delegate before they are used. Application for Joker tyres should be made in writing using the official joker tyre form available from the Category Administrator.

#### **28.6 Change of Chassis & Car Number**

Should a Car change competition number during the Series but remain with the same Competitor, the used tyres will be transferred to the new competition number.

Should a Competitor change the model of Car during the Series 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.

#### **28.7 Tyre Limitations – General**

The penalty for non-compliance with tyre limitations is Disqualification from part or all of the Competition as determined by the Stewards.

The unique reference numbers/barcode on the nominated tyres for each Car will be recorded either by tyre marking, on a Series form or by electronic means in the tyre supplier’s work area by the Technical Delegate or their nominated representative. The onus is on the Competitor to ensure that each nominated tyre has been recorded in accordance with the Series issued procedure.

The tyres nominated for an Event can be used in any combination provided that there is compliance with all other Series regulations and relevant technical forms.

#### **28.8 Tyre Limitations for Sprint Titles (Case A – 2 x 1-hour races and Case C – 3 x 40-minute races)**

For the first Event of a Title that a Car enters that requires a DHE or DHF specification tyre (either Case A or Case C), the following sets of new tyres may be purchased and used throughout the Event :

GT Championship and GTC: 4 sets of dry-weather tyres.

GT4 Cup and GT3 Trophy Series: 3 sets of dry-weather tyres.

For subsequent Events, the following applies:

GT Championship and GTC: a maximum of 3 sets of new dry-weather tyres may be purchased and 1 set of pre-marked tyres from a previous Event may be used throughout the Event.

GT4 Cup and GT3 Trophy Series: a maximum of 2 sets of new dry-weather tyres may be purchased and 1 set of pre-marked tyres from a previous Event may be used throughout the Event.

### **28.9 Tyre Limitations for Case B – Three-hour races**

For all Events, the following applies, except where specifically authorised by the Promoter:

Endurance Championship and GTC: a maximum of 5 sets of new dry-weather tyres may be purchased to be used throughout the Event. Alternatively, 4 sets of new dry-weather tyres may be purchased and 1 set of pre-marked tyres from a previous Event may be used throughout the Event.

GT4 Cup Endurance and GT3 Trophy Series Endurance: a maximum of 4 sets of new dry-weather tyres may be purchased to be used throughout the Event. Alternatively, 3 sets of new dry-weather tyres may be purchased and 1 set of pre-marked tyres from a previous Event may be used throughout the Event.

### **28.10 Tyre Limitations for Wet Weather Tyres**

Tyres supplied specifically for use in wet weather will not be subject to the limits given in articles 28.8 and 28.9.

No intermediate tyres will be available/supplied, and their use is prohibited.

It is prohibited to use tyres supplied specifically for use in wet weather on dry tracks during official timed sessions. For the avoidance of doubt any official track session deemed to be “wet” in the sole opinion of the Race Director will be indicated to Competitors by the display of a “Wet” board at the Pit Lane exit or by being displayed on the timing display screens or advised on the RMC. With the exception of races, wet weather tyres may ONLY be used after track has been declared wet by Race Director.

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

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

### **28.10 Camber and Pressure**

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

The maximum negative value for the camber of both rear wheels of the Car may be monitored in static condition anytime during the Event, including in Parc Fermé after qualifying and a race, and must not exceed  $-3.5^{\circ}$ . This figure may be altered for any race, in particular should there be any changes to the circuit configuration. Any such changes will be announced before the Event.

Additionally, for GT4 Cars, the starting pressure of the tyres will be monitored, with random checks on the grid.

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

**28.11 Force Majeure**

In cases of Force Majeure and subsequent calendar changes, the precise information concerning tyre use at any particular Event will be determined by the GTWCA Sporting Board and approved by the Stewards, which may amend or supersede the information on tyre limitations given in article 28.

**29. Not in use**

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

**30.1 Balance of Performance**

Due to the nature of the Cars and the choice of circuits, a specific Balance of Performance can be carried out for Cars taking part in the Series.

Balance of Performance testing sessions of the FIA GT3 models running in the Series will be held before the start of the season. Each Car competing in Endurance Competitions will have to be equipped with their endurance pack if it is available and has been homologated.

Each manufacturer whose Cars will be competing in the 2023 season must enter at least one of their Cars for the purposes of Balance of Performance Testing. A penalty may be imposed by the SRO Technical Board on any Team which does not attend, except for Force Majeure accepted as such by the Board.

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

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

The SRO Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of the first Race for Case A or Case C and at any time for Case B. Teams will be notified of any such changes during the Event via a Bulletin from the Stewards.

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

The SRO Technical Board will distribute the various circuits used by the Series into at least four groups, each with a specific Balance of Performance.

- A : High speed lower downforce
- B : High speed medium downforce
- C: Mid speed higher downforce
- D: Low speed medium downforce

Any changes of circuit type will be notified before the start of the Event.

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

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

### **30.2 Official Test Sessions**

One or more Official testing sessions and media days may be organised by the Promoter before the first Event of the Series.

Additional testing may be permitted throughout the Series. This will be notified by the Promoter.

### **30.3 Official Paid Test Sessions**

Additional paid private testing sessions may be authorised by the Promoter before certain Events. Any such official paid test sessions will be open to all Competitors but will not be mandatory. These sessions will not be considered as part of the Event.

There will be no limitations on the number of tyres for these Event test sessions, but they must be in conformity with the principles laid down in article 28.1, namely either new tyres or used tyres from previous Events of the Series. Tyres used during these sessions may not be marked for use during an Event.

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

### **30.4 Not in use**

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

### **30.6 Not in use**

### **30.7 Not in use**

### **30.8 Hardship Laps**

In exceptional circumstances, Teams may request a hardship lap in order to check a Car after significant repairs or other issues. Any such requests must be made to the Stewards. If authorised, any such laps will be scheduled, when possible, at the end of a session and will consist of a single lap from pit out to pit in without crossing the timing line.

### **30.9 Private Testing**

- (a) The testing of any Car and/or Driver deemed by the Category Administrator to be associated with any Title is prohibited on any host circuit during the 7 days preceding the commencement of a round at that circuit, other than official sessions sanctioned by the Promoter.
- (b) The Category Administrator must be advised at least 7 days prior to any testing of a Car that is deemed by the Category Administrator to be associated with the Championship/s.
- (c) The Category Administrator must be granted permission to attend any testing of a Car that is deemed by the Category Administrator to be associated with the Championship/s.



## **31. PROMOTIONAL ACTIVITIES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS**

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

- a) Additional laps with the Cars and Drivers entered in the Competition are only permitted as part of media activities to aid the promotion of the Event, including tracking laps for photo shoots, filmed laps for TV programmes or other activities organised by the Promoter.
- b) Promotional activities with road cars may be organised by Teams for their VIP guests or Media with permission from the Promoter. Promotional activities with any Car entered in a round of the Series may be organised with permission from the Promoter. Drivers competing in the GT World Challenge Australia Series may take part in any such activities.
- c) Promotional activities with race Cars which are not eligible for the Series, may be authorised with permission from the Promoter. Drivers competing in the Series may take part in these activities.
- d) There are no restrictions on Drivers and Teams competing in other races taking place at the same Event, so long as this does not impact on their participation in the mandatory elements of the main Series Competition, including briefings, podiums, press conferences etc.
- e) **Not in use**

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

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

**31.3** Autograph sessions may be scheduled during any Event at the time given in the Schedule/Timetable for the Event or as advised by the Promoter. Drivers are expected to attend any such sessions, dressed in Team uniform, at the scheduled time, and to make themselves available for the full duration.

