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GT

WORLD CHALLENGE
ASIA

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GT CHALLENGE ASIA SPORTING REGULATIONS 2023

FOREWORD

The GT Challenge Asia Series is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), Appendix J, the International Series General Prescriptions and the present Sporting Regulations specific to the Series, as well as clarifications and bulletins issued by the SRO Sporting Board during the season in accordance with Article 2.1.

SRO Motorsports Group (hereinafter referred to as "the Promoter"), will organise the GT Challenge Asia Series (hereinafter "the Series") reserved for FIA-homologated Grand Touring cars (hereinafter "GT3"), RACB-homologated Grand Touring cars (hereinafter "GT4" & GT2) and Grand Touring Cup Cars (hereinafter "GTC").

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

The Series also comprises one title of GT Challenge Asia for Drivers, one title of GT Challenge Asia for Teams for the GT3 category, and one title of GT4 Asia for Drivers and one title of GT4 Asia for Teams, for the GT4 category.

It also includes Cups: the GT Challenge Asia Pro-Am, Silver and Am Cups for Drivers, and the GT4 Asia Silver-Am and Am Cups for Drivers.

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

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

1. REGULATIONS

- 1.1 The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. Fees, fines etc are given in US Dollars.
- 1.2 These Sporting Regulations come into force on 1 January 2023 and replace all previous Sporting Regulations regarding this Series.
- 1.3 An extract of the regulations governing the GT World Challenge Manufacturer's title are given in Appendix 2 to these regulations.
- 1.4 These regulations are subject to changes and additional safety measures in accordance with the Covid-19 Safety Protocol issued by SRO and supplemented by regulations set by the various Governments and National Sporting Authorities (ASNs). Any such changes or measures will be communicated to the Teams through the Appendix 1 documents, Bulletins and/or Sporting Notes.
- 1.5 Any revisions to the Sporting Regulations communicated via an official Sporting Note, Technical Note or other Bulletin, or given for a specific Competition in the Appendix 1 Supplementary Regulations for an Event, will take precedence over the original regulation(s). The Drivers' Briefing Notes, associated presentations and any season Briefing Notes issued are formal documents which must be complied with.

2. GENERAL UNDERTAKING

2.1 All drivers, Competitors and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Technical Regulations (Article 257A of Appendix J), Bulletins and Clarifications from the SRO Sporting Board issued during the season, and the present Sporting Regulations. Bulletins will be approved by the parent ASN, which is the Motorsport Association of Malaysia.

3. GENERAL CONDITIONS

3.1 It is the Competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the applicable Technical Regulations, the present Sporting Regulations, the Appendix 1 to each Competition as well as Bulletins and Clarifications from the SRO Sporting Board issued during the season.

3.2 Each Competitor must nominate his representative(s) in writing on the entry form. If a Competitor is unable to be present in person at the Competition, he must nominate his representative in writing to the Stewards of the Meeting. A person having charge of an entered car during any part of a Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

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

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

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

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

3.6.1 All drivers, Competitors and Officials participating in the Series must hold current and valid licences. For drivers, the minimum requirement is a Grade C FIA international Driver's licence, or equivalent licence such as the International Licence for Drivers with Disabilities and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant international.

3.6.2 Competitors must be in possession of a valid International Entrant's Licence. If the Entry is not made by a holder of a valid International Entrant's Licence, a driver entered on the car will be considered to be the Competitor on condition that he holds a corresponding Entrant's 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) All cars 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 compulsory.
- e) For cars homologated from 2022 onwards, only the springs approved by both the manufacturer and SRO are authorised for use. All cars homologated prior to 2022, as well as Evo cars homologated in 2022 or 2023, must use the springs as listed in their homologation file.
- f) For cars homologated from 2022 onwards, a minimum ride height and ride height points to measure these minima, agreed by both the manufacturer and SRO, will be used.

The noise levels as defined in Article 257A of Appendix J must be respected.

4.2 All GT3 cars must be in conformity with all safety features according to Article 257A of Appendix J of the Code.

All GT4, GT2 and GTC cars must be in conformity with the safety features according to their Technical Regulations.

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 should 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 should 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 twenty 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 will be authorised. These adaptations have to 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 Competition vehicle during both Competition and testing. (See article 11.2 of Appendix L to the 2023 International Sporting Code)

3) Trophy cars:

GT3 "Trophy cars" is intended for older GT3 cars such as Generation 3 cars and SRO3 cars (GT3 cars which are no longer homologated). These are generally not to the latest specification of GT3 Cars. FIA GT3 cars and SRO3 cars according to the FIA homologation form may be permitted to race in GT3 Trophy and will be subject to BOP. GT3 cars with national homologation from other ASN's.

4) GT4 Grand Touring cars homologated by the RACB for SRO as defined by the applicable Technical Regulations. GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate. Approved TC spec cars may be permitted to race in GT4 class (subject to Organisers approval).

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 race, a copy of which must be supplied at scrutineering. Any variants to be approved by the Promoter / Technical Director and subject to BOP.

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, as defined by the applicable Technical Regulations.

4.3 Eligibility of cars in the different categories

The GT Challenge Asia Series is intended for FIA GT3 cars according to the FIA Homologation form.

- a. The GT Challenge Asia Pro-Am Category is intended for FIA GT3 cars according to the FIA homologation form.
- b. The GT Challenge Asia Silver Category is intended for FIA GT3 cars according to the FIA homologation form.
- c. The GT Challenge Asia Am Category is intended for FIA GT3 cars according to the FIA homologation form.
- d. The GT4 Silver-Am Category is intended for GT4 cars homologated by the RACB for SRO as defined by the applicable Technical Regulations.
- e. The GT4 Am Category is intended for GT4 cars homologated by the RACB for SRO as defined by the applicable Technical Regulations.
- f. The GTC Pro-Am and Am Category is intended for GTC cars as defined by the applicable Technical Regulations.
- g. The GT2 Pro-Am and Am Category is intended for GT2 cars as defined by the applicable Technical Regulations.
- h. The Invitational Class is for cars, selected by the Organisers, which for any reason do not comply with the regulations for either GT3, GT2, GTC and GT4. Entries to the Invitation Class is totally at the discretion of the Organisers. No points will be awarded for the Invitation Class.

5. SERIES COMPETITIONS

5.1 Each Competition will have the status of a restricted international Competition. Competition means any race registered on the annual calendar of the GT Challenge Asia Series including administrative checks, technical Scrutineering, all practice sessions whether qualifying or not, and the race(s) itself.

5.2 The Series is made up of Competitions consisting of

- **Case A:** events with two races, each with a maximum duration of one hour. In Special circumstances a third race may be added to a race weekend, qualifying etc to be adapted, when necessary, format may be modified by Bulletin or Sporting Note. (For the avoidance of doubt, the races at each event are considered as a single Competition for the purposes of these regulations.)

At certain events, the grid may be divided into separate categories, which will run separate races, each following the format determined in articles 41- 48 of the Sporting Regulations. Teams will be informed through the Appendix 1 document, and any additional instructions will be given in the form of a Bulletin from the Stewards.

Each Competition will be run according to the official timetable and any bulletins issued.

- 5.3 In all cases, the leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.
- 5.4 The Line is a single line which crosses both the track and the pit lane
- 5.5 The maximum number of Competitions in the Series is set at 6
- 5.6 The definitive list of Competitions is published by the Promoter before January 1st 2023. However, in case of force majeure, the Promoter reserves the right to modify this date 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. In the case of force majeure, the drivers' and teams' championship titles can be awarded after two thirds of the scheduled races have been completed.

6. THE TITLES

- 6.1 The following titles will be awarded in GT Challenge Asia:

The GT Challenge Asia Drivers' title will be awarded to the driver(s) who has(have) scored 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:

- Overall (based on top 10 finishers in GT3 independent of category)
- GT3 Silver
- GT3 Pro-Am
- GT3 Am

The GT Challenge Asia Teams' title will be awarded to the Team which has scored the highest number of points, taking into consideration all the results obtained by the two best-placed cars of each Team during the Competitions which have actually taken place.

The following titles will be awarded in GT4 Asia:

The GT4 Asia Drivers' title will be awarded to the driver(s) who has(have) scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place. A title will be awarded ;

- Overall (based on top 10 finishers in GT4 independent of category)
- GT4 Silver-Am
- GT4 Am

The GT4 Asia Teams' title will be awarded to the Team which has scored the highest number of points, taking into consideration all the results obtained by the two best-placed cars of each Team during the Competitions which have actually taken place.

The following titles will be awarded in GTC Asia (Subject to number of entries):

The GTC Asia Drivers' title will be awarded to the driver(s) who has(have) scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place. A title will be awarded overall.

The GTC Asia Teams' title will be awarded to the Team which has scored the highest number of points, taking into consideration all the results obtained by the two best-placed cars of each Team during the competitions which have actually taken place.

Additional categories and titles may be awarded in GTC Asia to be announced by Bulletin.

The following titles will be awarded in GT2 Asia (Subject to number of entries):

The GT2 Asia Drivers' title will be awarded to the driver(s) who has(have) scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place. A title will be awarded overall.

The GT2 Asia Teams' title will be awarded to the Team which has scored the highest number of points, taking into consideration all the results obtained by the two best-placed cars of each Team during the competitions which have actually taken place.

Japan Cup (Subject to number of entries):

Points counting towards the Japan Cup classification will be awarded at the four Japan rounds; Fuji, Suzuka, Motegi and Okayama.

The Japan Cup is open to approved Pro-Am and Am crews racing GT2, GT3, GT4 Silver-Am and AM, GTC Pro-Am and Am crews. All Japan Cup drivers must be JAF license holders.

Additional categories and titles may be awarded during 2023

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 organiser's discretion, trophies, titles and prize money may be withheld.

6.4 Eligibility for Points

Teams and Drivers entered in a round of the GT Challenge Asia Series will score points towards the Teams and Drivers titles, with the exception of Race-by-race Competitors who will only score points on condition that their first race of the season is one of the first three events. Those racing for the first time at the finale will not score points, unless they have competed earlier in the season with the same driver pairing/car (subject to Organisers approval).

A team may enter up to 3 cars under one Entrants' licence; only the top two finishing cars will score points towards the Teams titles.

Full 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 Invitation Class cars will not score points. GT2 cars may be considered for Invitation Class. Points will be awarded for the overall classification in each class and additionally in GT3 Pro-Am, Am and Silver Cup Classifications, GT4 Am and GT4 Silver-Am Classifications

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 the Series, and any Cup or Category with more than five cars entered, must make themselves available for the end of season prize giving ceremony which will take place at a date and location to be determined. In the case of Cups with fewer than five regular cars entered, only the Cup or Category Winners must attend the Ceremony. All Competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.

7. POINTS

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

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

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

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

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

Race by Race entries will score points if entered at any time before and including Round 3 of the Fanatec GT Challenge Asia or Round 2 of the Japan Cup.

Race by Race entries will score points on condition that their first race of the season is one of the first three events (up to and including Suzuka). Those racing for the first time after Suzuka will not score points, unless they have competed earlier in the season with the same driver pairing/car (subject to Organisers approval).

Race by Race entries **may be subject to** adjustments for the first visit, see series penalties (4)

A team may enter up to 3 cars under 1 entrant licence, only the top 2 finishing cars will score points.

7.6 In all cases, Team points are awarded to the Competitor, as designated by the licence-holder, independent of any commercial Team name.

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

- No points will be awarded to the Competitors or driver crews if less than two laps have been completed by the leader
- Half points will be awarded if two or more laps have been completed by the leader, but less than 75% of the original race time, on condition that at least two full laps have been completed by the leader with no safety car or full course yellow procedure in operation.
- 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 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 Competitors who tie will be added together and shared equally.

