

# Blancpain GT Series Asia Regulations 2019



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Benjamin Franassovici

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Date

Promoted By  
SRO Motorsports Asia

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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The 2019 Blancpain GT Series Asia is governed by the FIA International Sporting Code, and its Appendixes (Including Appendix J), Automobile Association of Malaysia Regulations, General Prescriptions applicable for International Series – Appendix P to the ISC and these Sporting Regulations and their relevant Appendixes /Bulletins.

The final text of these Sporting and Specific Technical 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

Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the General Prescriptions applicable for International Series – Appendix P to the ISC and these Sporting Regulations shall be decided by the Stewards of the Meeting.

The rounds of the Blancpain GT Series Asia will also count towards the Blancpain GT World Challenge and will be known as the Blancpain GT World Challenge Asia.

Race Status: **International**

### 1.2 Officials

1.2.1 **Series General Manager** Benjamin Franassovici

1.2.2 **Series Scrutineer** Seiji Iwakawa

1.2.3 **Permanent Series Race Director** M Ravin

1.2.4 **Chairman of the Stewards / International Stewards** Tony Tan  
Rikki Dy - Liacco

#### 1.2.5 Series Panel

The purpose of the Series Panel 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.

The Series Panel will consist of

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

The tasks of the Series Panel 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.

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

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Decisions taken by the Series Panel may not be appealed.

## 1.3 Competitor Eligibility

1.3.1 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.

1.3.2 All drivers:

- (a) should be graded by the FIA <http://www.fia.com/fia-driver-categorisation>. The Series Panel 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 Blancpain GT Series 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
- (c) 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.
- (d) If participation in the Series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.

1.3.3 All Competitors must sign on before taking part in each event and all necessary documentation must be presented at this time for checking.

Entrant: all new competitors' entrant licence will be checked during sign-on at their first round. Competitors not holding a valid entrant licence will need to inform the Series Coordinator of the entrant name. The Series Stewards will only communicate with the entrant in the event of any judicial decision.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the entire event.

All competitors' cars should be presented to the event Scrutineers at the allotted times.

Any vehicles reported as having been involved in contact incidents during races or practice must be re-presented to the event Scrutineers before continuing in the event.

## 1.4 Registration

1.4.1 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 30<sup>th</sup> March 2019.

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.

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

GT3	\$48,000
GT4	\$40,000
GTC	\$40,000

This will cover the entry for one car in all Series events for the season.

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

GT3 per Event	\$8,500
GT4 per Event	\$7,000
GTC per Event	\$7,000



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Race by Race entries will score points if entered at any time before and including Fuji.

Race by Race entries will score points on condition that their first race of the season is one of the first four events (up to and including Fuji). Those racing for the first time after Fuji 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 teams are not eligible for Prize Money if they finish in the top 3.

Race by Race entries are 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.

1.6.2 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 Cup and Silver Cup Classifications, GT4 AM Classification only.

1.6.3 Ties will be resolved according to this regulations  
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 as per principle below:-

- The Holder of the greatest number of first places.
- 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 this procedure fails to produce a result, SRO organisers will nominate the winner according to such criteria, as it thinks fit;~~
- **If the above-mentioned procedure fails to separate two or more drivers / teams, 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**
- Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.

1.6.4 Where the race distance has been reduced (2.6) any points will be awarded in accordance with article 2.6.2

1.6.5 Each car will be driven by two drivers. In accordance with article 1.3.2 a) the drivers will be classified in four different categories by the FIA : Platinum, Gold, Silver and Bronze. The Series Panel of the Blancpain GT Series Asia (article 1.2.4) 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 Series Panel 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

Category Silver + Silver pairings will incur an adjustment. Please refer to Section 4 (Series Penalties)

GT4 is only for Bronze + Bronze pairings (AM/AM)

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

The Series Panel reserves the right to decide if a driver is eligible for the Blancpain GT Series Asia. They may additionally give any driver a weight penalty of up to 40 kg for their first Competition, to be re-evaluated before permission is extended for subsequent Competitions. The SRO Technical Board ~~will~~ ~~may~~ set the weight penalty for any such driver and may adjust this for subsequent Competitions.