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

## **32. GENERAL CAR REQUIREMENTS**

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

- legible messages on a pit board;
- body movement by the Driver;
- lap trigger signals from the pits to the Car.

Lap marker transmitters must be battery-powered and, once operating, must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers must use a transmitter

operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3 dB point, and must not be used for the transmission of any data from pit to Car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;

- verbal communication between a Driver and his Team by radio;
- electromagnetic radiation between 2 and 2.7 GHz is prohibited, save with the written consent of the Promoter
- Telemetry: one way (Car to pit) telemetry is permitted.
- **IMPORTANT:** no item, installation or antenna is permitted which may interfere at any time with the Official data logger, timing, GPS, radio or TV systems.

### **33. GENERAL SAFETY**

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

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

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

This rule is also applicable when the Car is parked in the Parc Fermé.

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

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

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

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

**33.7 Not in use**

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

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

**33.10** Drivers must use the track at all times.

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 have their lap time/s deleted during free practice and qualifying and may receive a drive through or time penalty during the race. The Stewards can impose any other penalty available.

**33.11**

- a) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap which immediately precedes the races and the time when the last Car enters the Parc Fermé, no one is allowed on the track with the exception of:
  - a) officials or other authorised personnel in the execution of their duty;
  - b) Drivers when driving or under the direction of the officials;
  - 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.
- b) At any time during a Competition, a Car may join the track, including the pit lane and the grid, only after the Driver has started the engine alone and unaided, and leaving the working area with no external assistance.
- c) During a race, the engine may only be started with the starter except on the grid or after a Stop and Go penalty, where the use of an external starting device is permitted. The Car must leave its position in the pit lane with no external intervention. Any Car reported to have received assistance to start will be given a stop and go penalty, during which the Car must be started by the Driver alone.
- d) A Car may only leave its working area when it is ready to re-join the track and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for Force Majeure.

**33.12.** Drivers taking part in practice (including the warm up if any) and the race must always wear the clothes, underwear, helmets, and FIA-approved head restraint specified in Appendix L to the Code.

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

While driving in the fast lane of the pits, the Driver may unplug the radio or disconnect the drink bottle and other such items but must have at least one hand on the steering wheel at all times and not be distracted from watching the road ahead while doing any of these things.

Tension in the belts may be loosened but the belts must remain in contact with the Driver so that they are considered to still be properly restrained in accordance with Chapter III article 4 of Appendix L to the Code. The Driver's safety harness must be securely fastened before the Car leaves the Team's working area but, on exiting the pits, the Driver may further tighten the belts or

adjust them. Any infractions noted by the pit lane officials or the Driver-facing safety camera may be reported to the Stewards.

- 33.14** Extrication and Recovery exercises may take place before the Competition. Selected Teams will be notified by the Category Administrator and must make their Car available at the stated time.
- 33.15** If a Driver has serious mechanical difficulties during practice or the races, they must leave the track or return to the 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.
- 33.16** The Car's regulatory lighting system must function at all times during the Competition. Any Car that does not present the minimum illumination listed below, may be stopped by the Clerk of the Course for repairs:
- At the Front: 2 headlights (right and left) and 2 direction indicators
  - At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights
  - Also the illumination of the competition numbers if required for the Event, and, should the weather conditions deteriorate, the rain light.
- 33.17** Drivers may not flash their headlights (main beams) as a warning or indication more than 3 times in succession between any two successive corners. Any Car reported to have exceeded this number of flashes will be given a warning. A second infraction for any Car during the Competition will result in a drive-through penalty.
- 33.18** **Not in use**
- 33.19** The Car's headlights, red rear light and rear rain lights must be illuminated at all times when it is running on a track that has been declared a "wet track". It will be at the discretion of the Race Director to decide whether a Driver should be stopped because the Car's lights are not working. If a Car is stopped for that reason, it may re-join the Competition once the fault has been remedied.
- Once a race has been declared Wet, it remains Wet for the remainder of the Race. However, instructions will be issued from Race Control to indicate when lights can be switched off.
- 33.20** When lights are mandatory (in wet conditions and in any mandatory night period) main beams must be switched on at all times that the Car is moving; the additional lights may be flashed if needed, subject to the same limitation as for flashing headlights in Article 33.17.
- 33.21** A maximum of four working Team members per participating Car are allowed on the pit wall signalling area reserved for the Team during practice and the race/s. People under 16 years of age are not allowed in the pit lane, on the pit wall or on the grid, except during the 'pitlane walkabout' or the 'grid walk' when they may be allowed if accompanied by an adult and if authorised by the circuit.
- 33.22** Animals, except those which may have been expressly authorised for use by security services, are prohibited in the pit area, on the track and in any spectator area.
- 33.23** The Race Director, the Clerk of the Course or the Chief Medical Officer can require a Driver to undergo a medical examination at any time during an Event.

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

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

#### **34. PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION**

**34.1** The allocation of pit garages, will be decided by the Promotor or the Organiser.

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

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

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

**34.3** The working area for each Team may be notified by the Organiser and will be the only working area for all of its Cars. The limits of the area allotted to each Team may be indicated or marked on the ground by the Pit Lane Official in consultation with the Race Director. No Team may exceed the marked limits with their equipment.

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

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

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

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

Suppliers may not install floors, lighting, etc without specific written authorisation from the Promoter.

**34.6** Smoking, making fire and welding are all strictly prohibited in the pit garages as well as within a six-metre radius or any other area deemed by the Organiser. No welding operations can be carried out within this perimeter, and devices generating sparks will be prohibited in this area.

**34.7** LPG gas cylinders and accessories are strictly prohibited in the pit lane, in the pit garages and for a distance of at least five metres behind the pit garages, as well as inside the Competitors’ trucks.