- 7.9** If two or more drivers or Teams finish the season with the same number of points, the higher place in the Series shall be awarded to:
- a. The holder of the greatest number of first places,
 - b. If the number of first places is the same, the holder of the greatest number of second places,
 - c. If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
 - d. If the above-mentioned procedure fails to separate two or more drivers, 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. If points a – d still fail to determine a winner, the Sporting Board will take a decision.
 - f. 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. ORGANISER, ORGANISATION AND INSURANCE

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

8.2 N/A

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

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

8.4 Thirty days before the Event, the Organiser must send the Promoter details of the risks covered by the insurance, which must comply with the applicable laws in force. This insurance certificate,

written in the language of the country as well as in English, shall be made available to the Competitors.

- 8.5** Third party insurance arranged by the Organiser of an Event shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.
- 8.6** Drivers taking part in the Event are not third parties with respect to one another.

9. OFFICIALS

9.1 The following Officials will be appointed for the GT Challenge Asia Series:

- Series General Manager
- Series Scrutineer
- Permanent Series Race Director
- Chairman of the Stewards / International Stewards

SRO Sporting Board

The purpose of the SRO 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 provisions of the International Sporting Code.

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

10.1 Driver Line-ups per Category

Each car will be driven by two drivers. At the discretion of the Organiser's permission may be given for a driver to be a single driver entry.

The SRO Sporting Board of GT Challenge Asia (article 9.1) retains the right to make any amendments to the FIA Categorisation of any driver according to the criteria of the Series. Any drivers given a categorisation derogation will be indicated in the entry list with an asterisk.

The SRO Sporting Board will provisionally categorise drivers who announce themselves with their record of achievements after the Event has already begun. Any such provisional categorisations will not constitute an FIA categorisation

The following pairings will not be allowed.

Platinum + Platinum	Not Allowed
Platinum + Gold	Not Allowed
Platinum + Silver	Not Allowed
Gold + Gold	Not Allowed
Gold + Silver	Not Allowed

a) The GT Challenge Asia Pro-Am Category

Driver categorisations will be applied and pairings with no fewer and no more than one Bronze driver will be accepted.

One of the two drivers must be an approved Asian driver. Nationality is typically but not exclusively based on passport. Australians and New Zealanders are not considered Asian in this class. Pro-Am pairings must comprise a Bronze-graded driver plus Silver, Gold or Platinum. All pairings will be subject to approval at the discretion of the organiser

b) The GT Challenge Asia Silver Category

Driver categorisations will apply and the following pairings will be accepted :

- Silver / Silver

One of the two drivers must be an approved Asian driver. Nationality is typically but not exclusively based on passport. Australians and New Zealanders are not considered Asian in this class. Only Silver drivers can contest the Silver Cup. All pairings will be subject to approval at the discretion of the organiser

Silver + Silver pairings will incur additional penalties.

c) The GT Challenge Asia Am Category

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

- Bronze / Bronze

GT3 Am Cup: Reserved for Bronze-graded amateur drivers. Both drivers must have been born or currently reside in Asia, Australia or New Zealand

d) The GT4 Asia Silver-Am Category

Driver categorisations will be applied and pairings with no fewer and no more than one Bronze driver will be accepted.

GT4 Silver-Am: One of the two drivers must be an approved Asian driver. Nationality is typically but not exclusively based on passport. Australians and New Zealanders are not considered Asian in this class. Pro-Am pairings must comprise a Bronze-graded driver plus Silver graded driver. All pairings will be at the discretion of the organiser

e) The GT4 Asia Am Category

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

- Bronze / Bronze

GT4 Am: Reserved for Bronze-graded amateur drivers. Both drivers must have been born or currently reside in Asia, Australia or New Zealand, or hold an Asian passport

f) The GT2 & GTC Asia Am Category (Subject to number of entries):

- Bronze / Bronze

GT2 & GTC Am: Reserved for Bronze-graded amateur drivers. Both drivers must have been born or currently reside in Asia, Australia or New Zealand, or hold an Asian passport

g) The GT2 & GTC Asia Pro-Am Category (Subject to number of entries):

Driver categorisations will be applied and pairings with no fewer and no more than one Bronze driver will be accepted.

One of the two drivers must be an approved Asian driver. Nationality is typically but not exclusively based on passport. Australians and New Zealanders are not considered Asian in this class. Pro-Am pairings must comprise a Bronze-graded driver plus Silver, Gold or Platinum. All pairings will be subject to approval at the discretion of the organiser

h) Japan Cup (Subject to number of entries):

The Japan Cup is open to approved Pro-Am and Am crews racing GT2, GT3, GT4 Silver-Am and GTC. All Japan Cup drivers must be JAF license holders. All pairings will be subject to approval at the discretion of the organiser.

Any driver found to have misled the organisers may forfeit all his points up to the time of disclosure. In addition his co-driver and his team will also forfeit all points contributed to by that driver

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

Note : a car may only be entered in one Cup / Category. In the cases where a line-up is eligible for more than one Cup (for example, Silver/Bronze for Silver Cup or Pro-Am), the Competitor must decide in which Cup they wish to compete before the end of Administrative Checks.

The SRO Sporting Board reserves the right to re-grade drivers and adjust specific drivers or pairings by weight and or time adjustment or by other means of adjustment during the season.

The SRO Sporting Board reserves the right to decide if a driver is eligible for the GT World Challenge Asia. They may additionally give any driver a weight penalty of up to 50 kg for their first Competition, to be re-evaluated before permission is extended for subsequent Competitions. The SRO Technical Board will set the weight penalty for any such driver and may adjust this for subsequent Competitions

The SRO Sporting Board may refuse entry to Bronze drivers considered to be too experienced and likely to bring the spirit of the GT World Challenge Asia, GT4 Asia, the GT2 and GTC classes 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 GT4 category, GT2 and GTC. Drivers who have been recategorised from Silver to Bronze in the last two years and drivers who were, or would have been, previously categorised Platinum or Gold, may be refused entry.

10.2 The GT Challenge Asia Series is primarily intended for driver crews competing together throughout the season to claim the title.

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

10.3 Entrants must be in possession of a valid Entrant International Licence and if the entry is not made by a holder of a valid International Entrants Licence, the driver(s) will be considered to be the entrant under International Sporting Code on condition that he holds the corresponding Entrant's licence

All drivers:

- (a) should be graded by the FIA <http://www.fia.com/fia-driver-categorisation>. The SRO 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 Asia. Any drivers given a temporary categorisation derogation will be indicated in the entry list with an asterisk.

(b) be in possession of a current valid International (C) competition licence as a minimum and valid International Medical Record Card. Holders of competition licences issued by ASN's must produce permission (visa) to compete from their licence-issuing ASN (National Sporting Authority), according to Article 3.9.4 of the International Sporting Code

10.4 Driver Categorisation & Derogations

10.4.1 Categorisation

Drivers wishing to compete in the Fanatec GT Challenge Asia powered by AWS Series must be categorised by the FIA. Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Event in which he or she wishes to take part, on the FIA website under <http://www.fia.com/fia-driver-categorisation>

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

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

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

10.4.2 Temporary Categorisation

The Stewards may give a temporary categorisation to drivers who announce themselves with their record of achievements after the Event has already begun. A fee of up to 200 euros will be payable to the SRO Motorsports Fund for any such requests for late categorisation. Any such temporary categorisations will only be valid for that one Event and will not constitute an FIA categorisation.

Drivers who have not been categorised will not be allowed to take part in any Competition.

10.4.3 Derogations (Downgrades and Upgrades)

For the purposes of this Series, the SRO Sporting Board retains the right to make any amendments to the FIA Categorisation of any driver according to the criteria of GT and/or Endurance Racing.

- a) Any drivers given a temporary categorisation derogation downgrading their categorisation will be indicated in the entry list with an asterisk. Such derogations will only be issued on a race-by-race basis, to be re-assessed after each Competition. Derogations in Pro-Am will in general only be given in situations of force majeure.
- b) Derogations upgrading a driver's FIA Categorisation may also be issued and will be indicated with a double asterisk on the entry list.

10.4.4 Double Derogations

No more than one derogation will be given to any line-up of drivers competing in any round of the Fanatec GT Challenge Asia powered by AWS Series, unless approved by the organiser. There are no limits on the number of upgrades in a line-up.

10.4.5 Penalties and Restrictions

Drivers with derogations may receive additional restrictions on their driving time which will be decided by the SRO Sporting Board. These will be specified in the confirmation document issued by the 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.

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

10.4.6 Monitoring of Derogations

The performance of any drivers who have received a derogation will be monitored by the SRO Sporting Board. Derogations may be adjusted at any time without notice and will not be automatically renewed for subsequent Events.

In particular, should any driver's performance, calculated by the average of their ten best lap times in the race, be equal or superior to the average time of the top ten best drivers from the categorisation and category in which they have been racing, their derogation will be examined by the SRO Sporting Board. Additionally, the average performance of the drivers in the car compared to the average of other cars in the category will be used to decide on the continuation of any derogation.

The SRO Sporting Board may take any decision it considers appropriate concerning the continuation of the derogation, including a warning for a first infraction, a pit stop time penalty and/or additional restrictions on driving time.

10.5 Reserved for Future Use

10.6 Provisional Categorisations

Any drivers whose categorisation on the FIA official list is noted as Provisional or Under Review will be under additional supervision during the season and may be given additional weight or time penalties should their performance prove to be out of line with their provisional category.

11. COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

11.1 Limitations on entries

The maximum number of entries for any round of the GT Challenge Asia, GT4 & GT2/GTC Asia is set according to article 21 (Appendix 'O' International Sporting Code).

11.2 N/A

11.3 Conditions of Entry

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

A Competitor may enter a maximum of three cars under one Competitor's licence.

Application forms to enter the GT Challenge Asia Series on either a full-season or race-by-race basis can be downloaded from the Teams section of the website <https://www.gt-world-challenge-asia.com/>

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 Series Coordinator by 5th May 2023. Race by Race must register 10 days before each event.

Teams joining the Series during the season must enter a minimum of 10 working days prior to the start of the first event they wish to enter, failing which they may incur a \$500 admin charge

The Entry Fee must be paid (in USD) in full to SRO for an amount of:

GT3/GTC/GT2	Early Bird Full Season \$46,000* (Before March 1st), \$51,000* after
GT4	Early Bird Full Season \$39,000* (Before March 1st), \$44,000* after

GT3/GTC/GT2	Full Season Japan Cup	\$41,000* (Before March 1st), \$46,000* after
GT4	Full Season Japan Cup	\$36,000* (Before March 1st), \$41,000* after

b) Race by Race entries will be accepted at the following rates, subject to capacity:

GT3/GTC/GT2	\$9500*
GT4	\$8500*

Carbon Neutrality to be added to entry fees*:

Full Season = \$690

Japan Cup = \$460

Race by Race = \$115

Race by Race entries will share garages or work under awning subject to tracks capacity/garages. Full season entries may also be requested to share garages/work under awnings and must prepare for this eventuality. The deadline for entries is fourteen days before the start of the Competition in question.

c) For each car entered, competitors will receive personnel passes and vehicle passes. A charge will be made for any passes that have to be replaced for any reason

d) Entries are not transferable and entry fees are not refundable.

All amounts are excluding VAT. VAT may be added according to applicable rules depending on the Competitor's tax status.

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

f) The application shall include:

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

g) All Competitors must abide by the guidelines set down in terms of sponsorship from Series partners as regards pit garage decoration, car livery, Team and driver overalls. The Promoter reserves space on the cars and overalls of all Competitors (see Appendix 3). No sponsorship from companies associated with the manufacture, re-treading, sale or distribution of tyres is authorised. Specific race numbers can be requested and may be accepted at the organiser'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 be reported to the Stewards of the Meeting and the Team in question may be 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 licenses may not have similar liveries (that is, overall design theme and layout). Should two Teams have liveries that cannot be easily distinguished by marshals and Officials, they will be requested to make sufficient alterations before the first 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 racing number is prohibited.

k) The Entrant is responsible for advising the Series Coordinator in writing at least one week before the event of any changes to their entry. Any pairing changes are subject to approval by the organisers and may result in a weight or time adjustment.

l) Acceptance or rejection of an Entry is entirely at the discretion of the organiser

12. PASSES, ACCESS TO THE SITE AND ARMBANDS

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

12.2 N/A

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

12.4 Armbands

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

- White armbands for car controllers
- Green armbands for mechanics
- Red armbands issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.
- Orange armbands for the vent man (where applicable)

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

13. DRIVER DESIGNATIONS AND CHANGES OF DRIVER

13.1 Driver Numbers and Limits

Cases A : for events with two one-hour races

Throughout the Competition no fewer and no more than two drivers may drive one and the same car (except as provided for below)

For each car, the Team Manager of each Team 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 of lower category according to the 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 Stewards of the Meeting.

