



2018

BLANCPAIN GT SERIES ASIA 2017
2017 SEASON REVIEW 2018 PRESENTATION

JB 1735
BLANCPAIN
GT SERIES
Asia





CONTENTS

2017 SEASON REVIEW

- 04 INTRODUCTION - BLANCPAIN GT SERIES ASIA
- 05 INTRODUCTION - SRO MOTORSPORTS GROUP
- 06 INTRODUCTION - SRO'S EXPERTISE IN ACTION
- 07 CHAMPIONSHIP FORMAT & KNOW-HOW

2017 FAN & MEDIA DATA

- 09 TV OVERVIEW & DISTRIBUTION
- 10 TV & AUDIENCE STATS
- 11 LIVE & VIDEO SOCIAL MEDIA CONTENT
- 12 SOCIAL MEDIA STATS - FACEBOOK
- 13 SOCIAL MEDIA STATS - TWITTER
- 14 MEDIA PARTNERSHIP - SPORT AUTO
- 15 ENTRY STATS
- 16 GT3 SEASON REVIEW
- 17 GT4 SEASON REVIEW
- 18 SRO 'NIGHT OF THE CHAMPIONS' AWARDS

2018 PRESENTATION

- 20 INTERCONTINENTAL GT CHALLENGE
- 21 BLANCPAIN GT SERIES ASIA CALENDAR
- 22 SUZUKA 10 HOURS
- 23-27 ELIGIBLE GT3 / GT4 / GTC CARS
- 28 CHAMPIONSHIP FORMAT
- 29 PRIZE MONEY
- 30 TRANSPORT ASSISTANCE & TIMING
- 31-33 PARTNERS
- 34-35 GRAPHICAL CHARTER
- 36 2018 ENTRY FORM
- 37-38 CONTACTS



2017 SEASON REVIEW

04 INTRODUCTION - BLANCPAIN GT SERIES ASIA

117 drivers, 34 teams, nine manufacturers and a season-high 34 entries: Blancpain GT Series Asia surpassed all expectations during its inaugural campaign, a trend that looks set to continue in 2018 and beyond.

SRO Motorsports Group's first-ever pan-Asian championship was built on 25 years of experience as well as several tried and tested elements imperative to the success of its championships in Europe and elsewhere. Indeed, a new level of professional organisation, accountability, world-renowned Balance of Performance regulations and teams-first approach has all contributed towards Blancpain GT Series Asia becoming the region's sportscar benchmark in less than 12 months.

But the team behind the series is also as international as its driver line-ups. By mid-2016 the foundations for a successful new championship were put in place

when British GT Championship General Manager and Macau FIA GT World Cup co-ordinator Benjamin Franassovici joined forces with Paul Yao, whose regional expertise remain invaluable. They have since formed a potent partnership.

That collaboration and understanding between East and West is also evident in the championship's format, which has been paramount to its early success. Lessons learnt by SRO in Europe suggested a simple, proven format that allowed both Pro/Am and fully-professional crews to fight for outright victories would also find favour in Asia. Equally, the championship only visits the continent's very best circuits, all of which stage two, 60-minute races per weekend. GT3 remains popular, but the emergence of GT4 as an increasingly important alternative prompted SRO to include it from the start. And, as a result, the class is expected to grow considerably in 2018.



Over the last 25 years SRO has specialised in the promotion and organisation of motorsport series around the world. Inextricably linked with GT racing's revival, SRO predominantly promotes categories that adhere to its successful GT3 and GT4 regulations. Indeed, these rules - a common framework allowing manufacturers, teams and drivers to compete equally with one another - has helped establish SRO as the global leader in customer GT racing.

Today, SRO's influence and organisation can be seen around the world. Its flagship remains the European-based Blancpain GT Series, which features both the Sprint and Endurance Cups. Its annual highlight remains the iconic Total 24 Hours of Spa.

The same Pirelli tyres and Balance of Performance parameters governing the Blancpain GT Series have also been adopted in the United States by the Pirelli World Challenge (of which SRO is also a major shareholder), while SRO expanded its successful platform East in 2017 by establishing Blancpain GT Series Asia.

In addition, the world's best GT races from all four corners of the globe are brought together under the Intercontinental GT Challenge. 2018's edition features three events personally overseen by SRO - the Total 24 Hours of Spa, inaugural Suzuka 10 Hours, and Mazda Raceway California 8 Hours - as well as the Liqui-Moly Bathurst 12 Hour.

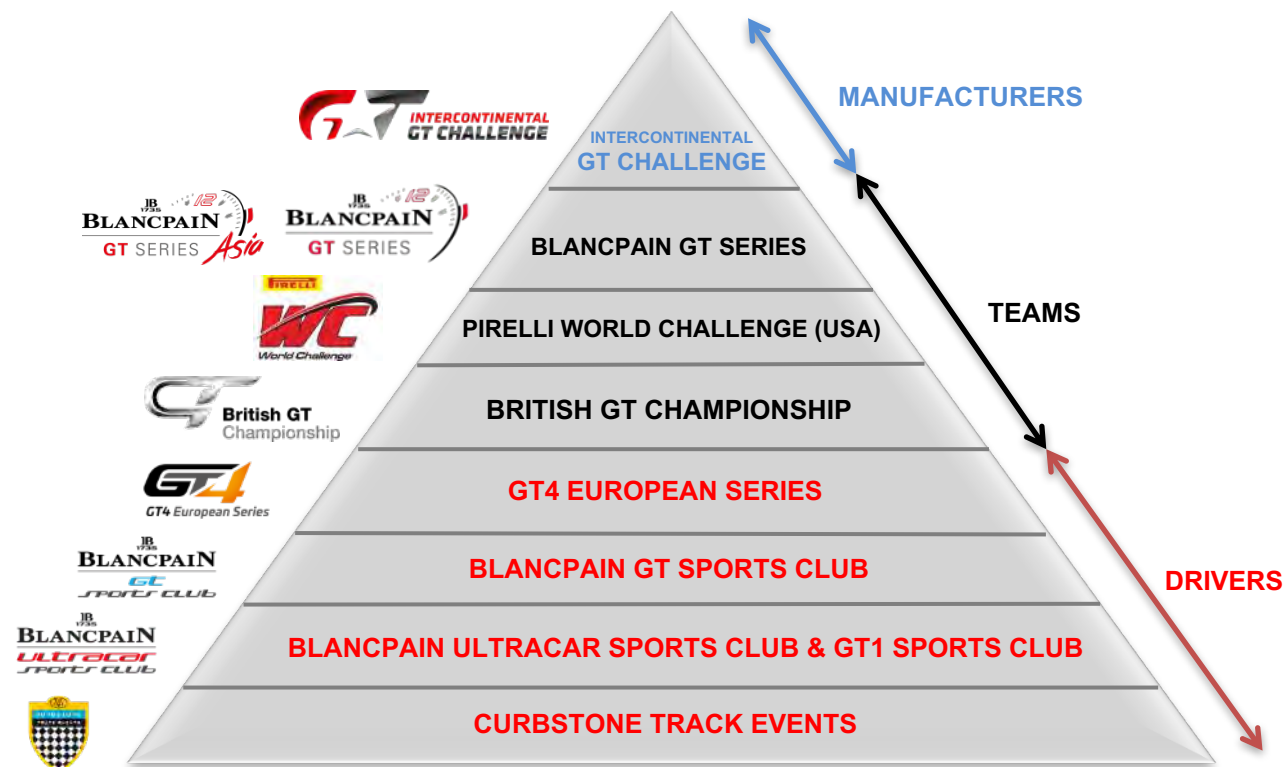
SRO is also strong domestically. The multi-class British GT Championship, which it has presided over since 2005, pairs GT3 with GT4 machinery, while France's national series -

now known as the FFSA GT4 European Series Southern Cup - was added to its existing Northern Cup counterpart in 2017.

But that's not all. SRO's world-renowned Balance of Performance regulations are licensed by other series running GT3 and/or GT4 machinery, such as Super GT in Japan, the Australian GT Championship and China GT. This global influence has not gone unnoticed by motorsport's world governing body, the FIA, who work closely with SRO when organising its prestigious Macau FIA GT World Cup race.

While Macau caters solely for professional teams and drivers, SRO also understands the important role amateurs play in GT racing's global success and sustainability. That's why it operates the SRO Race Centre by MMC - a high-level technical centre at Paul Ricard Circuit in southern France - and Curbstone Track Events, which provide ultimate track driving opportunities on world-renowned circuits. Many of its clients have subsequently graduated to the Blancpain GT Sports Club, a first competitive step towards gaining the confidence and racecraft required to compete in a Pro/Am environment.

SRO Motorsports Group is chaired by company founder and CEO Stephane Ratel and has offices in London, Paris, Liège and Hong Kong. It's dedicated team of full-time and freelance staff work with the support of numerous national sporting authorities and sanctioning bodies to offer teams, drivers and manufacturers the world's best professional, Pro/Am and amateur GT racing platforms.