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

- 34.9** Teams must be considerate towards other Series taking part in the same Event. Equipment must not be left outside the garages between Series sessions. Unless otherwise indicated by the Promoter or Stewards, garage doors must be left open to allow access to TV monitors.
- 34.10** Pit Installations including folding brackets and flexible air, fuel or lighting mountings may not exceed the width of the working area, nor may they be less than two metres above ground level. Support arms must be suspended and fastened by chains or wire cables.
- 34.11** A speed limit of 40 km/h will be enforced in the pit lane. Any Driver exceeding the limit above will be reported to the Stewards.
- 34.12** Unless a Car is pushed from the grid at any time during the start procedure, Cars may only be driven from the Team's designated pit garage area to the end of the pit lane.
- 34.13** Any Driver intending to start the race from the pit lane may not drive the Car from the Team's designated pit garage area until the pit exit is closed and must stop in a line in the fast lane.
- 34.14** No equipment may be left in the fast lane. A Car may enter or remain in the fast lane only with the Driver sitting in the Car behind the steering wheel in his normal position, and under its own power.
- 34.15** Cars may only leave their working area to queue after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or the RMC. Should it not be possible to give this instruction, Cars may not move until the pit lane exit is green.
- This also applies after a red-flag interruption to a practice or qualifying session.
- 34.16** It is the responsibility of each Car Controller to release their Car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane. Cars must move from their working area to the fast lane prior to exiting the pit lane across the pit lane exit timing loop.
- 34.17** Cars must enter and leave the working area in an appropriate manner. Any infractions may result in a penalty.
- 34.18** During the race, Cars may only leave their working area when they are ready to re-join the race. They must proceed down the pit lane respecting the pit lane speed limit. Except for safety reasons, they may not stop in the fast lane, or proceed at low speed. Any Car that stops or slows unnecessarily will be reported to the Stewards.
- 34.19** At all times when the Cars are allowed onto the track:
- Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.
  - Officials will have free access into the pits.
  - Except for the gantries, and refuelling rigs for Case B, no tools or equipment may be left in the working area once a pit stop is over. During the Event, the Cars must be parked with the front facing towards the pit lane at all times when in the pit garages.
  - At the start of any session, Cars must be at an angle of 45 degrees, nose towards pit exit. During any session that is not a race, Cars must stop in front of their allocated garage at an angle of 45 degrees, nose in. Any changes to this article according to the specific layout of each individual circuit will be given in a Bulletin at the Event.

- e) There is no limitation on the number of mechanics when the Car is inside the pit garage.
- f) At all times, Cars must be pushed in front of the pit/garage and the engine must be restarted by the Driver alone, and the Car must leave the working area with no external assistance.
- g) During Qualifying, any Car which stops around the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to take part in the rest of the session. This applies even if the Car, for any reason, is returned to the Team. Cars which are able to re-join after external assistance and return to the pit lane via the track may take part in the rest of the session.
- h) **Not in use**

### **35. FUEL, FUEL RIGS, FUEL CELL & FUEL CIRCUIT**

- 35.1** Only the fuel supplier designated by the Promoter may be used by all the Competitors at the Competitions. The specifications of the fuel may be provided upon request to the Promoter.

The maximum quantity of fuel authorised per Car in each pit/paddock garage will be advised in the Supplementary Regulations for each Event. For a garage in the pit lane, this fuel must be stored near the door, on the paddock side and for a garage in the paddock, the Technical Delegate will advise the fuel storage requirements.

- 35.2** All fuel used during the Competition must be purchased and supplied at each round of the Series. Fuel samples will be checked and infractions will be reported to the Stewards.

#### **35.3 Fuel Rigs for Case B – 3 hour race**

- (a) An overhead refuelling rig must comply with the requirements of Article 6 of FIA Appendix J – Article 257A or the Motorsport Australia Manual, Circuit Race Appendix – Refuelling in Pit Lane.
- (b) Each overhead refuelling rig must be marked with the competition number of the Car, or the competition number of each Car if more than 1 Car is sharing the same overhead refuelling rig, in a location (normally the fuel tank section) which is clearly visible from the pit lane.
- (c) An overhead refuelling rig may only be used by a Car that has its competition number marked on that rig.
- (d) An overhead refuelling rig is permitted to be used for the purpose of checking compliance of Car's fuel system
- (e) An overhead refuelling rig is permitted to be used for checking flow rate provided that the following are complied with for the duration of this checking procedure:
  - (i) a Fire Attendant is present; and
  - (ii) the Car and each vessel where fuel is being transferred is earthed to a suitable earth point.
- (f) It is permitted to practice a pit stop in the pit lane with the overhead refuelling rig, outside of track activity, provided that there is no fuel in the reservoir or the refuelling hose.
- (g) It is prohibited to place any type of cover or shield over the overhead refuelling rig during a race.
- (h) At all times when emptying or filling an overhead refuelling rig all personnel involved in the procedure must be fully attired in the apparel as required by the Motorsport Australia Manual, Circuit Race Appendix – Refuelling in Pit Lane. Each Competitor must also ensure that a similarly attired attendant, with a fire extinguisher in working order, is present.

- (i) Each overhead refuelling rig fuel delivery hose must be fitted with a restrictor that complies with the internal diameter specified in the Balance of Performance Sheet for the relevant Car.

### **36. PIT STOPS – GENERAL**

Pit stop procedures may be altered by the Safety Protocol in operation at an Event. In this case, the amended procedures as given in a Bulletin will apply.

#### **36.1** A pit stop procedure can be made up of two activities – refuelling and servicing.

These two activities cannot be performed at the same time.

Refuelling, if required, must be the first activity performed and must be completed before servicing is started.

A Driver change may take place during either activity.

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

#### **36.2** For any pit stop during a race, a Car must stop parallel to the pit lane and a minimum of 50 cm from the white line designating the start of the Working Area.

Should a Car overshoot its pit garage, it may be pushed back to its location by the mechanics, under supervision of the officials.

#### **36.3** Only the Car Controller and additional fuel hose holder (where required) is permitted in the working area a maximum of one lap before the pit stop of the Car.

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

Team personnel may use unattended stationary boards or lollipops to indicate to the Cars from the working zone.

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

#### **36.5** Number of personnel

##### **Case A – Sprint (one-hour races)**

##### **Case C – Sprint (40-minute races)**

- a) No more than two mechanics per Car may be in the working lane at any one time.
- b) A Car Controller (the 3<sup>rd</sup> member) must stand at the front of the Car and oversee the work of the mechanics but must not touch the Car in any way and may only make visual checks.



It is recommended that each Competitor ensure that its mechanics and Car Controller wear flame-resistant overalls and a helmet as a minimum.

**Case B – Endurance Races (3-hour races)**

- a) Except for when refuelling, no more than 2 mechanics per Car may be in the working lane at any one time.
- b) In addition, a Car Controller must stand at the front of the Car and oversee the work of the mechanics but must not touch the Car in any way and may only make visual checks.
- c) During refuelling, a maximum of 4 and a minimum of 3 persons nominated by the Competitor (as listed below) are permitted to assist with refuelling each Car:
  - i. fuel hose operator,
  - ii. fire extinguisher operator,
  - iii. fuel rig emergency cut-off valve operator,
  - iv. (optional) additional fuel hose holder
- d) Only the Car Controller and the additional fuel hose holder, if required, may be in the working lane before the Car comes to a stop in its pit bay. The additional fuel hose holder must return behind the Prescribed Line before any other crew member moves into pit lane to service the Car or the Car leaves its pit bay.

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

**36.8** During any pit stop, whatever the reason, the Driver is obliged to turn off the engine.

For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, before the Car is ready to re-join the track, the engine must be switched off and Driver must start the engine from the seat, using only those means available on board.