At the discretion of the Organiser's permission may be given for a driver to be a single driver entry. In this case, the driver in question would be both Driver 1 and Driver 2. The driver may be given an additional minimum time for the mandatory pit stop, which would not include a driver change. The driver may be instructed to get out of the car during the driver change. Permission for any such drivers will be given on a case-by-case basis and will be given by the SRO Sporting Board in writing.

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 Official Practice and with the consent of the Stewards of the Meeting.
- d) Any changes in the driver order once published may only be authorised by the Stewards of the Meeting 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 of the Meeting who may issue penalties as they see fit.
- e) After the start of Official Practice, any driver changes will only be accepted in cases of force majeure and subject to the approval of the Stewards of the Meeting, who may impose any restrictions, conditions or penalties as they see fit.

13.3 Driving

The driver must drive his car alone and unaided.

14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

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 both the digital and Official notice boards.

14.3 All Teams must be connected and are required to monitor the GT Challenge Asia Series Team Messaging System at all times during the Event.

14.4 Any decision or communication concerning a particular Competitor must be given to him as soon as possible and receipt must be acknowledged. The GT Challenge Asia Series Team Messaging system may be used to send summons and documents and for Teams to confirm receipt.

14.5 All teams must have their mandatory race control radio (rented from SRO) turned on to the announced Race Control channel, which will be used for communication from the Race Director to the teams. A radio check will take place at the start of each day and teams must reply using the GT Challenge Asia Messaging system. Teams must be listening to the radio 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

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

The Race Director may report any unsporting behaviour from a Competitor or Driver that is deemed to be contrary to the spirit of the sport and fair play.

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

- Drop of grid position
- Deletion of qualifying times
- Stop and Go penalty of a duration up to 5 minutes

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

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

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

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

16 INCIDENTS AND SANCTIONS

16.1 The Race Director may report any on-track incident or suspected breach of these Sporting Regulations or the Code (an “Incident”) to the Stewards. After review, it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation. The Stewards may also investigate an Incident noted by themselves.

16.1 NA

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

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

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

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

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

- a. A time penalty to be served at the next pit stop
- b. A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- c. A Stop & Go time penalty. The driver must enter the pit lane, stop in the penalty zone for the given time and then re-join the race.
- d. A Stop & Go penalty to be taken at the start of a subsequent session, in which case the car concerned is not allowed to leave its pit lane working area at the start of the session until the specified penalty time has elapsed.
- e. A drop of grid positions at the driver's next race.
- f. Disqualification of the driver from the next race or Competition of the Series.

16.5 Should any of the penalties under Article 16.4 a), b) or c) above be imposed and notified after the end of the race, or, for duration races, during the last 10 minutes, at the discretion of the Stewards of the Meeting, Article 16.6 below shall 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) shall 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 Official Practice or qualifying, or other items considered by the Stewards of the Meeting to fall under this category. Any sums paid as fines will be payable to the Motorsport Association of Malaysia further to Article 12.8.3 of the International Sporting Code. Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.4.1.c of the International Sporting Code.

Incidents occurring during Official 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 Official 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 Race Director or 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 categories or drivers from different categorisations, the more professional driver will be deemed to be at fault unless evidence suggests otherwise.

In cases of contact between cars of different categories, the Stewards may impose any penalty they consider appropriate to the circumstances.

16.6 Should the Stewards of the Meeting decide to impose one of the penalties provided for in Article 16.4 b or c, the following procedure shall be applied:

- a. From the time the decision of the Stewards of the Meeting is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 16.4 b., proceeding to the penalty zone where it shall remain for the period of the time penalty. Unless specified otherwise by the Stewards of the Meeting, Stop-and-Go and Stop-and-Go time penalties are to be served in front of the respective Team's pit box. Teams are responsible for ensuring that the car stops for the period notified.
- b. However, unless the car was already in the pit entry for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car or Full Course Yellow procedures have been deployed. The number of times the driver crosses the Line behind the Safety Car or during a Full Course Yellow procedure will be added to the maximum number of times he may cross the Line on the track.
Whilst a car is stationary in the pit lane as a result of incurring a time penalty, it may not be worked on.
However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 33.11 c). If the driver is unable to start his car by himself, it may be evacuated to its pit garage by its mechanics.
- c. When the time penalty period has elapsed, the driver may re-join the track.
- d. No penalty can be taken by a Team until it has been notified in writing, either on the timing monitors or by document issued by the Stewards of the Meeting.

- e. Should the Stewards decide to impose a time penalty as provided for in Article 16.4 a. the following procedure shall be applied:
At the driver’s next pit stop, the driver must enter the pit lane and stop in his pit stop position under Parc Fermé conditions for the given penalty time. No-one from the Team may touch the car during this period, and the driver is not allowed to open the door. Once the time has elapsed, the pit stop according to Articles 36-39 may begin. This includes any stop the driver makes whilst Safety Car procedure is in operation.
Should the car concerned not make another pit stop after such a penalty be imposed, the penalty time will be added to the elapsed race time of the car concerned.
Should the time penalty to be applied after a race be longer than the time of a lap, this may be converted to a penalty of deleting a number of whole laps, as determined by the Stewards, with any remaining balance of time then applied as a time penalty.
In the case that a race is red-flagged and cannot be resumed before a penalty has been served, the penalty time will be added to the elapsed race time of the car concerned.

16.7 The penalties given in these regulations are guidelines only. The Stewards of the Meeting may impose any penalty of 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 of the Meeting may issue suspended penalties at their discretion.

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

Any case not provided for in the regulations will be studied by the Stewards, who have the authority to settle any matter which might arise during an Event (Article 11.9.2 a of the Code).

16.8 COMPENSATION TIME PENALTIES

Compensation Time Penalties will be allocated to cars and drivers finishing in the top three places in GT3 and GT4 in each race. These compensation time penalties will be added to the minimum pit stop duration for that competitor at the next Series round in which that competitor competes. Time penalties may be changed/adjusted in different classes.

Time Penalties will be allocated to cars and drivers finishing in the top three places in GT3 and GT4 in each race, this may be also added to GT2 & GTC, subject to bulletin. These time penalties will be added to the minimum pit stop duration for that competitor at the next Series round in which that competitor competes. Time penalties may be changed/adjusted in different classes.

Pos	1-hour races
1 st	15 seconds
2 nd	10 seconds
3 rd	5 seconds

Time penalties will correspond to that allocated to either driver entered in the car, whichever is greater. When a driver moves category, he does not carry the compensation time to the new category but retains the compensation time for execution at the next race he partakes in the category that the penalty was received in. The organizer reserves the right to adjust compensation times, in any classes.

Should for any reason the Race Director decide that the pit stops cannot take place, eg in case of a red flag during the pit window, the compensation time will added to the elapsed time at the end of the race for the applicable cars. This does not apply should a car fail to perform their mandatory pit stop.

Should, for any reason, the results of the previous Round remain provisional due to any unresolved judicial matters (such as an outstanding appeal) then the compensation time penalties above will not be applied to the pitstop during the subsequent Round(s) and shall only be allocated to the elapsed race time of the provisional results for the subsequent Round(s) when the judicial matters have been resolved and when the final top three places for that previous round have been determined.

16.9 ADDITIONAL TIME PENALTIES

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

Reason	Penalty
Silver category driver, driving solo	Up to 20 seconds.
Bronze category driver, driving solo	Up to 20 seconds for GT3 Up to 20 seconds for GT4 Driver to step out of the car during pit stop
Silver/Silver pairings	Silver category driver, driving together with Silver category driver. Silver Cup Classification Will carry an adjustment defined by the SRO Sporting Board to balance Silver Cup cars. <i>Silver* graded drivers may receive additional adjustment</i> Typically 15 – 85 kg and/or time as defined by Bulletin Alternative weight penalty and/or time penalty may be imposed to specific entries or any other means of adjustment.
Silver-Am pairings GT4	Longer pit stop or other combined alternative may be added
Race-by-Race entry, first race penalty	Up to 20 seconds adjustment
Complete driver crew changes	Up to 7 seconds adjustment

All of the above penalties can be amended via a Bulletin

17 BEHAVIOUR WARNING POINTS

On decision of the SRO 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 of the Meeting.

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

- formal reprimand 1 Behaviour Warning Point
- drive-through penalty 1 Behaviour Warning Point

- pit lane speeding 1 Behaviour Warning Point for speeds between 50 km/h and 65 km/h and two BWP over 65 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 of the Meeting.

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

The number of BWP will be calculated per driver:

- A driver with 3 points will receive a 5-place grid drop for the car in which he is driving for the next race
- A driver with 4 points will receive a 10-place grid drop for the car in which he is driving for the next race
- A driver with 5 points or more will receive a minimum of a drive-through penalty for car in which he is driving, to be applied at the next race.
After these penalties have been awarded, *the drivers score will be reset to zero.*

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

Negative scores will not be taken into account.

18 PROTESTS AND APPEALS

18.1 Protests shall be made in accordance with the Code. Protest and appeal fees are set by the parent ASN.

18.2 For Competitions run according to Article 5.2 case A, protests lodged after Race 1 may be heard after Race 2.

18.3 In accordance with FIA International Sporting Code Article 12.2.4, 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 penalties (including those imposed during the last laps of a race, or after the race, and converted to a time penalty);
- Time penalties (whether imposed during or after the race);
- Drop of grid positions; including starting at the back of the grid
- Cancellation of practice or qualifying lap times.
- Obligation to start a race from the pit lane;
- Behaviour Warning Points

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 ISC Article 14.

19 MANDATORY EQUIPMENT

19.1 Data Acquisition System

All Competitors must use the GT Challenge Asia Series data acquisition system as defined by SRO and listed in Appendix 7. This system must be used throughout each Competition and must work correctly 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 Competitors.

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

19.2 Onboard Camera

It is mandatory for all cars 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. 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 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.

All teams must complete and sign the onboard camera form and have the location, installation and fixing approved by the Scrutineers. SRO shall own 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. Competitors and/or teams may only use, distribute, share, upload or download any footage taken on a On-Board camera with the prior written consent from the Organisers.

Obligation for Television: All cars 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

All competitors will be required to purchase and fit an Electronic Self Identification Modules to their cars 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 practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

A driver Identifying Transponder (MyLaps Direct Power Transponder with Driver ID5) 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 the weekend

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 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 according to the following scale :

Fines will be awarded according to the following provision:

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

Please see Appendix 7 for details of the compatible Transponders.

19.4 N/A

19.5 GPS

Competitors will be required to install a data unit in each car for the purpose of transmitting GPS positioning data to the timekeeping system. It will be their responsibility to obtain and install this unit in accordance with the instructions given by the Promoter, and to ensure that it works correctly at all times during every session and race. Any such data may be used by Officials to inform any investigations or decisions. Failure to use the GPS correctly may result in a penalty from the Stewards. Should any car be involved in a serious collision, Teams are required to return the GPS box to the Timekeepers for checking.

19.6 Pit Box Cameras

It is mandatory for all teams to have a Pit Box camera fitted and functioning during every session. It is the teams responsibility to supply and fit the camera. The camera must be placed in a position to view and record the full allocated pit area working zone from the working line onwards and a minimum of two metre in each direction of the car. The angle and quality of footage may be inspected at each round. It is the teams responsibility 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. The team must supply the camera card and present the footage to the Race Director, when requested.

The cards and the images remain the property of the Organiser.

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

SRO shall own 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 Pit Box Camera.

Competitors and/or teams may only use, distribute, share, upload or download any footage taken on a Pit Box camera with the prior written consent from the Organisers.