06 INTRODUCTION - SRO'S EXPERTISE IN ACTION

As well as organising its own series and events, SRO works behind the scenes to support promoters of championships and high-profile standalone races around the world.

Indeed, so renowned is SRO's Balance of Performance technology that it is licensed by other organisers. SRO's BoP governs the GT300 category in Japan's domestic series, Super GT, while China GT also maintains a level playing field in its GT4 class thanks to SRO. It's a similar story Down Under where all cars competing in the Australian GT Championship's GT3 and GT4 ranks remain evenly matched thanks to SRO.

This was perfectly illustrated at the Liqui-Moly Bathurst 12 Hour in 2016 when just 1.2s separated the winning McLaren from the second placed Nissan at the finish.

But it's not just SRO's BoP that proves popular among partners. Its global network, track record and influence recently saw SRO win the tender to assist motorsport's world governing body, the FIA, with promoting and organising Macau's annual FIA GT World Cup event. SRO acts as the interface between the FIA and local promoter, coordinates teams and secures manufacturer participation in a race only open to professional drivers. The successful partnership has led to seven GT3 manufacturers entering 20 factory-supported cars and drivers in 2017's edition this November. Almost half the entries are being run by Blancpain GT Series Asia teams (see pink).



N°	TEAM	CAR	DRIVER	CATEGORY
1	Audi Sport Team WRT	Audi R8 LMS	Robin Frijns (NLD)	Platinum
2	Audi Sport Team WRT	Audi R8 LMS	Nico Müller (CHE)	Platinum
5	FFF Racing Team by ACM	Lamborghini Huracan GT3	Mirko Bortolotti (ITA)	Platinum
7	HubAuto Racing	Porsche 911 GT3R (991)	Romain Dumas (FRA)	Platinum
11	HCB-Rutronik-Racing	Audi R8 LMS	Lucas di Grassi (BRA)	Platinum
12	HCB-Rutronik-Racing	Audi R8 LMS	Fabian Pfentz (DEU)	Silver
18	BMW Team Schnitzer	BMW M6 GT3	Augusto Farfus (BRA)	Platinum
27	Aust Motorsport	Audi R8 LMS	Markus Pommer (DEU)	Silver
48	Mercedes-AMG Team Driving Academy	Mercedes - AMG GT3	Edoardo Mortara (ITA)	Platinum
50	Mercedes-AMG Team Driving Academy	Mercedes - AMG GT3	Daniel Juncadella (ESP)	Platinum
63	Scuderia Corsa	Ferrari 488 GT3	Felix Rosenqvist (SWE)	Platinum
77	HubAuto Racing	Porsche 911 GT3R (991)	Hiroki Yoshimoto (JPN)	Gold
84	Honda Motor	Honda NSX GT3	Renger Van der Zande (NLD)	Platinum
90	FIST Team AAI	BMW M6 GT3	Chaz Mostert (AUS)	Gold
91	FIST Team AAI	BMW M6 GT3	Marco Wittmann (DEU)	Platinum
99	Rowe Racing	BMW M6 GT3	Tom Blomqvist (GBR)	Platinum
888	Mercedes-AMG Team Gruppem Racing	Mercedes - AMG GT3	ViaRaele Marcelllo (ITA)	Platinum
911	Craft Bamboo Racing	Porsche 911 GT3R (991)	Laurens Vanthoor (BEL)	Platinum
991	Craft Bamboo Racing	Porsche 911 GT3R (991)	Darryl O'Young (HKG)	Gold
999	Mercedes-AMG Team Gruppem Racing	Mercedes - AMG GT3	Maro Engel (DEU)	Platinum





Following an inaugural campaign that surpassed all expectations, Blancpain GT Series Asia's format and regulations – originally based around the British GT Championship's - will remain largely unchanged in 2018.

The series brings together a mix of GT3 and GT4 machinery, while GTC cars are also eligible to compete at the 12 hour-long races spread across six events and four countries that again comprise 2018's calendar.

Cars feature a maximum of two drivers, each of whom qualifies for and then starts one of the weekend's two races. They must then swap places with their co-driver during the mandatory pitstop window, which lasts 10-minutes.

Two types of driver pairings compete for outright victories: the mix of a professional and amateur (Pro/Am) and two professionals graded no higher than Silver by the FIA (Silver Cup). The latter will be subject to performance adjustments and approval by SRO to ensure that both Pro/Am and Silver/Silver crews are capable of winning races outright. In 2017 this resulted in a balanced five/seven split across the 12 races staged.

Am/Am pairings can also fight for class honours within GT3, while only amateur drivers are currently eligible to compete in GT4.

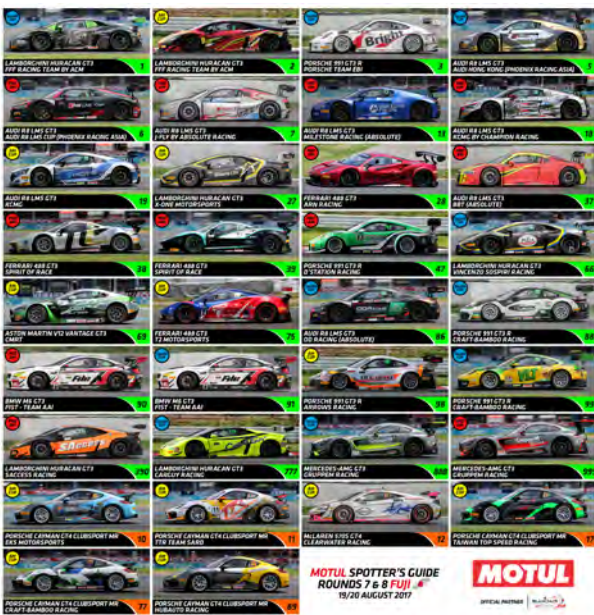
Pitstop success penalties are applied at all races to prevent any single crew from dominating. In 2018 the top-three finishers from the previous race must respectively serve an additional 15, 10 or 5 seconds on top of the mandated minimum pitstop time. This spread is slightly higher than in 2017 when 10, 7 and 5 seconds were added.

Just like all SRO championships Blancpain GT Series Asia benefits from the organisation's world-renowned Balance of Performance (BOP) regulations. These ensure that a car's natural attributes or shortcomings are not the determining factors in overall results.

But SRO's BoP is just the start. It's expertise extends into Race Control, stewarding, scrutineering, management and regulatory matters, all of which combine to deliver an accountable and trustworthy GT racing environment.

Format and regulations to be ratified and are subject to changes.





MOTUL SPOTTER'S GUIDE
ROUNDS 7 & 8 FUJI #1
18/20 AUGUST 2017



VOTE FOR YOUR

MOTUL FUJI TOP SHOT

USING THE LIKE, LOVE OR WOW EMOJIS AND WE'LL POST THE WINNER LATER THIS WEEK!



FAN AND MEDIA DATA



Live TV and online streaming coverage from all events.