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

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

**36.10** During sessions, Cars may be placed on skates in the working lane when they need to be moved.

**36.11** Pit booms are prohibited for Case A and Case C – Sprint (one-hour races and 40-minute races).

**36.12** Penalties may be imposed for an unsafe entry or release during any session.

**36.13** Individual Teams may receive an additional pit stop time adjustment at the discretion of the Promoter.

- 36.14** Teams must be prepared and ready to perform their pit stop away from the area immediately outside their garage, should it be necessary to spread Teams along the full length of the available space.

## **37. REFUELLING**

- 37.1 Case A: Refuelling during Events with one-hour races.  
Case C: Refuelling during Events with 40-minute races.**

Refuelling is prohibited during the races and in the free and qualifying practice session.

### **37.2 Case B : Refuelling during Events with a three-hour race**

- (a) Refuelling of a Car is prohibited during any practice or qualifying session.
- (b) Refuelling of a Car is prohibited between qualifying sessions when the second qualifying session is scheduled to commence 30 minutes or less after the scheduled completion of the first qualifying session.
- (c) At all times during a race, refuelling of a Car must only be carried out in the working lane and in accordance with the Motorsport Australia Manual, Circuit Race Appendix – Refuelling in Pit Lane and the following regulations.
- (d) No refuelling may occur from the commencement of the reconnaissance lap until after the Car has completed 1 racing lap.
- (e) The fuel delivery hose must be purged of air and full of fuel prior to the 3-minute signal at the start of a race.
- (f) The Car Controller must be attired as per the personnel carrying out the refuelling procedure.
- (g) While in Pit Lane, the fuel delivery hose must at all times be held by the fuel hose operator.
- (h) The refilling of an overhead refuelling rig is prohibited during refuelling of a Car from that rig.

## **38. TYRE CHANGES**

- 38.1** Tyre changes may be carried out on the Car in the working area of the pit lane and parallel to the pit lane, after refuelling (if applicable) has finished, and the personnel in charge of refuelling have cleared the working area.

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

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

- 1 Car Controller
- One of the mechanics permitted to work on the Car may bring and connect the air hose to the air jacks. Once the wheels have been changed, and, in pit stops including fuel, after refuelling has finished, the hose must be removed in order to bring the Car down. No other system may be used to bring the Car down onto its wheels.
- A maximum of 2 mechanics are permitted to carry out any operations needed including change the tyres, using only TWO wheel guns or torque wrenches. These two people may come into the working area and start these operations only once the Car has stopped in front of the pit garage, with the engine off.

They must:

- bring only two guns onto the working area,
- take the new wheels and put the replaced ones behind the Prescribed Line,
- carry permanently the detached wheels when they are over the Prescribed Line. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the Car,
- not throw the wheels or drop them,
- take the equipment back behind the Prescribed Line.
- The Driver exiting the Car may assist the Driver entering the Car. A Driver Assistant may be used whose role is restricted to any action required to assist the egress and/or ingress of a Driver.
- Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the Car, as will a Driver if performing any work on the Car.
- 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the Car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge.

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

## **39. OTHER OPERATIONS IN THE PITS**

**39.1** Other operations, including replenishment of lubricants and various fluids, may be carried out on the Car when the refuelling and tyre changes have finished-

## **40. REPLACEMENT OF MECHANICAL PARTS**

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

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

Requests for changes which take place before Qualifying may be subject to lower penalties, subject to the decision of the Stewards.

## **41. FREE PRACTICE, QUALIFYING AND WARM-UP (If applicable)**

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

**41.2** No Driver may take the start of a race without having taken part in qualifying, except in a case of Force Majeure duly recognised as such by the Stewards. Drivers who set a lap time within 115% of the fastest lap time during the relevant session during pre-qualifying or free practice may be authorised by the Stewards to take part in the race.

- 41.3** During the free practice and qualifying sessions and the warm-up if applicable, controls on the tyre markings may be carried out before the Cars take to the track under the orders of the officials, and there will be a green light and a red light at the pit lane exit.

Cars may only leave their working area according to the procedure detailed in Article 34.15. Cars may only leave the pit lane when the green light is on at the start or restart of a session. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn Drivers leaving the pit lane if Cars are approaching on the track.

**41.4 Event format for Competitions with one-hour races (Case A) and 40-minute races (Case C)**

**a) Events will include the following :**

- One or two free practice sessions, of a minimum duration as per the Event schedule.
- At the end of free practice sessions, and at the discretion of the Organiser, a bronze Driver session may be held (see Schedule/Timetable for the Event). During this session, only Drivers who have been categorised as Bronze, including Drivers with derogations as Bronze\*, may take part.

**b) Qualifying**

There will be a minimum of 2 Qualifying sessions of a minimum duration of 10 minutes per session, separated by at least 5 minutes.

Q1:Qualifying 1 – Driver 1 and single Drivers

Q2:Qualifying 2 – Driver 2 and single Drivers

A Top 10 Shootout may be conducted to determine the order of the first 10 Cars on the grid for a race. Details will be included in the event regulations.

The exact times and order of sessions will be confirmed by the Schedule/Timetable for the Event.

The above format may be modified by a Bulletin from the Stewards. Should any Practice session be disrupted, the Race Director will not be obliged to resume or re-run the session; the decision of the Race Director will be final.

No Driver may take the start of a race without completing one timed lap (not including in and out laps) in either the Q1 or Q2 qualifying practice sessions, except in a case of Force Majeure duly recognised as such by the Stewards which may incur a penalty.

Drivers who set a lap time within 115% of the fastest lap time during free practice may be authorised by the Stewards to take the start of a race. Permission must be requested from the Stewards for any such Drivers in order to be allowed to take the start of the race.

At the latest, all competing Cars must be in position in the working area of the pit lane when ~~the qualifying session~~ Q1 starts. Throughout the qualifying sessions (i.e. from the start of Q1 until the end of Q2), they must remain in the pit lane when not on the track.

At no time will competing Cars be allowed in their pit garage or the paddock areas until ~~the qualifying session~~ Q2 has ended and the Car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the Technical Delegate.

During the Qualifying sessions (i.e. from the start of Q1 until the end of Q2), the following principles will apply:

- No fuel may be added to or removed from the Cars,
- Cars may only leave their working area according to the procedure in Article 34.15,
- Cars may only leave the pit lane when the pit exit is open at the start or restart of the session,
- No computers can be connected to the Cars, including data sticks, adding or removing data cards or wireless connections of any kind from the Team/pit to the Car.

After the end of Q2, all Cars will be under Parc Fermé regulations. Except for the Cars selected for scrutineering by the Technical Delegate, they will be placed on their wheels in their pit garages with the nose towards the pit lane. The Technical Delegate may seal the doors and bonnet. Should the Teams not be working from the pit garages, alternate arrangements will be given via a Bulletin.

#### **41.5 Event format for Case B – Three hour races**

The event format for Case B will be the same as Case A and Case C with the following exceptions.

##### a) Qualifying

There will be a minimum of 2 Qualifying sessions of a minimum duration of 10 minutes per session, separated by at least 5 minutes.

Q1: Qualifying 1 – Driver 1

Q2: Qualifying 2 – Driver 2

#### **41.6 – 41.7 Not in use**

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

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

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

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

- 41.10** The Race Director or the Clerk of the Course may interrupt practice as often and for as long as considered necessary to clear the track or to allow the recovery of a Car. In the case of free practice only, the Race Director or the Clerk of the Course may decline to prolong the practice period after an interruption of this kind, with the agreement of the Stewards.