19.8 In-car marshalling system

An in-car marshalling system must be obtained by all Competitors and installed in each car in accordance with the instructions given. It will be the responsibility of each Team to rent this unit (see Appendix 7) and to ensure that this is working correctly at all times. Irrespective of the in-car marshalling light system, drivers must always abide by the instructions given by flags and/or light panels around the track. However, as an exception, the in-car marshalling system will be the primary method of communication in terms of FCY and SC and overrides the circuit flag and light signals solely in this respect. Flags, including black-and-white warning flags and blue flags may be shown on the displays, which will have the same value as any flag shown from the gantry at the Line.

19.16 ADR unit

In accordance with Article 1308 of Article 257A of Appendix J to the Code, ADR units are mandatory in all FIA GT3 cars homologated since 2016. The list of authorized units is given in Technical list 88, available on the FIA website. All teams must consult their manufacturer for fitting instructions in order to be in conformity with the technical regulations.

20 MANDATORY PIT STOPS

20.1

A minimum pit stop time will be imposed for GT Challenge Asia, GTC/GT2 and GT4 Asia. The pit stop time will be issued in a Bulletin from the Stewards. Any car whose pit stop time is less than the given time between pit in and pit out will be given a penalty by the Stewards of the Meeting.

For each car, the minimum 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.

a) A mandatory pit stop for changing drivers is to be carried out during each of the races. The car must cross the pit entry line from 25:00:00 after the Official start of the race until 34:59.99 after the Official start of the race. Only one driver change may take place during the race. Any pit stops taken before the start of the pit window will not count as the mandatory pit stop.

b) The pit stop will be of a controlled duration (Mandatory Pit Stop Time). Before the start of the meeting all competitors will be notified of the Mandatory Pit Stop Time by Bulletin. Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane

c) For single-driver cars according to Article 13.1.3, an additional minimum pit stop time may be applied. If applicable, this time will be published in a Bulletin from the Stewards of the Meeting at each event.

d) If a driver does not make their obligatory pit stop for the driver change within the mandatory pit stop window, the team will have to perform a Stop and Go Penalty. If it is impossible for this stop and go to take place during the race, a time penalty will be added to the car's race time.

e) If the Safety Car is on track at the time when the pit window is scheduled to open (25:00 after the start of the race) the race director may decide to delay the opening of the pit window. Teams will be notified of any such delay in advance. 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.

20.7 Amendments to driving stints and pit stop times.

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

21 NUMBER OF CARS ALLOWED TO PARTICIPATE

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

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

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

The criteria laid out in article 11.1 must also be taken into account.

22 LIVERIES – NUMBERS – GRAPHICAL CHARTER

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

All competitors will be supplied with competition numbers to be displayed on the windscreen in a position immediately below the series sun strip and opposite the side of the windscreen to the driver's position. These must be clearly visible and legible to the safety car observer when the car is travelling immediately behind the safety car.

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

22.2 N/A

22.3 N/A

22.4 If it is impossible to identify a car from its 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 k). Any infractions will be reported to the Stewards of the Meeting. Please see Appendix 3.

22.6 Each car and driver must adhere to the Pirelli Graphical Charter issued before the start of the season. Any infractions will be reported to the Stewards of the Meeting. Please see Appendix 3.

23 ADMINISTRATIVE CHECKS

23.1 At each Event, the ASN will check the licences of all Teams and drivers, who must sign on at the time and place mentioned on the Official Timetable, as well as signing any waivers requested by the ASN and approved by the Promoter. All drivers must have authorisation to compete abroad from their ASN. Any driver or Team failing to complete their administrative checks during the allotted time will be reported to the Stewards of the Meeting. Any driver or Team who is unable to attend at the given time must inform the Stewards of the Meeting in writing. The Organiser will ensure that he has a copy of the

licences of all the drivers and Competitors taking part in the Competition. The list of Competitors and drivers and cars allowed to take part in the Competition will be published before the start of the Official 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 in Sporting Notes or Bulletins to the event must be followed.

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

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

24 SEAN EDWARDS FOUNDATION TEST

All drivers taking part in the GT Challenge Asia Series must complete the Sean Edwards Foundation assessment test before taking part in their first Competition of the season. Furthermore, the Stewards of the Meeting may insist that any driver take the test at any point during any event.

25 BRIEFING

A briefing by the Race Director will take place at the latest on the day of the Official Practice in the location specified in the Appendix 1 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 of the Meeting in writing.

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

First offence: Five hundred dollars (500 dollars)

Second offence: Seven hundred and fifty dollars (750 dollars)

Third offence: One thousand dollars (1.000 dollars)

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.3.1.c of the International Sporting Code.

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

Additional briefings for Bronze and inexperienced drivers may be organised and will be specified in the Appendix 1 for the Competition and the Official Timetable of 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 of the Meeting.

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

26 SCRUTINEERING

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

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

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

- with homologation forms, SRO Certificate for GT4 cars, and the car passport,
- with fuel cell and safety cage certificate,
- without fuel,
- with restrictors, ready for sealing,
- with ballast, ready for sealing, wire provided by the Team,
- with the engine ready for sealing. Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers. Twisted wire must be installed on each side of the engine, coming from the sump, joining each group of screws, holes or ribs so that these parts cannot be separated. Wire ends must be long enough to allow the plaques and seals to be affixed,
- for cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired,
- with identification and additional lights installed if applicable,
- with all mandatory stickers (technical / safety / Series sponsors) in accordance with the Graphical Charter (see Appendix 3),
- with slick tyres.

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

26.5 Any breaking of a seal during the event must be requested in writing to the Technical Delegate.

26.6 N/A

26.7 All drivers competing in the Fanatec GT Challenge powered by AWS Series (GT3) must use a helmet, which meets the FIA Standard 8860-2018 or 8860-2018-ABP (International Sporting Code Appendix L Chapter III Article 1.1.1) and with the FHR devices that are homologated by the FIA.

Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2018. Helmets and clothing must pass Scrutineering before the first time any driver takes part in a round of the Fanatec GT Challenge Asia powered by AWS Series, as well as whenever there is a change of any of the items which have already been checked. The driver does not need to be present when his equipment is presented. Drivers may be requested to present any or all equipment to the ASN at any time during any event. Driver overalls must be checked for conformity to Article 22.5 and Article 11.3 k).

Drivers not competing in GT3, but in; GT4, GT2, GTC, SRO3 (out of homologation cars), Invitation, may use a helmet which complies with International Sporting Code Appendix L Chapter III Article 1 and with

the FHR devices that are homologated by the FIA. The FIA Standard 8860-2010 or 8860-2018 or 8860-2018-ABP are recommended.

Drivers in GT4, GT2, GTC, SRO3 (out of homologation cars) Invitation, must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet at least the FIA Standard FIA 8856-2000; however, 8856-2018; is highly recommended” for the GT4, GT2, GTC, SRO3, Invitation drivers.

(As per ISC App L Chap III Art 2.) Helmets and clothing must pass Scrutineering before the first time any Driver takes part in a round, as well as whenever there is a change of any of the items which have already been checked. The Driver does not need to be present when his equipment is presented.

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

26.8 N/A

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

26.10 Initial Scrutineering of the car and of the drivers' equipment and sporting checks for the Competitors will take place in accordance with the Official Timetable for the Event. Any Competitor unable to attend at the given time must request permission in writing to the Stewards, who may grant a waiver. Competitors who do not keep to these time limits or who do not obtain a waiver may be given a penalty according to the following scale :

- First offence: Five hundred dollars (500 dollars)
- Second offence: Seven hundred and fifty dollars (750 dollars)
- Third offence: One thousand dollars (1.000 dollars)

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

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.3.1.c of the International Sporting Code.

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

26.12 The Scrutineers may:

- a) check the eligibility of 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 ISC Appendix J 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, once he has filled in all requested information.
5. Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number will also appear in the technical passport. The diameter must be engraved on the restrictor. It will be up to the Competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

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

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

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

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

26.17 The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.

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

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

27 DATA LOGGER & ECU

27.1 A data-logger with additional sensor must be installed in all cars at all Competitions. 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. SRO Data Technicians will check all data loggers prior to the first Official 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 of the Meeting.

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

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

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

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

27.4 Information on the installation and use of the data logger is given in Appendix 12. It must be installed with all the sensors and looms following the homologation file, or the specific scheme per manufacturer, the link to which can be found in Appendix 15. The installation guide forms an integral part of these regulations.

27.5 The data thus collected must remain at the disposal of the SRO Technical Department and the Technical Delegate. The SRO Technical Department can be assisted by technicians specialized in electronic systems in order to ensure the correct operation and the conformity of the readings of the data logging system and the conformity of the various systems with which the cars are equipped. They may at any moment remove, exchange or control the various electronic components of a car and draw up a report to the Technical Delegate on their investigations, and they reserve the right to keep the components they have removed for later analysis. No protest or appeal will be accepted concerning these controls and removed components. If a case of non-conformity is noted (either during or after the Event), this may be reported to the Stewards of the Meeting.

27.6 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.

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

27.8 All manufacturers or tuners must provide the SRO Technical Board with a reference ECU unit with the homologated maps, which can be placed in any of their cars competing in the Competitions in the Series. Each manufacturer 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.

28. WEIGHING

28.1 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 his helmet a numbered sticker plus any other identification mark required by the Organisers of the Event in agreement with the Stewards of the Meeting and the Technical Delegate.

28.2 Should the weight of a car be less than that specified on the Balance of Performance table for that Competition, the Competitor concerned may be given one of the penalties set out in Article 28.7, save where the deficiency in weight results from the accidental loss of a component of the car.

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

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

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

28.6 A Competitor may fit one or more personal cameras in 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 not authorised. Cameras affixed to helmets are not authorised. If necessary, SRO, the Race Director or the Stewards may ask to see the images from any such personal camera, even if the car is in Parc Fermé. In particular, they may request that the images be downloaded during a pit stop and supplied to the Officials. The images may not be distributed, shared or uploaded on the internet unless specifically authorised by SRO.

28.7 GT3, GT4, GTC, GT2: The homologated weight and any additional weight as required by the Series's equalisation bureau and/or the Organisers.

Invitation Class: The weight of the car with no driver and no fuel on board.

The average weight of the drivers in any car competing in the GT World Challenge Asia Series must be 75kg. Should the average weight of the drivers in any specific car be less than 75kg, the car will be expected to carry Driver Ballast to compensate. Average driver weight over 75kg may be removed from the minimum BOP weight of the car. The following procedure will be followed:

- i. Each driver must declare his weight, including overalls, underwear, gloves, helmet and FHR
- ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W)
- iii. If $W < 75$, then the Driver Ballast to be carried by the car will be $75 - W$
- iv. 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.

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

29. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

29.1 Tyre Supply

Only tyres from Pirelli, approved and registered by the Promoter and sold at a GT Challenge Asia Series event, will be accepted. Tyres must be ordered by the deadlines set by Pirelli, and paid for in advance, failing which tyres may not be supplied.

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

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

Teams are 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 season.

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

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

29.2 Dry and Wet weather tyres

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

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

Tyre width:

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

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

29.3 Control of tyres

1. The control of the tyres will be carried out according to a process defined by the Promoter.
2. The outer sidewall of all tyres which are to be used at a Competition must be marked with a unique identification.

3. Other than in cases of force majeure (accepted as such by the Stewards of the Meeting), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate prior to the end of initial Scrutineering.
4. A used tyre is one that has been registered for a previous Competition with the same car number. For race-by-race Competitors, this is considered to be any previous event in which the car was entered. Used tyres must be presented to 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 season. Used tyres must be taken to Pirelli for re-registration before any new tyres are fitted.
5. The use of tyres without appropriate identification is strictly forbidden during the whole Competition.
6. Any marking applied by Pirelli on the tyres must not be removed by the team.
7. Note that modifications to the tyres are prohibited by the sporting and technical regulations. Tyres must not be subject to any large deformation or impact. Pirelli would also like to inform all Competitors that purging, as shown in Appendix 12, is strictly forbidden.