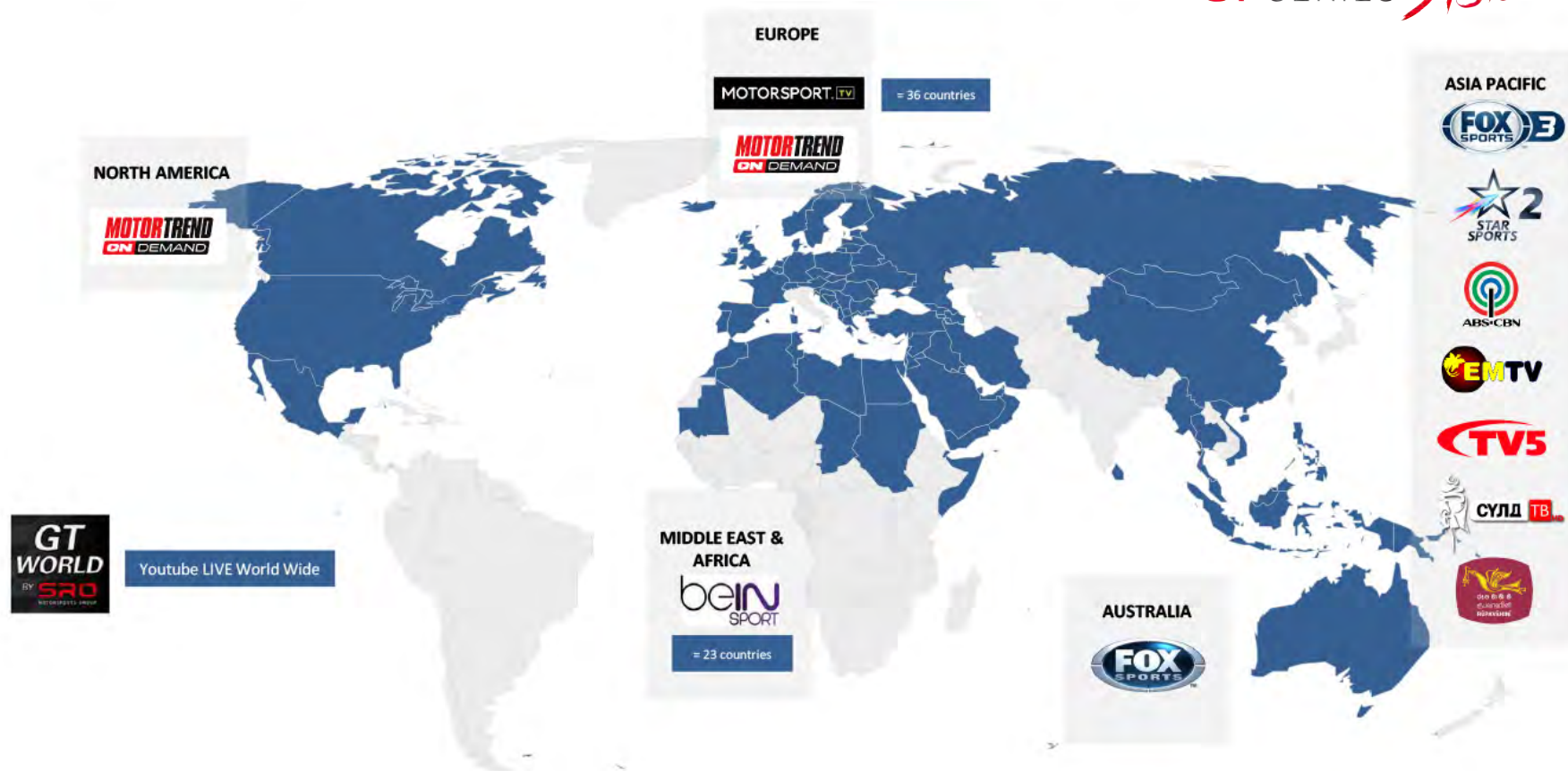
Same trusted production team and facilities, with extensive Asian motorsport experience, to be used throughout the season, thus ensuring a broadcast product that retains quality and consistency.

1080i HD pitlane and global feed.

Full circuit camera coverage.

Experienced English speaking commentators and presenters.

Short social media highlights and long-form broadcast highlights to be created at every event.



TV DISTRIBUTION

Every Blancpain GT Series Asia race is broadcast and streamed live across the continent and around the world, while qualifying sessions are also streamed live on the championship's Facebook page and website.

Millions of homes worldwide have access to the live TV broadcasts, while anyone with an internet connection can tune in online. Geo-blocked countries, such as America, can still watch races courtesy of Motor Trend On Demand's popular subscription service, and the series also took steps to engage with its

Chinese audience by targeting the country's myriad live online TV platforms during 2017's Shanghai and Zhejiang rounds, both of which featured dedicated Chinese commentary.

Further opportunities will be explored before and during 2018.

665K

Estimated live TV viewers per race weekend

93%

Asian audience based on estimated live TV viewers

4M

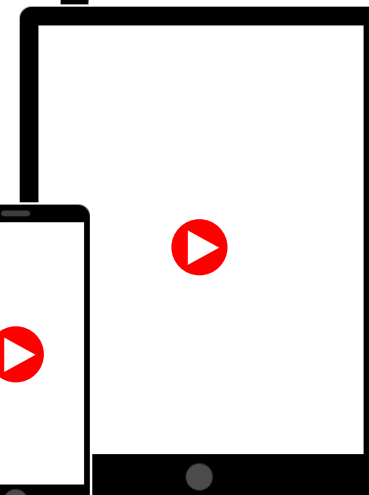
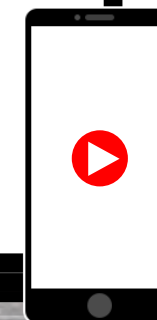
Asian audience based on estimated live TV viewers

Data compiled by leading TV ratings research company, Nielsen

575K



Total combined live streaming views in 2017



 **TOP 3 WEEKEND ATTENDANCES 2017**

SUZUKA 17,500



SHANGHAI 15,000

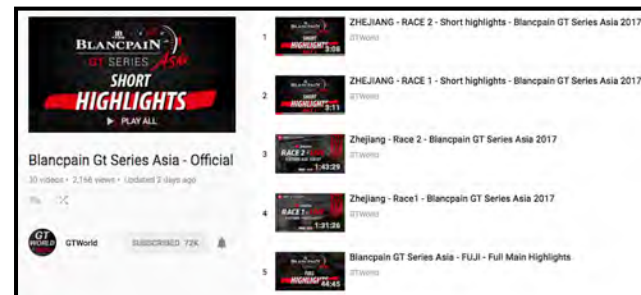
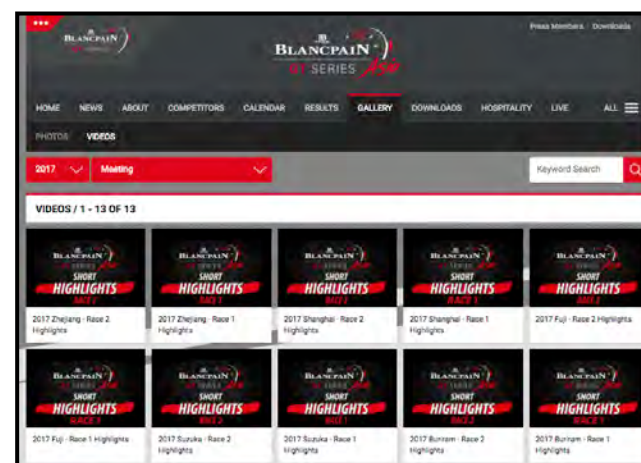


BURIRAM 12,000

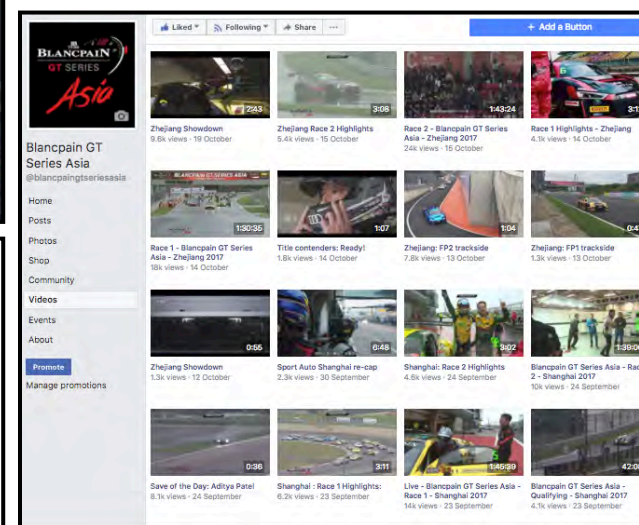


Video has become the most powerful tool for engaging with fans on social media and across the web. Blancpain GT Series Asia maximises this at every round by producing a range of live, pre-recorded and post-event content.

- All races streamed live and free-of-charge with English commentary > [WATCH](#)
- All qualifying sessions streamed live and for free with English commentary > [WATCH](#)
- Dedicated social media highlights available one hour after each race > [WATCH](#)
- Pre-event build-up filmed on-site > [WATCH](#)
- Post-event wrap-up > [WATCH](#)
- Bitesize viral race snippets > [WATCH](#)
- Features courtesy of official media partner, Sport Auto > [WATCH](#)
- Trackside and behind-the-scenes Facebook Live videos > [WATCH](#)
- Live streams with Chinese commentary for Chinese social media platforms > [WATCH](#)



CLOCKWISE FROM TOP
 Facebook Live coverage & video library
 SRO GT World Youtube channel
 Chinese social media live streaming
 Championship website video gallery



facebook

10,250 FOLLOWERS
EST. JAN 2017

Facebook has proven to be Blancpain GT Series Asia's most popular social media platform during its inaugural campaign having generated more than 10,000 organic followers.

With no previous year-on-year data to compare against, it's impossible to draw a direct comparison with how the page has performed relative to the previous 12 months. However, we can provide data that offers a snapshot of the page's performance since its founding in January 2017.