Any *Driver* that causes a red flag to be displayed during a qualifying session will have their fastest lap time for that session at the time that red flag was displayed deleted. The *Driver* that caused the red flag to be displayed may continue if the session recommences.

- 41.11** Should the qualifying sessions be thus interrupted, no protest or appeal can be accepted as to the possible effects of the interruption on the qualification of Drivers admitted to start.
- 41.12** Any Car abandoned on the circuit during the sessions will be brought back to the pits as soon as possible and may participate in this or subsequent sessions.
- 41.13** With the exception of a lap in which a red flag is shown, each time a Car crosses the Line it will be deemed to have completed one lap.
- 41.14** Should, for any reason, it be impossible to hold the Qualifying session, or should the Qualifying session be curtailed before times have been set, the results of the most previous Free Practice session will be used to set the starting grid. All Drivers must complete a minimum of 1 timed lap in this Free Practice unless amended by Bulletin for the Event.
- 41.15** Where two races are to be run, any Competitor whose Car has not been classified for whatever reason in the first race, must confirm the participation of the Car in the second race at the latest 60 minutes before the start of the race.
- 41.16** In a case where more than one race is scheduled at the same Event they may be combined to form an endurance race at the Promoters discretion.
- 41.17** The Promoter reserves the right to amend the Event format. The GT3 and GT4 Cars may be split into separate grids at certain Events. Teams will be notified of this by Bulletin.

## **42. STOPPING THE PRACTICE**

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

When the red flag is displayed, each Car must immediately reduce speed to 80 km/h and proceed back to its working area in the pit lane (or any other place indicated by the Race Director) with extreme caution and no overtaking.

After a red flag has been displayed, a Car may only leave its working area in accordance with Article 34.15.

Any Car abandoned on the track will be moved to a safe place.

Stopping in the fast lane is prohibited.

#### **43. GRID**

##### **43.1 Grid for Case A – Events with one-hour races Grid for Case C – Events with 40-minute races**

At the end of qualifying practice, the fastest lap time achieved by each Car in each period will be published Officially.

- The grid for Race 1 will be drawn up according to the fastest lap time of each Car in the Qualifying 1 (Q1) session [or a Top 10 Shootout if applicable](#).
- The grid for Race 2 will be drawn up according to the fastest lap time of each Car in the Qualifying 2 (Q2) session [or a Top 10 Shootout if applicable](#).
- The grid for Race 3 will be drawn up according to the aggregate points awarded to each Car for Race 1 and Race 2. Cars will be gridded in groups with Pro/Am at the front of the grid, followed in order by Am, Trophy, Invitational and GT4.

Once the grid has been established, grid position penalties (if any) will be applied to the Drivers in question in the order in which the decisions were issued.

Should, for any reason, it be impossible to hold the Qualifying session, or the Qualifying session is curtailed before times have been set, the results of the most recent Free Practice session will be used to set the starting grid.

##### **43.2 Not in use**

##### **43.3 Grid for Case B for three-hour races**

The grid for the race will be the same as Case A and Case C with the following exception:

- The grid for the race will be drawn up according to the aggregated fastest lap times from both drivers, with the lowest aggregate time in pole position.

##### **43.4** The pole position will be the position on the grid designated on the FIA circuit licence.

##### **43.5** Any Driver who has not qualified for the race and who has failed to set a lap time in either free practice sessions or qualifying within 115% of the fastest lap time in the relevant session may nevertheless be allowed by the Stewards to take part in the warm-up (if applicable) or in the races. Where such a Driver has set a lap time within the 115% limit in a free practice session, qualifying or warm-up during a previous Competition this may be taken into consideration.

Should more than one Driver be accepted in this manner, the Stewards will determine their order. In neither case may a Team appeal against the decision of the Stewards.

##### **43.6** The grids will be in a 2 x 2 formation.

##### **43.7** Not in use

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

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

If one or more Cars are withdrawn, the grid may be closed up accordingly.

#### **44. STARTING DRIVERS**

- 44.1 Case A: for Events with one-hour races**  
**Case C: for Events with 40-minute races**

- Driver 1 must take the start of Race 1.
- Driver 2 must take the start of Race 2.
- Driver 1 must take the start of Race 3.
- Any unauthorised changes to this order will be reported to the Stewards.

- 44.2 Not in use**

- 44.3 Case B: for three-hour races**

- Driver 1 must take the start of the race.
- Any unauthorised changes to this will be reported to the Stewards.

#### **45. STARTING PROCEDURE**

- 45.1** Unless specified otherwise in the Supplementary Regulations, the start procedure for each race will be as detailed in the CRSR – Championship Start – Rolling Start.

A time penalty imposed for a false start may be directed to be served at the commencement of a Mandatory Pit Stop. That is, the time penalty would be added to the Mandatory Pit Stop Time for that Car and no Driver change or work on the Car can commence until the penalty time has elapsed.

#### **46. THE RACES**

- 46.1** A race will not be stopped in the event of rain unless the track is blocked or it is dangerous to continue (see Article 47)
- 46.2** If a Car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the Car from a dangerous position, it will be the duty of the officials to assist. It may also be moved with help other than that of the officials (i.e. any equipment, e.g. tractor, etc.) and re-join the race.



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

**46.4 Not in use**

**46.5 Safety Car**

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

**46.6 Not in use**

**46.7 Safety Car Procedure** (in accordance with Article 2.10 of Appendix H to the Code)

When the order is given to deploy the Safety Car, each flag post will display a waved yellow flag and “SC” board and the orange lights at the Line will be illuminated, for the duration of the intervention.

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

All the competing Cars must then form up in line behind the Safety Car no more than five Car lengths apart, and overtaking, with the following exceptions, is prohibited until the Cars reach the Line (or the next race neutralisation end point) after the Safety Car has returned to the pits.

Overtaking will be permitted under the following circumstances:

- if a Car is signalled to do so from the Safety Car,
- any Car entering the pits may pass another Car or the Safety Car after it has crossed the first safety car line,
- any Car leaving the pits may be overtaken by another Car on the track before it crosses the second safety car line,
- when the Safety Car is returning to the pits or its intermediate position, it may be overtaken by Cars on the track once it has crossed the safety car line,
- any Car stopping in its designated garage area whilst the Safety Car is using the pit lane may be overtaken,
- if any Car slows with an obvious problem.

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

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

The Safety Car will be used at least until the Car in the lead is behind it and all remaining Cars are lined up behind the leader. Once behind the Safety Car, the race leader must keep within 5 Car lengths of it and all remaining Cars must keep the formation as tight as possible.

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

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

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

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

When the Race Director (or his Deputy or the Clerk of the Course in his absence) calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap.

At the moment the Safety Car switches OFF its lights, the yellow flags and SC boards (lights) at the flag posts will be withdrawn. At this point, the first Car in line behind the Safety Car must maintain the speed of the Safety Car.

In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the Safety Car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other Drivers or impede the restart.