29.4 Tyre-heating devices

Tyres heating prior to use is not permitted.

The application of any material (liquid, solid or gas) to any part(s) of the tyre is forbidden. Heat retention devices and compounds are forbidden 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.

29.5 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 Series Eligibility Scrutineer before they are used. Application for Joker tyres should be made in writing using the official joker tyre form.

29.6 Change of Chassis & Car Number

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

29.7 Tyre Limitations

For the first meeting entered, the following sets of new tyres may be purchased and used throughout the meeting :

GT3 and GTC and GT2: 5 sets of dry-weather tyres

GT4 : 4 sets of dry-weather tyres

If a third race is added to a race weekend, tyre allocation will be adjusted via Bulletin or Sporting Note

For subsequent meetings, the following applies, except where specifically authorized by the Organiser:

GT3, GT2 and GTC : a maximum of 4 sets of new tyres may be purchased to be used throughout the meeting. Two additional sets nominated at a previous round of the GT Challenge Asia may additionally be registered for use before Qualifying

GT4 : a maximum of 3 sets of new tyres may be purchased to be used throughout the meeting. Two additional sets nominated at a previous round of the GT Challenge Asia may additionally be registered for use before Qualifying.

Bronze Tyres: For cars including a Bronze driver, an additional set of new tyres may be purchased at every meeting to be used before Qualifying. This set cannot be used for the rest of the meeting, but can be it may be used as S5 or S6 at subsequent Events

All quantities given are the maximum. Competitors do not have to take all the possible tyres.

Competitors in the Fanatec GT World Challenge Asia		
GT3 and GTC and GT2		
	First Event	Subsequent Events
New tyres to be used throughout the Event	5 Sets S1-S2-S3-S4-S5	4 Sets S1-S2-S3-S4
Carry over to be used in FP / OP only		2 Sets S5-S6
Bronze tyres to be used before Qualifying only'	1 Set S7 Optional	1 Set S7 Optional

Competitors in the Fanatec GT World Challenge Asia		
GT4		
	First Event	Subsequent Events
New tyres to be used throughout the Event	4 Sets S1-S2-S3-S4	3 Sets S1-S2-S3
Carry over to be used in FP / OP only		2 Sets S5-S6
Bronze tyres to be used before Qualifying only'	1 Set S7 Optional	1 Set S7 Optional

Penalty for non compliance – Competitor will start the race or subsequent race from the back of the grid and may be fined up to \$5,000

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 Eligibility Scrutineer or his nominated representative. The onus is on the Entrant to ensure that all nominated tyres have 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.

29.11 Tyre Limitations for Wet Weather Tyres

Tyres supplied specifically for use in wet weather will not be subject to the limits given in articles 29.7 and 29.8.

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

It is not permitted 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. 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.

29.12 Camber and Pressure

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

- a) For GT3 cars, 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 the race(s), and must not exceed -3.5° . This figure may be altered for any race, in particular should there be any changes to the circuit configuration. Any such changes will be announced before the Event but values may be further modified by Stewards’ bulletin during an event.
- b) For GT4 cars, the maximum negative value for the camber of both rear wheels of the car may be monitored in static condition at any time during the Event, including in Parc Fermé after qualifying and the race(s), and must not exceed -3.5 degrees (subject to any change notified by Bulletin.)
The starting pressure of the tyres must be a minimum of 1.30 bar (subject to any change notified by Bulletin).

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

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

- c) For all cars : any car failing to abide by these values will be reported to the Stewards, who will give any available sporting penalty, including a stop-and-go penalty to be taken at the start of the next session, deletion of lap times during qualifying or a time penalty after a race.
- d) For all cars, values for the Maximum Camber and Minimum Pressure of tires may be issued or modified during any Event and monitored at any time.

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 GT Challenge Asia Series.

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

All manufacturers whose cars will be competing in the 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 and the Race 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.

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

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

30.1.1 BOP Remarks – GT3

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

- a) Additional weight must be installed in accordance with Article 257A of Appendix J to the International Sporting Code. Driver pairing weight must be installed in the ballast box. It should be identifiable and installed as a whole and is not part of the total weight of the car with BOP ballast.
- b) In accordance with Article 257A of Appendix J to the International Sporting Code, the fuel cell must be equipped with the mandatory foam supplied by and installed following the directives from the manufacturer of the fuel cell.
- c) Technical drawings of air restrictors for all FIA GT3 cars are registered with FIA and this per brand and model. Only restrictors in compliance with this registration are allowed.
- d) Use of the catalytic converter is compulsory
- e) The SRO Sporting Board is allowed to modify any parameter required to establish the Balance of Performance
- f) Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure drop, etc) is that collected during BOP tests and will be used for checks. Lambda is fixed. Fuel saving maps are not allowed.
- g) Refuelling rigs, refuelling rig restrictors shape and refuelling couplers must comply with Article 257A of Appendix J to the International Sporting Code and the Fanatec GT World Challenge Asia powered by AWS Sporting Regulations and any Sporting or Technical Notes
- h) if another Krontec coupler is used, the refueling restrictor size reduces by 2 mm.
- i) Staubli SAF 45 system (39/11VO) for F488 GT3, if ATL system is used refueling rig restrictor size is 31mm.
- j) Aero devices cannot be covered by tape or paint.
- k) Max rear camber static is -3.5°
- l) Power cycle during refuelling and driver change is not allowed
- m) Fuel coupler coupling times will be checked with the coupler sensor. It is the Competitor's responsibility to ensure the sensor's signal is correct and works during the race.
- n) For springs, see article 4.1 e)

30.1.2. Boost control :

- Values are boost pressure ratio and need to be multiplied by the ambient pressure to get the Pboost Limit.
- Competitors must adjust the boost pressure relative to ambient pressure at each Event
- Pboost limits linear interpolation approach

The control of Pboost strategy takes place via Series Datalogger and pressure sensors:

If the Throttle is greater than 25 % open and the RPM is greater than 3000 and the Longitudinal Acceleration is increasing or constant or greater than zero and the overboost greater than "Pboost Limit + 10 mbar" is recorded for more than 50ms, then this will be flagged and reported to the Stewards

30.1.3 – BOP Remarks for GT4 cars

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

- Additional BOP Ballast must be installed according to the GT4 Technical Regulations
 - ECU BOP maps are saved in the dataloggers for scrutineering.
 - GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate
 - SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.
 - Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is the one collected during BOP tests and will be used for checks.
- If noted differently in comments the (e.g. iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.
- Turbo cars without adaptable pboost (identified with * in front of ECU BOP MAP) need to add +15kg per 20 mbar ambient pressure delta under 1010mbar,

this means + 15 kg at Patmo of 990mb, +30 kg at Patmo of 970 mbar and +45 kg at Patmo of 950 mbar
- Max static rear camber : -3.5°

30.2 Official Test Sessions

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

Additional testing may be permitted throughout the season. This will be notified by the organisers.

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 meeting. Please see Appendix 4 for the provisional schedule. There will be no limitations on the number of tyres for these event test sessions, but they must be in conformity with the principles laid down in article 29.1, namely either new tyres or used tyres from previous events of the GT Challenge Asia 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 N/A

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 N/A

30.7 N/A

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 of the Meeting. If authorised, any such laps will be scheduled, when possible, at the end of a previous session and will consist of a single lap from pit out to pit in without crossing the timing line.

30.9 Private Testing

Testing restrictions begin on May 6, seven days before Round 1 (May 13-14). In the seven days prior to Round 1, and then all future events, teams and drivers may only test during official sessions organized by SRO Motorsports Group. Private testing or testing organized by third parties is not permitted at circuits on the 2023 Fanatec GT World Challenge Asia calendar until after each circuit has staged its championship round **subject to the organiser's approval**

Official testing will take place at all events unless officially announced. Testing is usually held on the Thursday and/or Friday prior to the race weekend. Track time and cost are to be advised.

Participation in events counting towards other championships or series is not considered as private testing. This includes any official test sessions and all official practice sessions. However, participation in any additional (optional) sessions during these events is not authorised. Any breach or abuse of this rule in spirit will be reported to the Stewards of the meeting.

Race-by-race entries are subject to testing limitations. Any doubts, please check with the organizers before going ahead. Registered and recurring race-by-race entries testing within this ban may receive a grid penalty up to and including starting from the back of the grid and may be fined up to \$10,000.

Private testing at a circuit on the calendar may be authorised if the circuit configuration used is significantly different from that being used for the GT Challenge Event. 'Significantly' would normally mean using fewer than half the same corners.

Drivers working as coaches must request permission from the Sporting Board for any activity with GT3, GTC, GT2 or GT4 cars at circuits on the 2023 calendar, and will be given restrictions on their track time.

Written permission for any testing during the season must be obtained from the SRO Sporting Board.

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

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

b. Promotional activities with road cars may be organised by Teams for their VIP guests or Media with permission from the Promoter. Promotional activities with GT3 race cars are not authorised except with exceptional permission from the SRO Sporting Board. Drivers competing in the GT Challenge Asia Series or GT4 Asia Series may take part in any such activities.

c. Promotional activities with race cars which are not eligible for the GT Challenge Asia Series, GTC Asia or GT4 Asia Series may be authorised with permission from the Promoter. Drivers competing in the GT Challenge Asia Series, GTC Asia and GT4 Asia Series Competition 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, as long as this does not impact on their participation in the mandatory elements of the main GT Challenge Asia and GT4 Asia Series Competition, including briefings, podiums, press conferences etc.

e. N/A

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 Official Timetable. Drivers are expected to attend any such sessions, dressed in Team uniform, at the scheduled

time, and to make themselves available for the full duration. Any failure to attend by drivers competing in the Pro category may be reported to the Stewards of the Meeting.

31.4 Pit walks may be scheduled during any Event. The time will be listed in the Official Timetable. 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 of the Meeting.

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

- verbal communication between a driver and his Team by radio;
- electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter
- GT3 Telemetry: one way (car to pit) telemetry is allowed.
- **IMPORTANT:** no item, installation or antenna is permitted which may interfere at any time with the Official data logger, timing, GPS, radio or TV systems.

33. GENERAL SAFETY

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

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

A car may only be pushed to remove it from a dangerous position as directed by the marshals. This rule is also applicable when the car is parked in the Parc Fermé.

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

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

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

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

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

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

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

33.10 Drivers must use the track at all times.

The white lines defining the track edges are considered to be part of the track but the kerbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the driver may rejoin.

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

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

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

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

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

b) At any time during a Competition, a driver may join the track, including the pit lane and the grid, only after starting the engine alone and unaided, and leaving his 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 allowed. The car must leave its position in the pit lane with no external intervention. Any car reported to have received assistance to start will be given a stop and go penalty, during which the car must be started by the driver alone.

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

33.12. Drivers taking part in 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 his safety harness or racing net until his car is completely stopped in front of the pit garage. After a pit stop, the car must only start moving after the driver's safety harness and racing net have been fastened. It is the car controller's responsibility to ensure that a driver is properly buckled in before the car leaves its working area to enter the track.

While driving in the fast lane of the pits, the driver must have at least one hand on the steering wheel at all times. He may unplug the radio or disconnect the drinks bottle and other such items but should not be distracted from watching the road ahead while doing any of these things. Tension in the belts may be loosened but the belts must remain in contact with the driver so that they are considered to still be properly restrained in accordance with ISC Appendix L chapter III article 4. The driver's safety harness must be securely fastened before the car leaves the Team's working area but, on exiting the pits, the driver may further tighten the belts or adjust them. Any infractions noted by the pit lane marshals or the driver-facing safety camera (case D only) 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 Stewards of the Meeting and must make their car available at the stated time.

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

33.16 The car's regulatory lighting system must function at all times during 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 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 N/A

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 shall be at the discretion of the Race Director to decide whether a driver should be stopped because his car's lights are not working. If a car is stopped for that reason, it may re-join the Competition once the fault has been remedied.

Once a 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 N/A

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. . Infractions will receive penalties according to the following provision:

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

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

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

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

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

34. PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION

34.1 The allocation of pit garages, or working from an awning will be decided by the Event 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 will be notified by the organisers and will be the only working area for all of its cars. The limits of the area allotted to each Team will be indicated or marked on the ground by the Pit Lane Official in consultation with the Race Director. No Team may exceed the marked limits with their equipment.