2017 OVERVIEW - ALL CONTENT

59.3M TOTAL IMPRESSIONS

12,481 AVERAGE REACH PER POST

LIVE STREAMING - 2017 EVENTS

2M TOTAL REACH IN 2017

333,000 AVERAGE REACH PER WEEKEND

419,000 TOTAL VIEWS OF LIVE VIDEOS

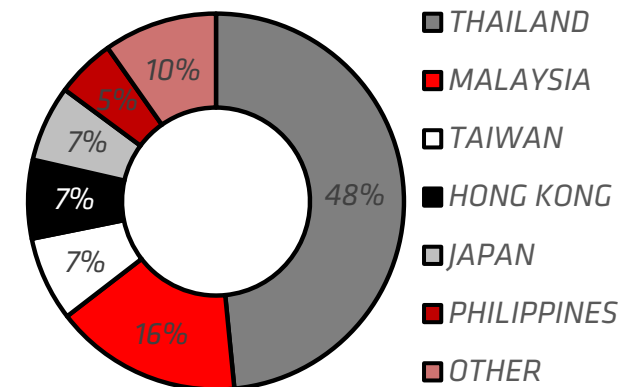
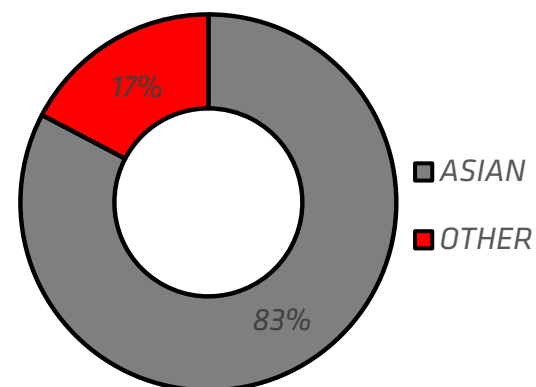
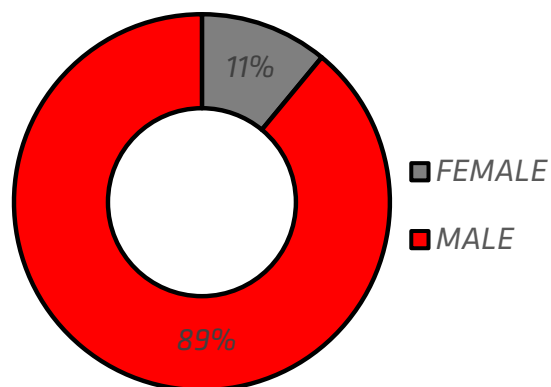
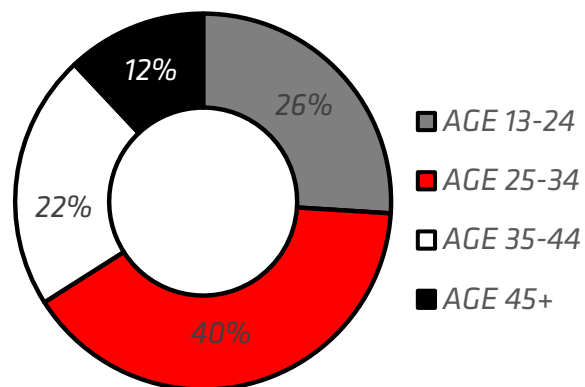
ALL VIDEO CONTENT - JAN-OCT 2017

2.7M TOTAL REACH IN 2017

17,000 AVERAGE REACH PER VIDEO

547,000 TOTAL VIEWS OF ALL VIDEOS

AUDIENCE COMPARISON

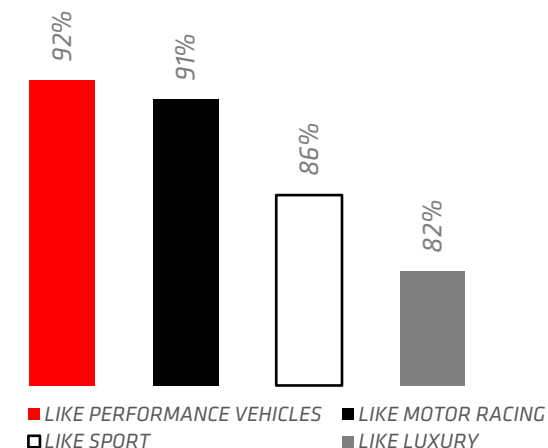
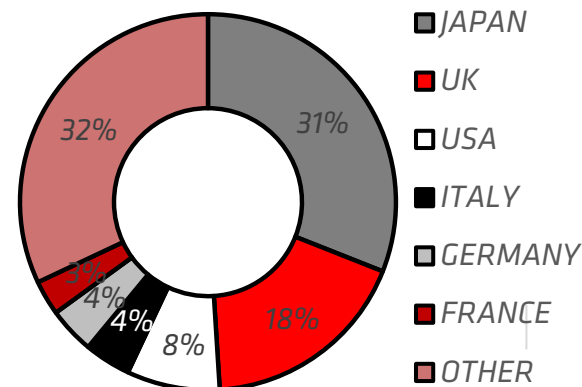
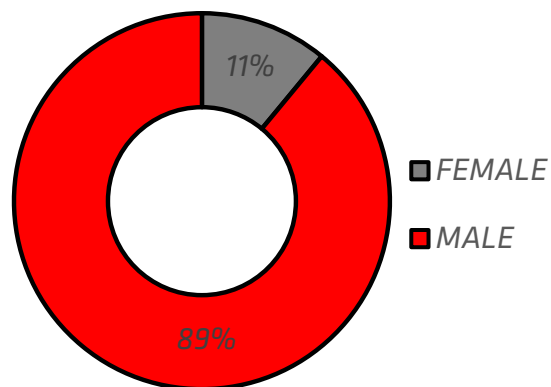
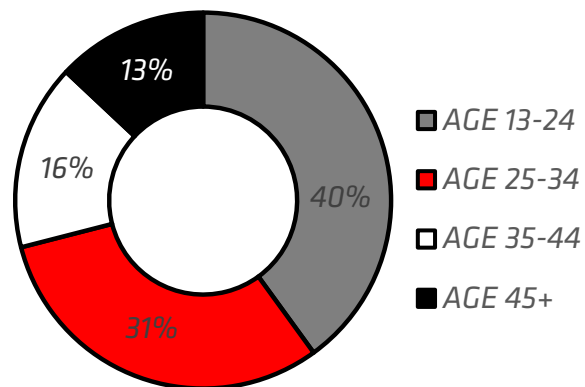




2017 OVERVIEW - ALL CONTENT



AUDIENCE COMPARISON





2017's final two events – Shanghai and Zhejiang – saw China's leading motorsport and automotive publication, Sport Auto, become Blancpain GT Series Asia's official media partner. While the outlet had previously covered the championship's events, a formal partnership provided an opportunity to penetrate the coveted Chinese market and gain an insight into its impact.



500,000 READERS - GUARANTEED PRINT COVERAGE

Eight pages in November and December issues

147,000 VIEWS - 40 POSTS ACROSS 10 CHANNELS

Chinese social media promo - Weibo, WeChat, Facebook, Sport Auto, other

2.4M LIVE VIEWS - ACROSS 26 STREAMING CHANNELS WITH CHINESE COMMENTARY

Inc. Douyu, Micro TV, Iqiyi, Wasu, Longzhu, Panda, QQ, Hysports, Yizhibo & Quanmin