As the Safety Car is in the pit entry, waved green flags with green lights will be shown at the Line to signal the restart. Each flag post will also display a waved green flag. These will be displayed until the last Car crosses the Line. The lead Car Driver may accelerate or maintain the speed set by the Safety Car, but not slow down up to the Line. A Car may not overtake nor overlap another until it has crossed the Line after the signal to restart has been given unless a Car slows with an obvious problem and a Car cannot avoid passing it without unduly delaying the remainder of the field.

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

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

#### **46.8. Starting the race behind the Safety Car**

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

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

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

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

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

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

#### **47. SUSPENDING AND RESUMING THE RACE**

##### **Suspending the race**

If it becomes necessary to suspend the race because the Track is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all flag posts.

When the red flag is displayed overtaking is prohibited, the pit exit will be closed and all Cars must proceed slowly to the grid (Drivers may also choose to enter the pits). The first Car to arrive on the grid will occupy pole position and others will line up in a single line behind it in the order they arrive. Any Car unable to return to the grid as a result of the Track being blocked may return provided they do so under their own power and when the Track is cleared.

If a race is suspended during a Safety Car deployment, and the Safety Car is directed into the Pit Lane:

- each Automobile must follow the Safety Car and stop in the Fast Lane in a line behind it;
- an Automobile may be worked on in the Fast Lane, however, refuelling is prohibited; and
- unless permitted by the Clerk of the Course due to a weather condition (e.g. dry to wet) or approved by the Technical Delegate for a safety reason, the changing of any tyre is prohibited.

Team members and Officials will be permitted on the grid, and any other personnel as approved by the Clerk of the Course.

A Car may be pushed from the grid to pit lane only if approved by the TD. Any such Car is prohibited to refuel.

The order of the Cars on the grid will be taken at the last point at which it was possible to determine the position of all Cars, which may require Cars to be repositioned on the grid.

The Safety Car will be positioned at the front of the grid.

Whilst the race is suspended:

Neither the race nor the timekeeping system will stop, however, where the Schedule/Timetable for the Event can accommodate it, the length of the suspension or part thereof may be added to the maximum time for the race with the approval of the Stewards.

Cars may be worked on once they have stopped on the grid (once access is granted) or they have entered the pits, but any such work must not impede the resumption of the race.

Refuelling and/or Driver changes are prohibited. However, any Car which was in the pit entry or pit lane when the signal to suspend the race was given will be permitted to refuel and/or change Drivers in accordance with the Event regulations.

The changing of any tyre is prohibited unless permitted by the Clerk of the Course due to weather conditions (e.g. dry to wet) or if approved by the TD for safety reasons. However, any Car which was in the pit entry or pit lane when the signal to suspend the race was given will be permitted to change its tyres in accordance with the Event regulations.

Any Car in the pit lane will be permitted to leave the pits when the pit exit is open in accordance with procedures for resuming a race and in the order it arrived at the pit exit.

If the race is suspended during a Safety Car intervention, and the Safety Car is directed into the pit lane, each Car will stop in a line behind the Safety Car in the fast lane. A Car may be worked on in the fast lane, however, refuelling is prohibited and tyres may only be changed if approved by the Clerk of the Course due to weather conditions or by the Chief Scrutineer/TD for safety reasons and any such work must not impede the resumption of the race.

At all times Drivers must follow the directions of the officials.

**47.1 Not in use**

**47.2 Not in use**

#### **47.3 Resuming the race for Cases A and B and C (One-hour, Three-hour and 40-minute races)**

A signal will be shown 5 minutes, 3 minutes, 1 minute and 30 seconds before the resumption and each of these will be accompanied by an audible warning.

At the “3 minute” signal each Car must be resting on its wheels which must all be tightened.

2 minutes prior to the green flag any Car between the Safety Car and the leader will be waved off to complete a further lap, without overtaking, and join the line of Cars on the grid or behind the Safety Car if it has moved off. When leaving the grid Drivers must activate their Pit Lane speed limiters (if fitted) until they pass the Safety Car at the front of the grid.

At the “1 minute” signal the grid will be cleared of all personnel and equipment.

The race will resume when the green flag is waved and the Safety Car will leave the grid and each Driver must follow no more than 5 Car lengths apart. As soon as the last Car in line behind the Safety Car passes the end of the pit lane (including any Cars which were waved off 2 minutes prior to the green flag) the pit exit light will be turned green and Cars in the pit lane may then enter the Track and join the line of Cars behind the Safety Car.

The relevant Safety Car procedures will be followed including the display of yellow flags and SC boards whilst the Safety Car is deployed.

Overtaking is only permitted if:

a Car is delayed when leaving the grid and Cars behind cannot avoid passing it without unduly delaying the remainder of the field; or

there is more than 1 Car starting from pit lane and one of them is unduly delayed.

If the Cars have entered the pit lane behind the Safety Car, the same procedure will apply with the race recommencing from the pit exit.

Unless the Clerk of the Course determines otherwise, the Safety Car will enter the pits after 1 lap.

If the race cannot be resumed the results will be the race order as at the commencement of the lap before the lap in which the red flag was shown.

Decisions made in respect of this Rule are not subject to protest.

#### **47.4 Not in use**

### **48. FINISH**

**48.1** The end-of-race signal will be given at the Line as soon as the leading Car crosses it after the scheduled time detailed in the Supplementary Regulations has elapsed.

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

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

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

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

At the end of each session, no Driver may cross the Finish Line more than once.

#### **49. PARC FERME**

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

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

**49.3 Not in use**

**49.4** Unless otherwise specified, the Parc Fermé will last for a maximum of one hour from the chequered flag for the qualifying session or a race. After this time, any Cars which have not been chosen for further examination by the Technical Delegate or ordered by the Stewards will be released.

#### **50. CLASSIFICATION**

**50.1** All Cars will be classified (subject to article 50.3) taking into account the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.

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

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

**50.3** Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

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

## **51. PODIUM CEREMONY AND PRESS CONFERENCES**

**51.1** There will be a podium ceremony at the completion of each round. The Drivers finishing in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions in each Title must attend the prize-giving ceremony on the podium and abide by the podium procedure determined by the Promoter. This may be changed by decision of the Promoter.

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

Case A: With One Hour Races

Case C: With 40-minute races

- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Motorsport Australia GT Championship Am
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Motorsport Australia GT Championship Pro / Am
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> GT3 Trophy Series
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> GT4 Cup

Case B: With 3 Hour Race

- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Motorsport Australia Endurance Championship Am
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Motorsport Australia Endurance Championship Pro / Am
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> GT3 Trophy Series Endurance
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> GT4 Cup Endurance

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

**51.3 to 51.7** Not in use

**ATTACHMENT 1**

**Not in use**



## ATTACHMENT 2

### FANATEC GT WORLD CHALLENGE POWERED BY AWS – SPORTING REGULATIONS

This is an extract from the full sporting regulations for the Fanatec GT World Challenge powered by AWS 2023. The full document can be downloaded from the series website.