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

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

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

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

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

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

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

First offence: Three hundred dollars (300 dollars)

Second offence: Four hundred and fifty dollars (450 dollars)

Third offence: Six hundred dollars (600 dollars)

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 GT Challenge Asia Series sessions. Unless otherwise indicated by the Organisers or Stewards of the Meeting, garage doors must be left open to allow access to TV monitors. TV screens on pitwall installations must also be accessible to support Series Competitions.

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 50.0 km/h will be enforced in the pit lane. Any driver exceeding the limit above will be reported to the Stewards of the Meeting. Penalties will be normally imposed according to the following schedule :

- During the Bronze test session, Official Practice, Pre-Qualifying and Qualifying Sessions: A fine of 50 dollars per kilometre over the 50.0 km/h limit

- During the race : a drive-through penalty for a first offence. A fine as above plus a drive-through penalty for a second offence. Any further offence will be penalised at the discretion of the Stewards of the Meeting.

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

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

34.14 No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in 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 Team radio. Should it not be possible to give this instruction, cars may not move until the pit lane exit is green.

Cars moving from their working area before they have received either the FAST LANE OPEN instruction or a green light at pit exit will be reported to the Stewards. This also applies after a red-flag interruption to a practice or qualifying session.

34.16 It is the responsibility of each Competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those rejoining from the working lane. Once a car has left its garage or pit stop position it should blend into the fast lane as soon as it is safe to do so, and without

unnecessarily impeding cars which are already in the fast lane. Cars must move completely from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop. Cars may only leave the fast lane to move into the working lane a maximum of three pit garages / working areas before their own working area.

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

34.18 During the race, cars may only leave their working area when they are ready to rejoin 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:

- a) Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.
- b) Officials shall have free access into the pits.
- c) Except for the gantries, and refuelling rigs for case A no tools or equipment may be left in the working area once a pit stop is over. During the Event, the cars must be parked with the front facing towards the pit lane at all times when in the pit garages.
- d) At the start of any session, cars should be at an angle of 45 degrees, nose towards pit exit. Except during qualifying, cars should stop parallel to the pit building for pit stops, should park at 45 degrees and be pushed into their pit garages at other times. During qualifying, they must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the pit garage and the nose facing towards the pit exit. Any changes to this article according to the specific layout of each individual circuit will be given in a Bulletin from the Stewards of the Meeting.
- 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 rejoin after external assistance and return to the pit lane under their own power via the track may take part in the rest of the session.
- h) N/A

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 stock authorised per car in each pit garage is 240 litres. This fuel must be stored near the door, on the paddock side.

35.2 All fuel used during the Competition must be purchased on site. Fuel samples will be checked and infractions will be reported to the Stewards of the Meeting.

35.3 General fuel precautions

Whenever fuel is being manipulated, the Competitor must adopt appropriately safe working practices. Any unsafe handling may be reported to the Stewards.

36. PIT STOPS – GENERAL

Note : 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 or Sporting Note will apply.

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

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

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

36.3 Only the car controller is allowed 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. No personnel may hold panels on the working lane, or stand behind stationary panels. 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)

No more than two mechanics may be in the working lane at any one time.

A car controller (the 3rd member), wearing a white armband, may stand at the front of the car and oversee the work of the mechanics. He may walk around the car, but must not touch the car in any way and may only make visual checks.

Each competitor must ensure that its mechanics and car controller must wear flame-resistant overalls and a helmet as a minimum.

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

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

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

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

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

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

36.11 N/A

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 organisers

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.

Refuelling is forbidden in the pit lane during the races and in the free official and qualifying practice session.

During the Official Practice sessions, it is allowed only in the Teams' pit garages with all necessary safety procedures in place. Cars may refuel in their pit garages during the installation laps before proceeding to the starting grid.

38. TYRE CHANGES

38.1 Tyre changes may be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane, after refuelling, if applicable, has finished, and the personnel in charge of refuelling have cleared the working area.

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

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

- 1 Car Controller with a white armband.
- Either a mechanic, or one of the tyre mechanics with a green armband, 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 wearing green armbands are allowed to carry out any operations needed to change the tyres, using only TWO pneumatic wheel guns or wheel nut removing guns (**electric**) 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:

- o bring only two guns onto the working area,
 - o take the new wheels and put the replaced ones inside the pit,
 - o carry permanently the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car.
 - o not throw the wheels or drop them,
 - o take the equipment back inside the pit.
- The driver exiting the car may assist the driver replacing him.
 - Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
 - One mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change. This mechanic does not need an armband
 - A data technician may download data from the car by cable, card or data stick, without performing any other task
 - 1 'tyre' technician and 1 'brake' technician external to the Team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 12.4.

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

39. OTHER OPERATIONS IN THE PITS

39.1 Other operations, including replenishment of lubricants and various fluids, may be carried out on the car when the refuelling and tyre changes have finished and personnel in charge of refuelling and the mechanics in charge of the wheel changes and their equipment are no longer in the working area.

40. REPLACEMENT OF MECHANICAL PARTS

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

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

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

Changes of individual parts of the engine, such as items that may be attached by seals, such as the turbo(s), may be subject to lower penalties at the discretion of the Stewards.

41. OFFICIAL 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.

Should the categories be divided into separate races in accordance with article 5.2, instructions on official practice and qualifying will be given in a Bulletin from the Stewards, and will take place in accordance with the official timetable.

Should the categories be divided into separate races in accordance with article 5.2, instructions on the grid and race(s) will be given in a Bulletin from the Stewards, and will take place in accordance with the official timetable.

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

41.3 During the free and qualifying practice 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 marshals, and there will be a green light and a red light at the pit lane exit. Cars may only leave their working area according to the procedure detailed in Article 34.15. Cars may only leave the pit lane when the green light is on at the start or restart of a session. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

41.4 EVENT FORMAT FOR COMPETITIONS WITH ONE-HOUR RACES

a) Events will include the following :

- One or two Official Practice sessions, of a minimum duration of 60 minutes per session. Official Practice Sessions may be split into individual class sessions – GT3 and GT4
- At the end of Official Practice sessions, and at the discretion of the organisers, a bronze session may be held (see event timetable). During this session, only drivers who have been categorized as Bronze, including drivers with derogations as Bronze*, may take part. Bronze drivers who have been given exceptional permission to race alone in accordance with article 13.1.3 will not be authorised to take part in this session.
- The duration of the Official Practice sessions may be increased for weekends with three or four races.

b) Qualifying

There will be four Qualifying practice sessions of a minimum duration of 10 minutes per session, separated by at least 7 minutes.

Q1 : GT4 Qualifying 1 – driver 1

Q2 : GT4 Qualifying 2 – driver 2

Q1 : GT3/GTC/GT2 Qualifying 1 – driver 1

Q2-: GT3/GTC/GT2 Qualifying 2 – driver 2

The exact times and order of sessions will be confirmed by the Official timetable of the Event.

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

No driver may take the start of either Race without completing one timed lap (not including in and out laps) in either the Q1 or Q2 qualifying practice sessions for either GT3 or GT4, except in a case of force majeure duly recognised as such by the Stewards which may incur a penalty.

Drivers who set a time within 120% of the fastest time during Official Practice may be authorised by the Stewards of the Meeting to take the start of the race. Permission must be requested from the Stewards of the Meeting for any such drivers in order to be allowed to take the start of the race.

The fastest time set by each car in Q1 (GT3/GTC/GT2 or GT4) will set the grid for Race 1.

The fastest time set by each car in Q2 (GT3/GTC/GT2 or GT4) will set the grid for Race 2.

Full details will be given in a Sporting Bulletin and the information given in the official timetable must be adhered to.

At the latest, all competing cars must be in position in the working area of the pit lane when the qualifying session starts. Throughout the session, 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 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, 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 GT3 Qualifying 2 all GT3 cars will be under Parc Fermé regulations. After the end of GT4 Qualifying 2, all GT4 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.

During qualifying the following principles will apply :

- The cars must be on the pit lane, from the first green light from the start of the first session through to the chequered flag for the final session. Any car which is pushed into its pit garage during that time will have all its times deleted and will not be able to take any further part in the qualifying session.
- no fuel can be added or removed from the cars.
- no computers can be connected to the cars. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the team/pit to the car.
- cars will only be allowed on the fast lane after the Fast Lane Open signal has been given or when the pit exit is open at the start or restart of the session.

Only the following work can take place on the car;

- Cleaning windscreens (inside and outside) and mirrors.
- Changing tyres.
- Changing drivers.
- Checking and adjusting tyre pressures.
- Engine fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.

- Removing dirt, gravel or grass from the radiator.
- Adjusting mirrors or other similar adjustments for safety reasons.
- Repair of genuine accident damage with the approval of the Technical Delegate.
- Sanitising cockpit & steering wheel in line with Covid-19 procedures.

Should any other work be performed on the car, all times set until that point during the Qualifying session (ie from the start of Q1 up until that point) will be deleted

- After the completion of the final Qualifying session, all cars will be immediately under Parc Fermé conditions.

41.6 – 41.7 : Not in use

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

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

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

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

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

Furthermore if, in the opinion of the Stewards of the Meeting, a stoppage is caused deliberately, the driver concerned may have his times from that session deleted (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

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

41.12 All cars abandoned on the circuit during the 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 Official Practice 2 session will be used to set the starting grid. All drivers should complete a minimum of 1 timed lap in Official Practice 2 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, should 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 Organisers' discretion.

41.17 The Organisers reserves the right to amend the event format. The GT3 and GT4 categories may be split into separate grids at certain events. Teams will be notified of this by Series 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 shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all the marshal posts. If red lights are available, these will be switched on as well.

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

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

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

43. N/A

43.2 N/A

43.3 N/A

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

43.5 Any driver who has not qualified for the race and who has failed to set a time in either Official Practice sessions or pre-qualifying within 120% of the fastest time in the relevant session may nevertheless be allowed by the Stewards of the Meeting to take part in the warm-up (if applicable) or in the races. Where such a driver has set a lap time within the 120% limit in a Official Practice session, pre-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 of the Meeting will determine their order. In neither case may a Team appeal against the decision of the Stewards of the Meeting.

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

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

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

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

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

44. STARTING DRIVERS

44.1 Case A : for events with one-hour races

Driver 1 must take the start of Race 1.

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

Should the starting driver be changed without notification this will be reported to the Stewards of the Meeting and a penalty may be applied according to the following scale :

- First offence: Five hundred dollars (500 dollars),
- Second offence: Seven hundred and fifty dollars (750 dollars),
- Third offence: One thousand dollars (1.000 dollars).

44.2 N/A

45. STARTING PROCEDURE

45.1 The starting procedure will be as per Bulletin 2 issued before or during the event.

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

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

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

Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

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

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

45.4 Countdown

Unless a Bulletin specifies otherwise, the normal countdown procedures/audible warning sequence shall be:

15 minutes to start of formation lap

Pit exit opened with audible warning.

12 minutes to start of formation lap

Pit exit closes in two minutes with audible warning

10 minutes to start of formation lap

Pit exit closes with audible warning.

5 minutes to start of formation lap	Audible warning. All cars must have wheels fitted. Teams must have On-Board Camera switched on and recording. Any car with one or more wheels not fitted may be given a Drive Through Penalty.
3 minutes to start of formation lap	Audible warning and 3-minute board shown at Start Line. Clear the Grid of all non-team personnel and major equipment. Cars must be resting on their wheels on the ground. Any car not resting on wheels on the ground may be given a Drive Through Penalty
1 minute to start of formation lap	Audible warning. When the one minute signal is shown, engines will be started and all teams technical staff must leave the grid by the time the 15 second signal is given taking all equipment with them.
15 seconds to start of formation lap	Audible warning and 15 second board shown on Start Line. Any car being worked on after the showing of the 15 second board may be given a Drive Through Penalty
Green Flag. Start of the formation lap	The formation lap will normally be one lap.