223,000 POST-EVENT VIDEO VIEWS

Two bespoke videos distributed across eight channels inc. Youku, Yiche and LeTV



Website news coverage



Weibo

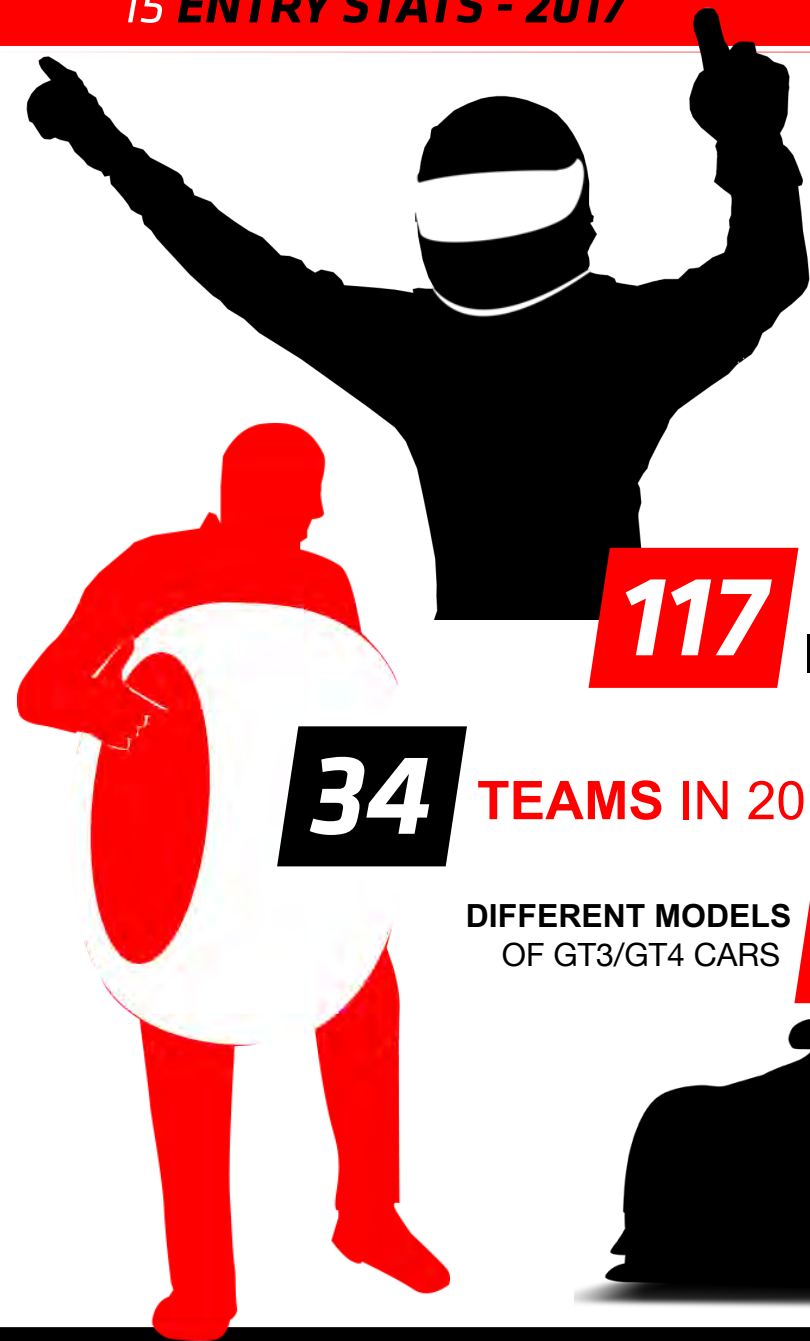


WeChat



Douyu live stream

Monthly print coverage



WINNING GT3
MANUFACTURERS



WINNING GT4
MANUFACTURERS
(5x PRO/AM, 7x SILVER CUP)



WINNING GT3
DRIVER CREWS



WINNING GT4
DRIVER CREWS

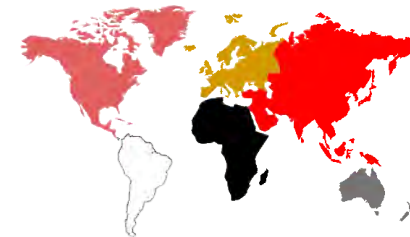
117 DRIVERS
IN 2017



25 NATIONALITIES
REPRESENTED



10 ASIAN COUNTRIES
REPRESENTED



05 CONTINENTS
REPRESENTED

34 TEAMS IN 2017

DIFFERENT MODELS
OF GT3/GT4 CARS

12



- ASTON MARTIN
- AUDI
- BENTLEY
- BMW
- FERRARI
- LAMBORGHINI
- McLAREN
- MERCEDES-AMG
- PORSCHE

09 DIFFERENT MANUFACTURERS
REPRESENTED IN GT3/GT4

LARGEST ENTRY
OF 2017 (FUJI) **34**

AVERAGE ENTRY
IN 2017 **28**

ABBOTT LEAVES IT LATE TO PREVAIL IN THREE-WAY TITLE DECIDER

One point. That's all that separated Blancpain GT Series Asia's inaugural champion, Hunter Abbott, from season-long rivals Mitch Gilbert and Aditya Gilbert in the final GT3 Drivers' standings after 2017's 12 action-packed hour-long races. And if that wasn't close enough, eventual Silver Cup winners Marchy Lee and Shaun Thong ended up just two points further back in third.



All three crews went into the season finale with a shot at the title. Indeed, Lee and Thong actually led the standings from Abbott. But it was the GruppeM Racing driver who ultimately prevailed at a rain-lashed Zhejiang despite Gilbert and Patel becoming the first pairing to win twice over the same weekend.

It was the OD Racing crew who also began the season strongest by winning Blancpain GT Series Asia's first-ever race at Sepang. Finishing as runners-up in the second after overcoming the full 10-second success penalty gave them a handy lead over Abbott, who – along with temporary co-driver Raffaele Marciello – recovered from two lowly grid positions to somehow finish second and fourth. Meanwhile, a podium in Race 2 kept Audi Hong Kong's Lee and Thong in the hunt.

BBT's Anthony Liu and Davide Rizzo won Sepang's second race and looked on course to repeat the feat next time out at Buriram before seeing their chances extinguished by an errant GT4 car. That handed Spirit of Race's Ferrari duo Rino Mastronardi and Rui Aguas victory ahead of the ultra-consistent Lee and Thong, who benefitted from Abbott's penalty for colliding with Gilbert on lap one. However, the Briton made amends in the second Thai race when he and season-long co-driver Maxi Buhk beat their Audi Hong Kong rivals to victory. With Gilbert and Patel minimising some of their earlier damage by finishing third, Abbott now led a top-three separated by just five points.

Next stop Suzuka for the first of Blancpain GT Series Asia's two Japanese events and a fifth different winner in as many races. After a string of three podiums Lee and Thong finally opened their victory account thanks to a dominant performance in Race 1. With their fellow Audi rivals finishing third, and Abbott only seventh, the Hong Kong duo were provisionally 13 points clear at the top of the standings. But fortunes can turn quickly in motorsport, and that was most certainly the case in Race 2 when non-scores for both the #5 and #86 R8s – the latter after a spectacular tyre blow-out while leading – were compounded by Abbott – now paired with Maxi Goetz – winning to re-claim the championship lead.

Fuji will be remembered for Lamborghini's first championship victory after Japanese squad CarGuy Racing and home favourites Kei Cozzolino and Naoki Yokomizo sealed a popular win. With Lee/Thong and Gilbert/Patel both non-scoring, third place for Abbott – back with Buhk for the remainder of the campaign – was more than enough to extend his championship lead. The GruppeM Mercedes-AMG then further strengthened its advantage in Race 2 by claiming a third win of the year ahead of Mastronardi and Aguas who enjoyed a fantastic scrap with Lee over the closing laps.

Abbott's run of favourable results meant his nearest rivals required a miracle at Shanghai to have any hope of overturning their deficit. And that's exactly what they got. Issues in both races resulted in two non-scores while a victory and fourth place vaulted Lee and Thong into a four-point championship lead. Two podiums also kept Gilbert and Patel in contention, although neither crew could deny Porsche its first Blancpain GT Series Asia victory after Craft-Bamboo Racing's Darryl O'Young and Marvin Dienst prevailed in a soaking wet second race.

And so on to Zhejiang where the inaugural Blancpain GT Series Asia title would be decided over two hour-long races. 28 points behind at the start of play meant Gilbert and Patel realistically had to win both in order to retain a shot at the title. Achieving their target might have made history but they still fell just short of the ultimate prize after Abbott finished fourth in Race 2. Lee and Thong, meanwhile, also came agonisingly close after they were unable to recover from an early spin when their Audi was tapped from behind.

GruppeM Racing also won the Teams' title thanks, in part, to their second Mercedes-AMG driven by Jules Szymkowiak and Tim Sugden, while Abbott added the Pro/Am honours to his overall title.

There was also joy for CMRT Eurasia's James Cai and Kenneth Lim whose Aston Martin won twice at the final round to beat X-One Racing's Andrew Haryanto to the Am Cup title.

2017 RACE WINNERS & CHAMPIONS

-  **HUNTER ABBOTT**
GRUPPEM RACING - MERCEDES-AMG GT3
-  **MITCH GILBERT & ADITYA PATEL**
OD RACING - AUDI R8 LMS GT3
-  **MARCHY LEE & SHAUN THONG**
AUDI HONG KONG - AUDI R8 LMS GT3
-  **MAXI BUHK (WITH HUNTER ABBOTT)**
GRUPPEM RACING - MERCEDES-AMG GT3
-  **RINO MASTRONARDI & RUI AGUAS**
SPIRIT OF RACE - FERRARI 488 GT3
-  **DARRYL O'YOUNG & MARVIN DIENST**
CRAFT-BAMBOO RACING - PORSCHE 991 GT3R
-  **ANTHONY LIU & DAVIDE RIZZO**
BBT - FERRARI 488 GT3
-  **KEI COZZOLINO & NAOKI YOKOMIZO**
CARGUY RACING - LAMBORGHINI HURACAN GT3
-  **MAXI GOETZ (WITH HUNTER ABBOTT)**
GRUPPEM RACING - MERCEDES-AMG GT3

-  **HUNTER ABBOTT**
GRUPPEM RACING - MERCEDES-AMG GT3
-  **MARCHY LEE & SHAUN THONG**
AUDI HONG KONG - AUDI R8 LMS GT3
-  **HUNTER ABBOTT**
GRUPPEM RACING - MERCEDES-AMG GT3
-  **KENNETH LIM & JAMES CAI**
CMRT EURASIA - ASTON MARTIN V12 VANTAGE GT3
-  **GRUPPEM RACING**
MERCEDES-AMG GT3

STRONG START AND FINISH NETS MERLIN AND YU GT4 CROWN

Jean-Marc Merlin and Frank Yu often appeared the most complete driver pairing in 2017, but the Craft-Bamboo Racing duo were just one of four crews who entered the final weekend with a mathematical chance of claiming Blancpain GT Series Asia's inaugural GT4 Drivers' title.