#### ELIGIBILITY

D. The Fanatec GT World Challenge powered by AWS is open to Manufacturers and their Teams and Drivers, competing in a number of Sprint and Endurance events for GT3 cars organised by SRO Motorsports Group during one calendar year. The Events qualifying for the 2023 season are listed in Appendix 1. Any changes will be subject to the approval of the Sporting Board.

The eligible Events for 2023 are subdivided into four groups as follows :

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

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

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

It also gives the additional right for the Manufacturer's cars to take part in the Pro category in the Fanatec GT Challenge Europe powered by AWS Endurance Cup including the CrowdStrike 24 Hours of Spa.

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

#### ENTRIES

G. Manufacturers wishing to enter the Fanatec GT World Challenge powered by AWS must complete and return an Entry form and pay the Entry Fee for the 2023 season.

Entries for the 2023 Fanatec GT World Challenge powered by AWS must be submitted at the latest by the closing date for entries which is February 26<sup>th</sup> 2023. Entry forms are available from SRO Motorsports Group.

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

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

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

## POINTS AND TITLES

H. There will be one Title:

The Fanatec GT World Challenge powered by AWS overall Title for Manufacturers will be awarded to the Manufacturer who has scored the highest number of points over the Events eligible for the 2023 Challenge.

I. Points will be scored in accordance with the final classification of each Race counting towards the Fanatec GT World Challenge powered by AWS

For Sprint events lasting 40, 60 or 90 minutes, points will be scored using the following points scale per race, in each category :

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

For Races lasting three, six, eight or twelve hours, points will be scored using the following points scale per race, in each category :

1st:	50 points
2nd	36 points
3rd:	30 points
4th:	24 points
5th:	20 points
6th:	16 points
7th:	12 points
8th:	8 points
9th:	4 points
10th:	2 points

For the CrowdStrike 24 Hours of Spa, points will be scored using the following points scale per race, in each category :

1st:	100 points
2nd	72 points
3rd:	60 points
4th:	48 points
5th:	40 points
6th:	32 points
7th:	24 points
8th:	16 points
9th:	8 points
10th:	4 points

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

## TROPHIES

J. The following trophies will be awarded :

One Trophy for the winning Manufacturer

## DEAD HEAT

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

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

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

Note that the results in any e-sports competitions do not count towards the Fanatec GT World Challenge manufacturers title or the provisions of Article K.

## PRIZE GIVING

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

## CALENDAR

M. The definitive lists of Events counting towards the 2023 Fanatec GT World Challenge powered by AWS for GT3 cars will be published by SRO Motorsports Group before February 26<sup>th</sup> 2023. However, in case of force majeure, SRO Motorsports Group reserves the right to modify this date as well as the format and number of the Events

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

## LIVERY AND SPONSORSHIP

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



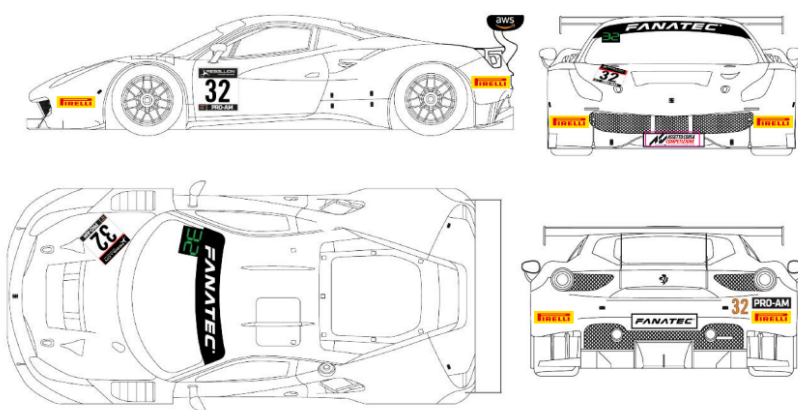
**ATTACHMENT 3**

**GRAPHICAL CHARTER**

The valid Graphical Charter for the GT World Challenge Australia is always the latest version, which will be distributed by the Promoter to the Teams and which will replace the version hereunder.

Example:

2021 FANATEC GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER  
**CAR DECALS**



DECALS
<b>PIRELLI – LOGO</b> to be placed on the four corners of the car.
<b>REBELLION 38x41cm DOOR and BONNET PANELS</b> To be displayed on each door of the car and on the bonnet or roof
<b>FANATEC WINDSHIELD BANNER (150cmx19cm)</b> A black windscreen banner will have to be placed on each car.
<b>AWS WING END PLATES</b> AWS sticker will have to be placed on each car's side wing.
<b>ASSETTO CORSA</b> sticker on the front number plate (if not taken by another local partner) FANATEC sticker on the rear number plate
<b>CATEGORY STICKER</b> PRO-AM / AM / TROPHY / GT4 To be placed on the rear bumper
<b>RACE POSITION ON DIGITAL SCREEN SYSTEM</b> ARG
<b>REAR SMALL RACE NUMBER</b> The Car Race number will be placed at the back of the car, on the rear bumper next to the category sticker.

ARG will provide these stickers on request, but if teams wish to produce their own, the dimensions are given on the next pages and the logos may be obtained on request.  
 Please note that the Pirelli stickers must not be produced by the teams

2021 FANATEC GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER  
**CAR DECALS**



<p><b>WINDSCREEN BANNER FANATEC</b></p> <p>Dimensions: 1500x190mm</p>	<p><b>DOOR PANELS</b></p> <p>Dimensions: 380x410mm</p>		
<p><b>ASSETTO CORSA FRONT NUMBER PLATE</b> (if not taken by other sponsor)</p> <p>Dimensions: 335x90mm</p>	<p><b>FANATEC REAR NUMBER PLATE</b></p> <p>Dimensions: 335x90mm</p> <p><b>PIRELLI</b> DO NOT PRODUCE. WILL BE PROVIDED BY ARG.</p>	<p><b>REAR BUMPER CATEGORY STICKERS</b></p> <p>Dimensions: 300x90mm</p>	<p><b>AWS WING END</b></p> <p>Dimensions: 240x144mm or 180x108mm according to car model</p>



2021 FANATEC GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

**DRIVER OVERALLS**



NOTES

**FANATEC**



Space reserved for the Fanatec GT World Challenge Australia powered by logo MUST BE reserved on the left side of the chest and the right shoulder.



The PIRELLI logo MUST BE reserved on the right side of chest and right arm below the Fanatec GT World Challenge Australia Powered by AWS logo as indicated on the given illustration.

Dimensions: 10,5x3,3cm. – **Please check the Australian agreement. We do not know the mentioned obligations.**

**ATTACHMENT 4**

**PROVISIONAL 2023 CALENDAR**

**GT WORLD CHALLENGE AUSTRALIA**

**Motorsport Australia GT Championship, GT3 Trophy Series, GT4 Cup**

R1	April 7 – 9	Mount Panorama	2 x 60-minute Sprint
R2	April 28 – 30	Wanneroo Raceway	2 x 60-minute Sprint
R3	May 12 – 14	Phillip Island	2 x 60-minute Sprint
R4	July 28 – 30	Sydney Motorsport Park	3 x 40-minute Sprint
R5	August 11 – 13	Queensland Raceway	2 x 60-minute Sprint
R6	November 23 – 26	Adelaide Parklands	3 x 40-minute Sprint

**Motorsport Australia Endurance Championship, GT3 Trophy Series Endurance, GT4 Cup Endurance**

R1	TBC	TBC	3 Hour
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The above calendar is subject to change. The Promoter will advise each Competitor of any change.