Exceptions to this are either when track conditions dictate or the grid formation is not correct for the start. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

The organisers reserve the right to modify the above countdown if deemed necessary.

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

The Series Race Director at his discretion may direct that when the starting signal is given no car may overtake another. Competitors will be informed by an Event Bulletin.

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

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

The Organisers official leading car will pull off at the end of the pace lap. The cars will continue on their own with the pole position car leading, slowly increasing speed to a maximum of 110 Km/h by the moment of the start.

In the event that the starting lights fail the Starter will revert to using the National Flag..

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

Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start his car until in the pit lane. If one or more cars are removed from the starting grid, these gaps will not be closed up

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

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

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

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

45.8 2 x 2 line astern Grid formation. There will be a rolling start as described in the Code. Race timing will commence at the point that the race start signal (start signal as specified in the Drivers’ Briefing) is given.

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

45.9 If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all marshal posts. The cars, with the pole position leading, will complete a new formation lap.

They may be joined and led by the Official leading car and will continue for another formation lap.

If the start is improper the leading car will continue to lead the field around the circuit for an additional pace lap and a new start will be attempted in accordance with the above.

If the race start is aborted after the leading car has left the circuit the signal to start will not be given, and the start lights will remain at red with an “EXTRA FORMATION LAP BOARD” being displayed at Start Gantry. All cars must proceed for another lap. For timing purposes the start will be considered as having been given at the end at the first formation lap

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

45.10 A penalty will be imposed for a false start if so reported by start line judges, judges of fact, the Race Director or the Starter. If a competitor is judged to have committed a false start in accordance with ISC Article 8.6, the Series Stewards may impose a drive-through penalty.

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

- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Article 45.4 will be followed.
- b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.
- c) If the race is started behind the Safety Car, Article 46.8 will apply.
- d) In certain cases, according to the Supplementary Regulations of the Event or by decision of the Race Director and the General Manager of the Series, a shortened starting procedure may be stipulated.

In this case, a minimum of 10 minutes before the time for the green flag/formation lap, the cars will leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Any car coming into the pit lane at the end of this lap will not be allowed to go out onto the track again and will take the start from the pit lane only after the start has been given and the complete field of cars has passed the exit of the pit lane or, where the pit exit is immediately before the Line, the whole field has crossed the Line after the start. The starting procedures will then continue with Article 45.4 onwards.

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

46. THE RACES

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

46.2 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the race.

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

46.4 Full Course Yellow

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

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

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

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

The pit lane entry and exit will remain open but the pit entry and pit exit will be subject to a maximum speed of 80 km/h. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1, subject to the speed restriction above. Cars exiting the pit lane may be overtaken by other cars on track until they reach Safety Car Line 2.

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

46.5 Safety Car

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

46.6 Safety Car intervention after FCY

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

46.7 Safety Car Procedure (in accordance with Appendix H of the ISC, article 2.10)

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

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

All the competing cars must then form up in line behind the safety car no more than five car lengths apart, and overtaking, with the following exceptions, is forbidden until the cars reach the Line (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 will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

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

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

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

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

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

Each lap completed while the safety car is deployed will be counted as a race lap.

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

46.8. Starting the race behind the Safety Car

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

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

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

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

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

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

47. SUSPENDING AND RESUMING THE RACE

47.1 Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts and the red lights to be shown at the Line.

When the signal is given, cars must slow to 80 km/h and overtaking is forbidden. The pit exit will be closed and all cars must proceed slowly to the fast lane of the pit lane where they must stop in single file and will be placed under Parc Fermé conditions.

The safety car will be placed in front of the cars lined up.

While the race is suspended:

- Driving stints will all stop at the time of the red flag and will resume when the race restarts.
- The length of the race suspension will be added to the remaining time for the race, subject to the approval of the Race Director and/ or Stewards of the Meeting.
- The drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars
- No driver changes are permitted
- The drivers must obey the marshals' instructions at all times

a) For cars in the fast lane

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

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

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

47.2 Red Flag during Pit Window

Should a red flag be deployed during the mandatory pit window (one-hour races), all cars must return to the pit lane, where they will be under Parc Fermé conditions until the Race Director instructs otherwise. The race will be restarted using the race order at the end of the last full lap before the opening of the pit window, with the second driver behind the wheel. Further instructions will be given by the Race Director. On the instructions of the race director, cars which have not made their pit stop will be released from Parc Fermé only to change tyres and driver. Should it not be possible to resume the race, the final classification will be that of the race order at the end of the last full lap before the opening of the pit window.

If the Race Director instructs, as above, that the mandatory pit stop be executed whilst the race is suspended, any compensation time penalties allocated to the cars, as well as any additional time attributed to any cars or solo drivers (see Articles 16.8 – 16.9), and any time penalties which may have been awarded (see Article 16.6), will be added to the elapsed time at the end of the race. However, should it not be possible to resume the race, these penalties will be applied to the final classification of the race, namely the race order at the end of the last full lap before the opening of the pit window.

47.3 Resuming the race for Cases A

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

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

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

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

A Team may, with permission from the Race Director, remove a car from the fast lane. In this case, they will be allowed to rejoin the race with the cars.

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

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

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

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

For cars which are not in the pit lane, the information in article 47 b) and c) must be followed.

When the one-minute signal is shown, engines will be started. All Team personnel must leave the grid by the time the 30-second signal is given, taking all equipment with them. If any driver needs assistance after the 30-second signal, he must indicate this to the marshals and, when the remainder of the cars able to leave the grid have done so, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

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

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

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

When the green flag signal is given, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the control line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will turn green. Any cars which were in the pit lane before the red flag (article 47.1 b)) (article 2.6.1 b) may then enter the track and join the line of cars behind the Safety Car. Cars which entered the pit lane after the red flag (article 47.1 c)) may move to the end of the pit lane after the race has resumed, and rejoin after the first lap behind the safety car.

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

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

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

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

47.4 N/A

48. FINISH

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

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

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

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

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

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, listed on a Stewards Bulletin, may enter Parc Fermé in order to check tyre pressures.

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

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

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

50. CLASSIFICATION

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

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

- 50.2** If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.
- 50.3** Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.
- 50.4** The final classification will be published and posted by the Organiser on both the Digital and 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 after every race. Where there are at least six cars entered in a category or Cup and at least three cars finishing, the drivers finishing in 1st, 2nd and 3rd positions and a representative of the winning Team must attend the prize-giving ceremony on the podium and abide by the podium procedure determined by the Promoter. When there are fewer than six cars entered or fewer than three cars finishing in a Category or Cup, but more than one, then only the winning drivers and Team representative will attend. This may be changed by decision of the Promoter.

If there are fewer than three starters in a category, the winner may be invited to the overall winners' podium.

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

Should all the drivers of a car share the same nationality, the Team may choose between the nationality of the Competitor's License or that of the Drivers for the podium flag for that car.

Case A : With one-hour races

- 1: 1st, 2nd and 3rd GT Challenge Asia Series Overall
- 2: 1st, 2nd and 3rd GT Challenge Asia Series Pro-Am Cup
- 3: 1st, 2nd and 3rd GT Challenge Asia Series Am Cup
- 4: 1st, 2nd and 3rd, GT4 Silver-am and AM
- 5: Japan Cup Podiums (subject to entries)
- 6: Additional podiums may be added, subject to entries.

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

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

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 8.2

PART A

- a) Name and address of the National Sporting Authority (ASN).
- b) Name and address of the Organiser.
- c) Date and place of the Event.
- d) Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.
- e) Details of the circuit, which must include:
 - 1. location and how to gain access,
 - 2. length of one lap
 - 3. direction (clockwise or anti-clockwise),
 - 4. location of the pit exit in relation to the Line.
 - 5. Grade of the FIA circuit homologation
 - 6. Date of the expiry of the FIA licence
- i) Precise location at the circuit of:
 - 1. Stewards' office
 - 2. Race Director's office
 - 3. Sporting checks
 - 4. Scrutineering, flat area and weighing
 - 5. Parc Fermé
 - 6. Drivers' and Competitors' briefing
 - 7. Official notice board, press conference
 - 8. Media centre
 - 9. Media accreditation centre.
- j) List of any supplementary trophies and special awards in addition to those specified in these Sporting Regulations.
- l) The names of the following Officials of the Event, appointed by the ASN:
Steward of the Meeting,
Clerk of the Course,
Secretary of the meeting,
Chief National Scrutineer,
Chief National Medical Officer.

Any other specific items.

PART B – TO BE COMPLETED BY THE PROMOTER

1: Timetable Information :

- Start of the sporting checks and Scrutineering on..... (date) at..... (time).
- Time and date of the Briefing
- Start time of the race(s).

2: Organisation and Management of the Event

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

Series General Manager – Benjamin Franassovici

Permanent Chairman of the Stewards – TBA

International Steward – TBA

Race Director – **Peter Daly and or Tony Whitaker**

Deputy Race Director

Technical Delegate / Series Scrutineer – TBA

Chief Scrutineer for the Series

Sporting Director

Pit Lane Officials

Sporting Secretary

Chief Timekeeper

Safety Car Driver

Leading Car Driver

Press Delegate

Driver Advisor

Any other Officials

4 : Composition of the Sporting Board for the event

5: Appeal, Protest and fines,

6: Other information including link to the Digital notice board

PART C – Detailed Timetable

PART D – Event Insurance

APPENDIX 2

GT WORLD CHALLENGE – 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.

A. 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 4. 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 Challenge Australia powered by AWS

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

B. Entry in the Fanatec 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 rights 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.

C. 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

D. 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 26th 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

E. 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.

F. 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.

Example for one Manufacturer with cars in all four categories in a Sprint race

<i>Category</i>	<i>Number of Cars</i>	<i>Position of 1st car of the Manufacturer</i>	<i>Total points</i>
<i>PRO</i>	<i>15</i>	<i>2nd</i>	<i>18 x 15 = 270</i>
<i>Gold Cup</i>	<i>6</i>	<i>6th</i>	<i>8 x 6 = 48</i>
<i>Silver Cup</i>	<i>8</i>	<i>1st</i>	<i>25 x 8 = 200</i>
<i>Bronze Cup</i>	<i>2</i>	<i>2nd</i>	<i>18 x 2 = 36</i>
<i>Total Score for the Race</i>			<i>554</i>

TROPHIES

G. The following trophies will be awarded :
One Trophy for the winning manufacturer

DEAD HEAT

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

PRIZE GIVING

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

CALENDAR

J. 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 26th 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

K. 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.

APPENDIX 3

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



2023 GRAPHICAL CHARTER | MANDATORY PATCHES - DRIVER



NOTES



Space on the left side of the chest **MUST BE** reserved for Fanatec GT World Challenge Asia Powered by AWS logo as indicated on the given illustration.
Size: 12 x 9.5cm



The Pirelli logo **MUST BE** reserved on the right side of the chest and right arm as indicated on the given illustration. Pirelli patches will be provided by Pirelli to SRO for distribution to the teams.
Size: 10.5 x 3.3cm



SRO logo should be located on the right arm, below Pirelli. It is not mandatory so SRO patches will not be provided. Logo file for embroidery is available.