In truth, the Franco-Hong Kong axis came within half-a-second and an exclusion of triumphing in all of the first five races, a sequence that began when their #77 Porsche claimed the bragging rights for winning Blancpain GT Series Asia's maiden contest at Sepang in April before narrowly missing out to Byron Tong and Eric Lo in the second.

A victory and second place apiece meant the crews were tied heading to Buriram where contact in Race 1 resulted in the Craft-Bamboo Cayman being disqualified post-race after winning on the road. That handed a first victory of the year to Taiwan Top Speed's Keo Chang, sharing on this occasion with Jeremy Wang, before Merlin and Yu hit back in the second. Nevertheless, it was Lo and Tong's consistency that saw them head to Suzuka as sole championship leaders.

A third win in five races helped Merlin and Yu regain the initiative in Japan, although fifth in the second race behind winner Chang and

stand-in co-driver George Chou limited the impact. Indeed, another second place for Lo and Tong meant it was the EKS Motorsports Porsche that led at half-distance by just two points from Chang, while Merlin and Yu trailed by another four.

Fuji brought it with GT4's first non-Porsche entry of the season courtesy of Clearwater Racing's new McLaren, which had already made its presence felt in Europe. The car's pace, as well as that of its co-drivers Richard Wee and Mok Weng Sun, meant the 570S was untouchable in both qualifying and the races en route to a double pole and victory. Instead, this year's title-chasing crews had to be content with challenging for podiums, and it was Merlin and Yu who proved most adept at that by finishing second and third.

Weaker weekends for both of their main rivals saw the Craft-Bamboo pair travel to Shanghai for 2017's penultimate event as GT4 championship leaders, and extended that advantage still further by winning the opening race. Chang kept his hopes alive by finishing first in the second alongside Taiwan Top Speed partner Jeff Lu, but – just like the EKS pair – left Shanghai further behind Merlin and Yu than at the start of the weekend.

Indeed, the Craft-Bamboo duo began the final event 12 and 13 points clear of their nearest rivals. Although by no means an insurmountable gap, both Lo and Tong as well as Chang would likely need to beat their season-long rivals in both races to have any hope of overturning their deficits. Instead, Merlin and Yu made all-but certain of the crown by winning the opener – their fifth triumph of the year – before cruising to second and the title in Race 2. HubAuto Racing's Ringo Chong – himself an outside title contender before the weekend – along with co-driver Zang Kan ended the campaign on a high by sealing a first class win of the season.

Merlin and Yu thus ultimately won the crown by 30 points from Lo and Tong, while Chang was another point further back in third.

2017 RACE WINNERS & CHAMPIONS

JEAN-MARC MERLIN & FRANK YU
CRAFT-BAMBOO RACING - PORSCHE CAYMAN GT4

KEO CHANG
TAIWAN TOP SPEED RACING - PORSCHE CAYMAN GT4

RICHARD WEE & MOK WENG SUN
CLEARWATER RACING - McLAREN 570S GT4

ERIC LO & BYRON TONG
EKS MOTORSPORTS - PORSCHE CAYMAN GT4

RINGO CHONG & ZANG KAN
HUBAUTO RACING - PORSCHE CAYMAN GT4

JEREMY WANG (WITH KEO CHANG)
TAIWAN TOP SPEED RACING - PORSCHE CAYMAN GT4

GEORGE CHOU (WITH KEO CHANG)
TAIWAN TOP SPEED RACING - PORSCHE CAYMAN GT4

JEFF LU (WITH KEO CHANG)
TAIWAN TOP SPEED RACING - PORSCHE CAYMAN GT4

JEAN-MARC MERLIN & FRANK YU
CRAFT-BAMBOO RACING - PORSCHE CAYMAN GT4



18 SRO 'NIGHT OF THE CHAMPIONS' AWARDS



At the end of every season SRO Motorsports Group invites its national and international champions from around the world to share in its end-of-year awards ceremony. This annual celebration not only unites GT3 and GT4 title winners from Europe, Asia and beyond, but also provides a suitably auspicious setting where drivers are presented with their trophies amongst fellow SRO champions.



The top-three finishers in Blancpain GT Series Asia's GT3 and GT4 Drivers' championships, as well as the Silver Cup, Pro/Am Cup, Am Cup and Teams' champions (plus a guest each), will all be invited to attend the awards each year.

2017's SRO Awards evening will be an especially glamorous occasion. Held at the historic Palais Brongniart in Paris, the prize-giving ceremony is just one element of an exclusive evening that also features a strictly invite-only black tie gala dinner celebrating 25 years of SRO's GT racing heritage.



2018 PRESENTATION

20 2018 BLANCPAIN GT SERIES ASIA CALENDAR

 SEPANG	APR 14/15	2x 1HR RACES
 BURIRAM	MAY 12/13	2x 1HR RACES
 SUZUKA	JUN 30 / JULY 1	2x 1HR RACES
 FUJI	JUL 21/22	2x 1HR RACES
 SHANGHAI	SEP 22/23	2x 1HR RACES
 VENUE TBC	OCT 13/14	2x 1HR RACES

 **SUZUKA 10 HOURS*** AUG 23-26

For its second season the championship sticks with the same six tried and trusted venues as 2017. These, SRO believes, represent the best viable circuits across Asia.

Amongst their number are four current or former Formula 1 facilities, one of which – Sepang – opens the campaign in mid-April. Buriram's new MotoGP venue, Chang International Circuit, hosts Thailand's round a month later before Suzuka stages the first leg of Japan's double header at the start of July. Fuji is next up three weeks later before two Chinese events – at Shanghai and Zhejiang (to be confirmed), respectively – bring the season to a close.

All six venues will stage two 60-minute races, just like in 2017.

None of Asia's 2018 dates clash with the European-based Blancpain GT Series, ensuring more factory drivers and staff will be available to work across both if they so wish. The two-month gap between Fuji and Shanghai also provides teams and drivers with ample time to prepare for the inaugural Suzuka 10 Hours, which will become the Intercontinental GT Challenge's designated Asian round from 2018.

**Results do not count towards Blancpain GT Series Asia*





LIQUI-MOLY BATHURST 12 HOUR
AUSTRALIA



TOTAL 24 HOURS OF SPA
BELGIUM



JAPAN
SUZUKA 10 HOURS - NEW FOR 2018



UNITED STATES
MAZDA RACEWAY CALIFORNIA 8 HOURS

SRO's global GT championship – the Intercontinental GT Challenge – enters its third season in 2018 and also welcomes an all-new Asian event.

The series' purpose couldn't be simpler: reward the manufacturer and drivers who achieve the best collective results in the world's biggest and best endurance events.

GT3's proliferation, built on a decade of manufacturer involvement and SRO's Balance of Performance stability, has resulted in it becoming the de facto senior class for all of the world's most prestigious GT races. This, as well as using the same Pirelli tyres, offers manufacturers an incentive to compete in all such events by employing regional customer teams without the expense of freighting cars around the world.

Equally, regional teams and drivers can also test themselves against their international counterparts on home soil. In 2018, the inaugural Suzuka 10 Hours becomes the IGTC's designated Asian round, thus offering Blancpain GT Series Asia regulars – who will have visited the same venue just two months earlier – a rare chance to compete as a fully factory-supported outfit. It's also the first time that FIA GT3 cars will have raced internationally against their Super GT JAF-spec counterparts.

The season begins with the Liqui-Moly Bathurst 12 Hour in Australia before moving on to Belgium for the Total 24 Hours of Spa. Suzuka's iconic figure-of-eight layout is up next ahead of Laguna Seca's season finale: the Mazda Raceway California 8 Hours. All races other than Bathurst are administered by SRO.



OVERVIEW

DATE: August 23-26

CARS: FIA GT3/GT300, JAF GT & ST-X

CLASSES: Pro, Pro/Am and Am

TYRES: Pirelli

BoP: SRO Motorsports Group

PRIZE MONEY: 100m Japanese Yen
(approx. \$900,000)

PODIUMS: Top-three in each class plus top-three teams whose line-ups comprise two or more Asian drivers

DETAILS

2018 sees Asia's Intercontinental GT Challenge round switch from Malaysia to a brand-new event in Japan: the Suzuka 10 Hours.

SRO is working closely with Super GT organiser GT Association, event promoter Mobilityland Corporation and organiser Suzuka Motor Sport Club to stage the event, which takes place on August 23-26. It will be the first time that FIA GT3-spec cars will have gone head-to-head against their JAF GT counterparts, while the circuit itself remains one of the greatest challenges in world motorsport.

Although not a Blancpain GT Series Asia race, the Suzuka 10 Hours does offer its teams and drivers an opportunity to compete in a global GT championship on 'home' soil using the same cars, Pirelli tyres and SRO BoP as throughout 2018. What's more, Blancpain GT Series Asia representatives will enjoy a head-start over their international rivals thanks to Suzuka's BGTSA round taking place just two months earlier. Equally, with Fuji a full month beforehand, there's ample time to prepare for the 10 Hours and much lower logistical costs incurred for transporting cars, which will already be in the country.