## ATTACHMENT 5

### GTWCA BOARDS – RULES AND REGULATIONS

#### GTWCA SPORTING BOARD - INTERNAL REGULATIONS

##### Article 1 – Purpose

The GTWCA Sporting Board is a body set up by the Series Promoter, Australian GT Racing Pty Ltd, the purpose of which is to manage certain aspects relating to the application of the sporting and technical regulations and the organisation of the GT World Challenge Australia Events, other than those which fall within the exclusive remit of the Officials of the Event as defined by the provisions of the Code.

##### Article 2 – Members

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

- An SRO representative
- Category Administrator
- Race Director or representative of the Stewards
- Other representatives as necessary

##### Article 3 – Missions

The tasks of the GTWCA Sporting Board will include:

- Issuing clarifications on the regulations and their interpretation
- Deciding on exemptions for Driver Categorisations
- Deciding on the eligibility of Bronze Drivers and eventual weight/time penalties
- Deciding on weight or time adjustments for pairings
- Deciding on any questions concerning points or the classification of the Series.

##### Article 4 – Meetings

Meetings of the GTWCA Sporting Board can be called at any point during an Event or can be convened between Events.

Two or more members may be authorised to take decisions on matters of derogations or permissions on behalf of the Board.

##### Article 5 – Right of Protest

Decisions taken by the GTWCA Sporting Board are not subject to protest or appeal.

## **SRO TECHNICAL BOARD – INTERNAL REGULATIONS**

### Article 1 – Purpose

The SRO Technical Board is a body set up by the Series Promoter, Australian GT Racing Pty Ltd, the purpose of which is to manage certain aspects relating to the application of the technical regulations, other than those which fall within the exclusive remit of the Officials of the Event as defined by the provisions of the Code.

### Article 2 – Members

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

- The Chairman of SRO
- The SRO Technical Director
- Other representatives as required

### Article 3 – Missions

The tasks of the SRO Technical Board will include:

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

### Article 4 – Meetings

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

Decisions will be taken by unanimous agreement of the members.

### Article 5 – Right of Protest

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



## ATTACHMENT 6

Not in use

## ATTACHMENT 7

### MANDATORY TECHNICAL EQUIPMENT – GT WORLD CHALLENGE AUSTRALIA – SUPPLIER DETAILS

#### TYRES

PIRELLI is the sole tyre supplier for the GT World Challenge Australia.

The specification of the 2023 Slick tyre is:                   DHE for Round 1 and 2  
DHF for Round 3 onwards  
or as specified by Pirelli.

Contact:           Gara Tyres Australia Pty Ltd  
Email:             sales@garatyres.com.au  
Mobile:            0429 659 838

#### ELF FUEL

The mandatory fuel is: ELF Core 50

Contact:           Sean Scott  
Operations Manager – RaceFuels  
Email: [sean@racefuels.com.au](mailto:sean@racefuels.com.au)  
Mobile: +61 417 368 543  
Office: +61 3 9706 5233

#### DATA LOGGER

The mandatory data logger is:    MoTeC L120 Enclosed Data Logger

Contact:           Ty Anderson  
Operations Manager – MoTeC Pty Ltd  
Email: [ty.anderson@motec.com.au](mailto:ty.anderson@motec.com.au)  
Office: +61 3 9761 5050  
MoTeC Research Centre  
121 Merrindale Drive  
Croydon South, VIC 3136

#### TRANSPONDER

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

The transponder to be used can be sourced from Timetronics.

Contact:           Ian Leech  
Timetronics Pty Ltd  
Office: +61 (0) 3 5443 6073

Mobile: +61 (0) 428 436 073  
Email: [ian.leech@timetronics.com.au](mailto:ian.leech@timetronics.com.au)

**ATTACHMENT 8**  
Not in use

**ATTACHMENT 9**  
Not in use

**ATTACHMENT 10**  
Not in use

**ATTACHMENT 11****AUTHORISED REFUELLING COUPLERS**

The valid list of authorised couplers will always be the latest version, which will be distributed to the Teams via a Technical Note and which will replace the version hereunder.

Make	FIA GT3 Homologation	Model	Refuelling Coupler Male
BMW	GT3-043	M6 GT3	Krontec RFC-88K-SL
Bentley	GT3-049	Continental GT3	Staubli SAF 45.1838
Ferrari	GT3-044	488 GT3	ATL RE-AG-003
Ferrari	GT3-044	488 GT3 EVO 2020	Staubli SAF 45.1838
Nissan	GT3-048	GT-R Nismo GT3 2018	ATL RE-AG-022
Porsche	GT3-041	991 GT3-R (991.1)	Krontec RFC-88K-SL
Acura	GT3-047	NSX GT3	ATL RE-AG-003
LEXUS	GT3-046	RCF GT3	Staubli SAF 45.1838
McLaren	GT3-037	650S	ATL RE-AG-003
Aston Martin	GT3-032	Vantage GT3	ATL RE-153
Lamborghini	GT3-040	HURACAN GT3	Krontec RFC-88K-SL
Mercedes	GT3-042	AMG GT GT3	ATL HWA
Audi	GT3-038	R8 LMS	Krontec RFC-88K-SL
Bentley	GT3-035	Continental GT3	Staubli SAF 45.1838
Nissan	GT3-030	GT-R NISMO GT3	ATL RE-AG-022
McLaren	GT3-052	720S GT3	Krontec RFC 89K
Aston Martin	GT3-051	Vantage AMR GT3	Krontec RFC 89K
Porsche	GT3-050	991 GT3-R (991.II)	Krontec RFC 89K
BMW	GT3-053	BMW M4 GT3	Krontec RFC 89K
Lamborghini	GT3-054	Huracan GT3 EVO2	Krontec RFC 89K
Porsche	GT3-055	911 GT3 (992)	Krontec RFC 89K
Ferrari	GT3-056	296 GT3	Staubli SAF 45.1838

## ATTACHMENT 12

Not in use

## ATTACHMENT 13

### LIFTING DEVICE (For Cars homologated as from 01.01.2016)

The device must be that which has been homologated. The access to the bushes must be easy and the location must be marked as follows:

The two bushes must be marked with a ring approx. 5 mm wide, (of a distinctive and bright colour, standing out from the Car's livery) around the opening.

In case the openings are not visible from the side, arrows (of a distinctive and bright colour) must be used to make them visible from the side (one per side).

The opening area must be covered to avoid the risk of possible track debris which would prevent the insertion of the lifting pin in case of need.

The covering sticker must allow the correct and complete insertion of the pin without any effort, and must be such as to be easily removeable by a marshal wearing gloves. Any kind of rigid cover is forbidden.

The covering sticker must have a pull-off tab of at least 20X10 mm which is not glued to the bodywork and which must have a distinctive bright colour.