[Embroidery logo file](#)

2023 GRAPHICAL CHARTER | MANDATORY PATCHES - TEAM

OPTION 1 : CHEST



OPTION 2 : SLEEVE



NOTES



Mechanic suits and team kit must feature the PIRELLI logo on either the right chest OR the right arm. Patches are available from SRO

Size: 10.5 x 3.3cm
[Embroidery Logo file](#)

2023 GRAPHICAL CHARTER | EMBROIDERY GUIDELINES

OVERALL COLOUR CONTROL

In order to ensure the legibility of the Fanatec GT World Challenge Asia Powered by AWS logo and a maximum contrast between the logo and the overalls, a few guidelines must be observed:

		<p>Embroidered on white overalls, the Pantone® positive version of the master logo must be used. <i>File: FanGTWC-Asia-AWS_PMS_Pos.eps</i></p>	<p>Colour spectrum</p> <p>Pantone® 405C Pantone® 432C Pantone® 1375C Black</p>	<p>DO NOT...</p> <div style="text-align: center;"> <p>DO NOT embroider the master logo on any overalls other than black or white</p> </div> <div style="text-align: center;"> <p>DO NOT embroider the master logo on grey</p> </div>
		<p>Embroidered on black overalls, the Pantone® negative version of the master logo must be used. <i>File: FanGTWC-Asia-AWS_PMS_Neg.eps</i></p>	<p>Colour spectrum</p> <p>Pantone® 485C Pantone® 1375C White</p>	
		<p>Embroidered on bright coloured overalls or lighter shades of black overalls, the '2 colours framed version' of the logo must be used.</p> <p><i>Files:</i> <i>FanGTWC-Asia-AWS_2C_Frmd_Pos.eps</i> <i>FanGTWC-Asia-AWS_2C_Frmd_Neg.eps</i></p>	<p>Colour spectrum</p> <p>Black White</p>	
		<p>When choosing either the positive version or negative version, make sure it maintains the best possible contrast when applied onto the overalls.</p>		

2023 GRAPHICAL CHARTER | CAR DECALS

6x RESERVED SPACES

- 4x CORNERS
- 2x SIDE SKIRTS

4x PIRELLI

- 2x WINDOW
- 1x WINDSCREEN

3x CAR NUMBERS

- 2x WINDOW
- 1x WINDSCREEN

3x JAPAN CUP

- SELECTED ENTRIES
- 1x WINDSCREEN
- 2x DOOR PANEL

2x BODYWORK NUMBER STRIP

2x DIXCEL

- WINGLET

2x FANATEC

- 1x WINDSCREEN
- 1x REAR NUMBER PLATE

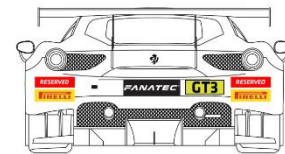
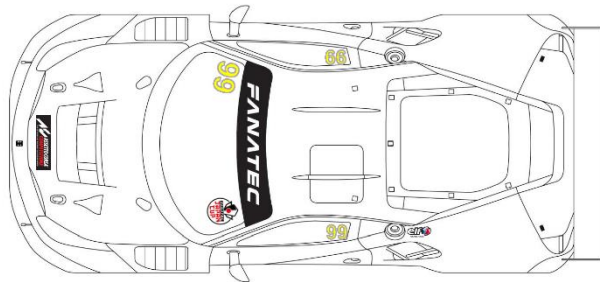
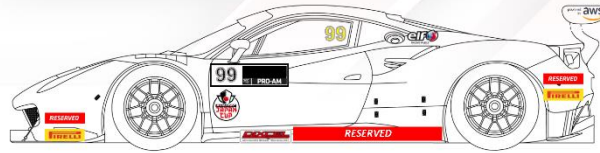
1x ASSETTO CORSA

- FRONT NUMBER PLATE

1x ELF

- FUEL SIDE

1x GT3 / GT4 / GTC / GT2



2023 GRAPHICAL CHARTER | GRID PRESENTATION



TEAM NATIONAL FLAG

1 flag of team's nationality
SIZE: 115 x 230cm (approx)
(depending on national emblem/flag height to width ratio)

BEACH FLAG

1 beach flag featuring team or manufacturer logo
SIZE: 5m



2023 GRAPHICAL CHARTER | PADDOCK PRESENTATION



NOTES

Full-season teams must use a container cover throughout every race weekend.

**APPENDIX 4
2023 CALENDAR**

FANATEC GT WORLD CHALLENGE POWERED BY AWS

R1	31 Mar - 2 April	Sonoma	USA	America
R2	7-9 April	Bathurst	Australia	Australia
R3	22-23 April	Monza	Italy	Europe (Endurance)
R4	28-30 April	NOLA	USA	America
R5	28-30 April	Perth WA	Australia	Australia
R6	12-14 May	Phillip Island	Australia	Australia
R7	12-14 May	Chang Int. Circuit	Thailand	Asia
R8	13-14 May	Brands Hatch	Great Britain	Europe (Sprint)
R9	19-21 May	COTA	USA	America
R10	2-4 June	Circuit Paul Ricard	France	Europe (Endurance)
R11	16-18 June	VIR	USA	America
R12	16-18 June	Fuji	Japan	Asia
R13	29 June - 2 July	CrowdStrike 24 hours of Spa	Belgium	Europe (Endurance)
R14	14-16 July	Suzuka	Japan	Asia
R15	14-16 July	Misano	Italy	Europe (Sprint)
R16	21-23 July	Motegi	Japan	Asia
R17	29-30 July	Nürburgring	Germany	Europe (Endurance)
R18	28-30 July	Sydney	Australia	Australia
R19	11-13 August	Queensland	Australia	Australia
R19	18-20 August	Road America	USA	America
R20	18-20 August	Okayama	Japan	Asia
R21	1-3 September	Hockenheim	Germany	Europe (Sprint)
R22	15-17 Sept.	Valencia	Spain	Europe (Sprint)
R23	22-24 Sept.	Sepang	Malaysia	Asia
R24	22-24 Sept.	Sebring	USA	America
R25	30 Sept. 1 Oct	Barcelona	Spain	Europe (Endurance)
R26	6-8 October	Indianapolis 8 Hour	USA	America
R27	13-15 October	Zandvoort	Netherlands	Europe (Sprint)
R28	23-26 Nov.	Adelaide	Australia	Australia

Calendar correct as of March 15th 2023

GT CHALLENGE ASIA

R1	12-14 May	Chang Int. Circuit	Thailand	Asia
R2	16-18 June	Fuji	Japan	Asia
R3	14-16 July	Suzuka	Japan	Asia
R4	21-23 July	Motegi	Japan	Asia
R5	18-20 August	Okayama	Japan	Asia
R6	22-24 Sept.	Sepang	Malaysia	Asia

APPENDIX 5

SRO SPORTING BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS

Article 1 – Purpose

The SRO Sporting Board is a body set up by the Series Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the sporting and technical regulations and the organisation of the GT Challenge Asia Events, other than those which fall within the exclusive remit of the Officials of the Event as defined by the provisions of the International Sporting Code.

Article 2 – Members

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

- An SRO representative
- Series General Manager
- Chairman of the Stewards
- Other representatives as necessary

Article 3 – Missions

The tasks of the SRO Sporting Board will include:

- Issuing clarifications on the regulations and their interpretation
- Deciding on exemptions for Driver Categorisations
- Deciding on adjustments for Silver / Silver pairings
- 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 SRO Sporting Board can be called at any point during an Event, or can be convened by email 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 SRO Sporting Board are final and not subject to protest or appeal

SRO TECHNICAL BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS

Article 1 – Purpose

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

Article 2 – Members

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

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

Article 3 – Missions

The tasks of the SRO Technical Board will include:

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

Article 4 – Meetings

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

Decisions will be taken by unanimous agreement of the members.

Article 5 – Right of Protest

Decisions taken by the SRO Technical Board may not be appealed.

APPENDIX 6

N/A

APPENDIX 7

MANDATORY TECHNICAL EQUIPMENT – GT CHALLENGE ASIA – SUPPLIER DETAILS

TYRES

PIRELLI is the sole tyre supplier for the GT Challenge Asia.

Please note that tyres for EVENTS must be ordered according to the following deadlines : TBC

The order forms can be downloaded from the Download section of <https://www.gt-world-challenge-asia.com/teams-login-home>

Contact : Contact : Ms. Vivian

Email: Yiwen.Ke@pirelli.com

Mobile: +86 13918272490

ELF FUEL

Fuel account registration form can be downloaded from the Download section of <https://www.gt-world-challenge-asia.com/teams-login-home>

Contact:

Sean Scott

Operations Manager – RaceFuels

sean@racefuels.com.au

Mobile: +61 417 368 543

Office: +61 3 9706 5233

DATA LOGGER

Each car must be also fitted with the series specified Data Logger

This interface must be ordered from Emotag – the order form is available on the website.

The data logger for the 2023 season for GT3 is the DL1 (Gen 3) or RTSL.

The data logger for the 2023 season in GT4 is DL1 (Gen 3).

Both data loggers are available from Emotag - Robert-Bosch-Str. 22 65582 Diez (Germany)

Contact: Matthias Holle

Mobile: 0049-177-8187-226

Email: emotag@mathol.de

All Teams must purchase or rent the data logger and install it according to the instructions given in the installation guide from Emotag which is deemed to form an integral part of these regulations.

The installation guide will be available for download from the Team section of the GT World Challenge Asia website.

TRANSPONDER

All cars must be fitted with a driver ID transponder. Transponder to purchase: [Mylaps Direct Powered X2 Transponder](#) with [X2 Driver ID Switch](#). For orders/enquiries contact gethin@tsl-timing.com

APPENDIX 8

Reserved for future use

APPENDIX 9

AVAILABILITY OF TEAM PERSONNEL DURING SESSIONS

For purposes of television coverage, it is requested that Team personnel and co-Drivers should, whenever possible, watch the race on the pit wall or in the front sections of the garages, within reach and sight of the pit lane TV cameras. This is to enhance the viewing experience by allowing the reactions to be seen.

DRIVER PORTRAITS

Each Driver competing in the 2023 season must attend the announced session for Driver headshots, in official race suits with correct logos affixed.

APPENDIX 10

MANDATORY CAMERAS – SPORTING REGULATIONS

PIT BOX - CAMERA SET-UP

It is mandatory for all teams to have a Pit Box camera fitted and functioning during every session. It is the teams responsibility to supply and fit the camera. The camera must be placed in a position to view and record the full allocated pit area working zone from the working line onwards and a minimum of two metre in each direction of the car. The angle and quality of footage may be inspected at each round. It is the teams responsibility 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. The team must supply the camera card and present the footage to the Race Director, when requested.

The cards and the images remain the property of the Organiser.

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

SRO shall own 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 Pit Box Camera.

Competitors and/or teams may only use, distribute, share, upload or download any footage taken on a Pit Box camera with the prior written consent from the Organisers.

USE OF THE CAMERA IMAGES

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

On request of an Official

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

On request of a Team

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

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

APPENDIX 11

The valid list of authorised couplers (cf article 35.4) will always be the latest version, which will be distributed to the Teams via a Technical Note and which will replace the version hereunder.

Latest 2023 to be advised

Make	FIA GT3 Homologation	Model	Refueling 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
Nissan	GT3-048	GT-R Nismo GT3 2018	ATL RE-AG-022
Porsche	GT3-041	991 GT3-R	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	Krontec RFC 89K

APPENDIX 12

The Product Information brochure concerning the Emotag Data Logger – forms an integral part of these sporting regulations.

The document will be available for download from the Team section of the GT Challenge Asia website.

APPENDIX 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:

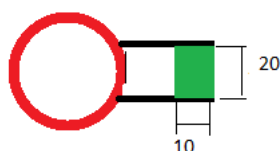
The two bushes must be marked with a ring approx. 5 mm wide, (of a distinctive and bright colour, standing out from the car's livery) around the opening.

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.



APPENDIX 14

SUSTAINABILITY

Dedicated to protecting the future of motorsports, SRO continues to focus on sustainable racing, by implementing environmental actions on our events and throughout our business operations.

According to a detailed (Scopes 1-3) GHG assessment for calculating SRO's carbon footprint baseline, the largest contributor to emissions are our competitors (82.5%). (breakdown here, currently working on updated 2022 baseline)

We have used data from our global carbon footprint report, to calculate an average competitor footprint value per Series, which includes race related competitor employee T&A, competitor logistics and competitor event operations. This footprint value translates to the sustainability fees, which when collected are invested in total into well accredited environmental projects, in that way having our BGT competitor fleet running 100% carbon neutral. (2022 offsetting portfolio here)

Each competitor in an SRO series pays a Sustainability Fee included in the Entry Fee to offset the Carbon

APPENDIX 15

SENSOR INFORMATION

The sensor scheme, which forms an integral part of these regulations, must be followed per brand.
The latest documents will be available on the Teams section of the GT World Challenge Asia website.