The 47th Summer Endurance Race, as it's also known, is a continuation of the 1000-kilometre contests previously held for Super GT and Group C cars, as well as the five FIA GT/BPR rounds organised by SRO between 1994 and 1998. Inheriting the prestige and tradition of Japan's biggest GT meeting, which regularly attracts crowds of 80,000, will make it one of the jewels in global GT racing's crown.

This prestige is not lost on the likes of Bentley, Honda, Lamborghini, Mercedes-AMG, Nissan and Toyota who have already committed entries. Indeed, the Intercontinental GT Challenge concept is built around regional customer teams running cars on a manufacturer's behalf, albeit with significant factory support.



23 ELIGIBLE GT3 CARS



ASTON MARTIN V12 VANTAGE GT3



AUDI R8 LMS ULTRA



AUDI R8 LMS



BENTLEY CONTINENTAL GT3



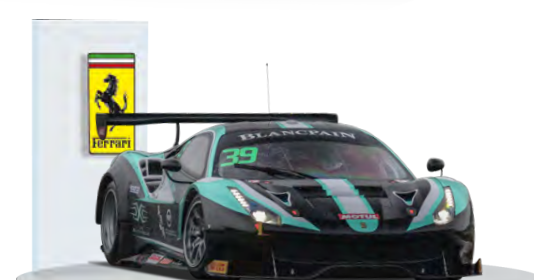
BMW Z4 GT3



BMW M6 GT3



FERRARI 458 ITALIA GT3



FERRARI 488 GT3



GINETTA G55 GT3 (NATIONAL)



EMIL FREY JAGUAR G3



LAMBORGHINI HURACÁN GT3



LAMBORGHINI GALLARDO GT3 REX

24 ELIGIBLE GT3 CARS



25 ELIGIBLE GT4 CARS



26 ELIGIBLE GT4 CARS





SET UP	Tuesday - Wednesday
SCRUTINEERING/ CHECKS	Thursday – Friday
TRACK TIME (Typically)	x2 45' Practice – Friday x1 30' Official Practice - Saturday x2 15' Qualifying – Saturday x2 60' Race 1 – Saturday Race 2 Sunday (Controlled Pit Stop)
QUALIFYING	Each Driver to take part in one of the 15' sessions. Highest graded driver to take part in the second Qualifying session and start race 2.
PIT STOPS	1 hour race: Mandatory driver change during the 25th and 35th minute (mandatory pit stop time applies)
SUCCESS PENALTIES	Following all races top 3 finishers in GT3 and GT4 will incur a 'success' time penalty at the following race: 1st = 15 sec, 2nd = 10 sec, 3rd = 5 sec proposed for 2018 season. New Race by Race Entries / Pairings subject to adjustment.
ELIGIBLE CARS	Open to FIA Homologated GT3 and GT4 cars. GTC cars may be accepted by the championship organisers. Must follow the SRO BOP decisions.
DRIVERS	Two drivers per car. Solo driver possible subject to organisers' approval/adjustment.
DRIVER PAIRING	Points will be awarded for the overall classification in each class and additionally in Pro-Am (Bronze plus Platinum, Gold or Silver) AM/AM Classification for Bronze drivers only and Controlled Silver Cup (Silver Silver) Classifications. Silver Cup cars balanced against Pro/Am cars.
CLASSES	GT3: Overall, Pro/Am, AM/AM, Silver Cup GT4: AM/AM only GTC/XtraCup: PRO/AM, AM/AM. Subject to approval and BOP
CATEGORISATION	FIA Driver Categorisation system
POINTS	25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 – 1.
LICENCE	International Grade C licence minimum
ENTRY FEES	Before 31 st December – early bird fees: GT3: \$40,000, GT4: \$34,000 After 31 st December: GT3 \$43,000, GT4: \$36,000 After 31 st January: GT3 \$46,000, GT4: \$38,000 Race by Race GT3 \$8000 Race by Race GT4 \$6500 (both subject to capacity)
PRIZE FUND	\$300,000 = \$50,000 per event (subject to completing each round)
TRANSPORT	NEW FOR 2018: First 25 full season entries receive \$16k transport credit per car (Subject to completing every round).
PIRELLI TYRES	For the first meeting entered: in GT3 a maximum of 5 sets, in GT4 a maximum of 4 sets. For subsequent meetings: in GT3 a maximum of 4 sets of new tyres plus one additional set nominated at a previous round of the Blancpain GT Series Asia may be registered for use in free practice only. In GT4 a maximum of 3 sets of new tyres plus one additional set nominated at a previous round of the Blancpain GT Series Asia may be registered for use in free practice only. Wets unlimited.
TESTING	Testing is subject to control. Registered and recurring race by race entries are permitted to enter in other race events at circuits which are part of the 2018 Calendar but are prohibited from taking part in private or general test days during the season at circuits which are part of the 2018 Calendar, unless it is an Official Test, as announced by Bulletin. One-off race-by-race entries are subject to testing limitations/adjustment. Testing restrictions starts from after round 1, no private testing to take place in Sepang the week prior the race weekend, unless official. Official Suzuka test scheduled for week of event - details and price TBA.

29 PRIZE MONEY






Blancpain GT Series Asia rewards its podium finishers with prize money at each of the season's six events. This is paid directly to teams by SRO Motorsports Group.

\$300,000 SEASON TOTAL ACROSS GT3/GT4

\$50,000 WEEKEND TOTAL ACROSS GT3/GT4

2017'S TOP EARNERS

CRAFT-BAMBOO RACING	GT3/GT4	\$51,500
OD RACING	GT3	\$47,500
PHOENIX RACING ASIA	GT3	\$45,000
EKS MOTORSPORTS	GT4	\$17,500
HUBAUTO RACING	GT4	\$17,500
TAIWAN TOP SPEED RACING	GT4	\$16,000

RACE POSITION	GT3	GT4
	\$20,000	\$7,000
	\$10,000	\$5,000
	\$5,000	\$3,000



Blancpain GT Series Asia drivers and teams benefit from SRO's experienced transport and timing partners, as well as a **financial logistical incentive** for those teams committing to 2018 early.



**OFFICIAL
LOGISTICS
PARTNER**

SRO's official logistics partner ensures freight is transported directly from paddock to paddock on time and with minimal fuss.



**\$400,000
TRANSPORT
ASSISTANCE**

As an incentive for confirming early entries, SRO will divide a total transport assistance budget of \$400,000 between the first 25 paid-for full-season cars. This \$16,000 per entry will contribute towards the team's year-long logistical costs. *Payment conditional on the designated car entering all six events.*



**OFFICIAL
TIMING
PARTNER**

Dedicated timing provider at each race meeting. Advanced driver ID technology and comprehensive race timing data is delivered in real-time to all pit garages. Timing and tracking data can also be followed by teams and fans online. As well as timing multiple SRO series around the world, TSL's accuracy and experience is trusted by the likes of Formula 1 and the World Rally Championship.

Blancpain GT Series Asia has joined forces with two regional championships to help create a strong and cost-effective GT racing platform across Asia.



SUPPORT CATEGORY

Lamborghini Super Trofeo will compete at five of the six events



STRONG RELATIONSHIP

SRO and China GT enjoy a close relationship and shared their 2017 season finales at Zhejiang. SRO's BOP also governs China GT's GT4 class.





**TITLE
SPONSOR**

Established in 1735, the world's oldest watch manufacturer is now as synonymous with GT racing as GT racing is with Blancpain. In 2017 the Swiss luxury brand extended its title sponsorship in Europe to also include SRO's new Asian series.



**TYRE
SUPPLIER**

Pirelli is trusted the world over by racing drivers to provide performance when it matters most. More than just a supplier, Pirelli is a key component of SRO's world-renowned Balance of Performance regulations, offering a stable and trusted variable around which BoP's data is calculated. As such, the Italian manufacturer supplies the same compounds and constructions to SRO's other global GT3 and GT4 championships.



**SERIES
PARTNER**

Motorsport has been the globally-renowned French company's primary proving ground since the 1950s. Its 300V Motorsport Line engine oil, lubricant and maintenance products are already trusted by drivers, teams and manufacturers competing around the world in a diverse range of categories such as Blancpain GT Series, MotoGP, World SBK, Super GT and the Le Mans 24 Hours.



**SAFETY CAR
PARTNER**

The final two rounds of 2017's inaugural campaign saw the Mercedes-AMG GT leading the championship's 30-strong entry of GT3 and GT4 cars to the start line of all four Chinese races, as well as performing a Safety Car's essential duties in the event of an accident. AMG also supplied the official Medical Car



**SERIES
PARTNER**

DIXCEL's advanced braking technology is commonplace in Japanese and Asian motorsport, with its products used in Super GT and the Asian Le Mans Series amongst others. But DIXCEL's quality is also internationally recognised; teams and manufacturers competing in the FIA WTCC, Australian GT Championship and at the Nurburgring 24 Hours trust it to keep their drivers and cars safe.



**SERIES
PARTNER**

Every Blancpain GT Series Asia round features models exclusively supplied by motorsport promotion specialists Top Speed. The 'Angels' are the official faces of the championship, appearing on its pre-race grids and post-race podiums as well as handling all promotional activities within the paddock.



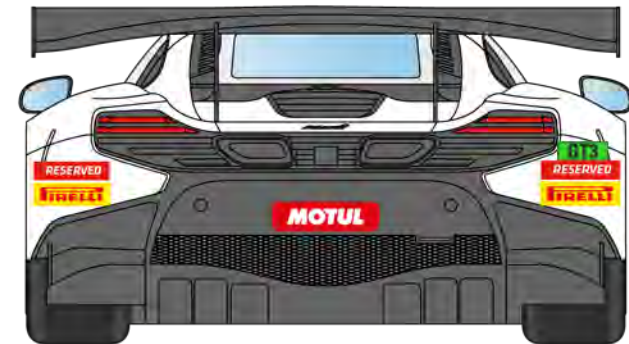
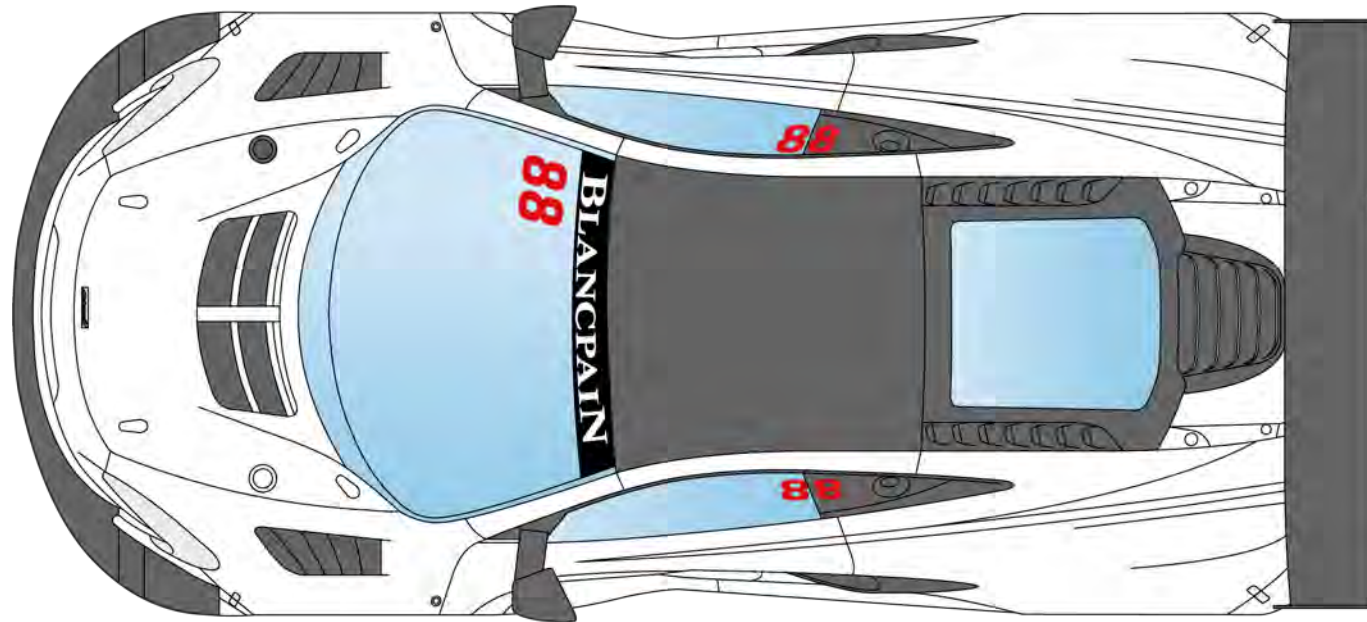
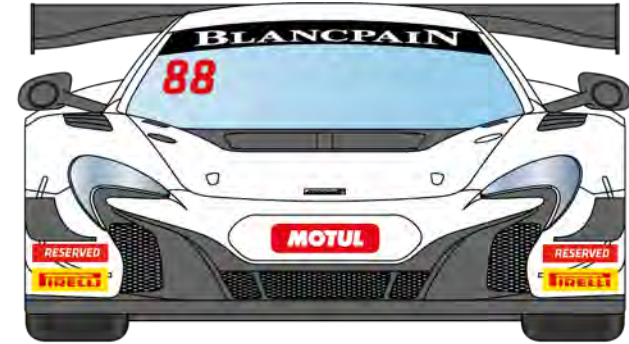
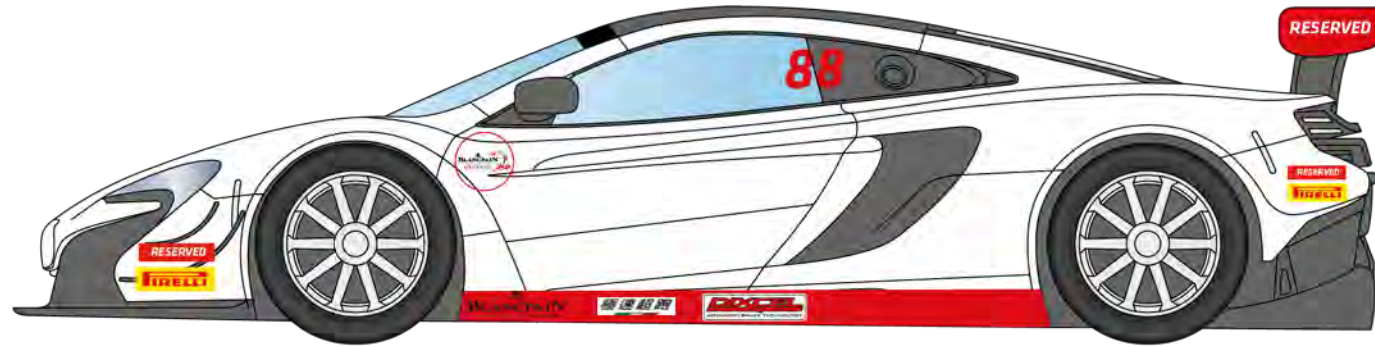
**SERIES
PARTNER**

Today, T.M. Performance offers OE production, engineering, and problem-solving services for major brand names in the motorsports industry, as well as supplying high quality aftermarket components. Its core business is primarily based on the development and sales of products destined for the racing components sector, and mechanical components for special applications within the motorsports industry.



**MEDIA
PARTNER**

Sport Auto has quickly established itself as China's leading motor racing and automotive authority since launching as a regional outpost for Germany's auto motor und sport in 2014. Its understanding of the local market has proven invaluable to distributing the championship's live race stream across China's myriad social media and online outlets, while it also produces traditional print, multi-format digital and video content.





MANDATORY

Pirelli logo on right chest and right arm



MOTORSPORTS GROUP

NOT MANDATORY

SRO logo on right arm



MANDATORY

Blancpain GT Series Asia logo on left chest



MANDATORY

Motul logo on right chest



MANDATORY

Reserved space on right chest

36 2018 ENTRIES NOW OPEN!



ENTRY FORM



TEAM NAME

NATIONALITY

ENTRY GT3 GT4

CAR

DRIVER 1

DRIVER 2

SIGNATURE

DATE

SUBMIT

Entries are now being accepted for Blancpain GT Series Asia 2018.

To register, download and complete the form or contact a member of staff for more information.

Remember: the first 25 paid-for full-season entries will receive a \$16,000 transport allowance, courtesy of SRO.

[CLICK HERE](#)

to download the 2018 entry form.



BENJAMIN FRANASSOVICI

SERIES DIRECTOR &
GENERAL MANAGER

benjamin@sro-motorsports.com

+44 7771 516 515



PAUL YAO

SERIES
CO-DIRECTOR

ceo@supercarclub.com

+852 9489 9641



M. RAVIN

SERIES
RACE DIRECTOR

directionmotorsport@gmail.com

+60 19 381 2234



LAUREN GRANVILLE

TEAM COORDINATOR

lgranville@sro-motorsports.com +44 7879 484 958

JOANNE GOH

ADMINISTRATOR & COORDINATOR

joanne@sro-motorsports.com +60 163 192 202

TOM HORNSBY

PRESS OFFICER

tom@sro-motorsports.com +44 7935 820 827

TERRY GREENE

CHIEF SCRUTINEER

terrybgtsa@gmail.com +852 9057 5945

GETHIN REES

OFFICIAL TIMEKEEPER

Gethin@tsl-timing.com





SEE YOU IN 2018!