The Series Panel may refuse entry to Bronze drivers considered to be too experienced and likely to bring the spirit of the Blancpain GT Series Asia into jeopardy. In particular, to preserve the amateur aspect of the Series, either in the Am part of the pro-am entries or in the amateur nature of the GT4 category. 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.

**GT3 Pro-Am and Silver Cup:** One of the two drivers must be an approved Asian driver. Nationality is typically based on passport. Australians and New Zealanders are not considered Asian in these two classes. Pro-Am pairings must comprise a Bronze-graded driver plus Silver, Gold or Platinum, while only Silver drivers can contest the Silver Cup.

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

**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.

At the discretion of the Organisers permission may be given for a driver to be a single driver entry. A time penalty will be imposed as Section 4 (Series Penalties).

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

1.6.6 If there are less than 3 (three) starters in any class, the points awarded for that class may be divided by two subject to Organisers discretion.

1.6.7 Time Penalties will be allocated to cars and drivers finishing in the top three places in GT3, GT4 and GTC in a race. 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.

	1 hour races
1 <sup>st</sup>	15 seconds
2 <sup>nd</sup>	10 seconds
3 <sup>rd</sup>	5 seconds

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

## 1.7 Awards

1.7.1 All awards are to be provided by SRO.

### 1.7.2 Per Round

1.7.2.1 A trophy to 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in GT3 and GT4. Bulletin may be issued to clarify or amend podium Awards.

See Full Season Team Commercial **Agreement Package** regarding distribution of prize money, transport information etc.

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## 1.7.3 Series

1.7.3.1 The title/trophy of Blancpain GT Series Asia will be awarded to:  
The driver or pair of drivers who have the most points from the GT3 category.  
A trophy will also be presented to the driver or drivers finishing 2<sup>nd</sup> & 3<sup>rd</sup> in class.

1.7.3.2 The title/trophy of winner of the GT4 Asia will be awarded to:  
The driver or pair of drivers who have the most points from that category.  
A trophy will also be presented to the driver or drivers finishing 2<sup>nd</sup> & 3<sup>rd</sup> in class

## 1.7.3.3 The Team Trophy.

The Team Awards will be awarded in GT3, GT4 to the team scoring the most points in accordance with the following:

- Teams with two cars registered in the same class will both score points if eligible toward the Teams title in GT3 and GT4 and will receive a Trophy.
- Team Trophy Points awarded will be as per the class race points, i.e. 25-18-15-12-10-8-6-4-2-1. The team can only be awarded the points scored if the drivers of the car are eligible; i.e. if the drivers are not eligible to score points, the team will not be awarded points. All rounds to count.

## 1.7.4 Presentations

Trophies will be provided for each round (as applicable) and will be presented at the end of each race.  
Attendance at the presentation ceremony is mandatory. The top three driver pairings in the GT3 and GT4 classes should attend the podium within 5 minutes of the race finish. Drivers' overalls must have the official Series patches and drivers must wear the official Series caps during the presentation ceremony - Failure to do so may lead to a penalty being imposed.

## 1.7.5 Title to All Trophies

In the event of any provisional results being revised after any provisional presentations and such revisions affecting the distribution of any awards the competitors concerned must return such awards to the SRO in good condition within 7 days.

## 1.7.6 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Series.

## 2 SERIES RACE MEETINGS and RACE PROCEDURES

### 2.1 Entries

- 2.1.1 Competitors are responsible for submitting correctly signed and completed entries prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Series Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of entry or driver/car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. Changes of this nature will incur an administration charge.
- 2.1.4 Competitors will receive for each car registered personnel passes and vehicle passes. A charge will be made for any passes that have to be replaced for any reason.
- 2.1.5 The Entry List must match the title on the Entrant's Licence.
- 2.1.6 ~~Appendix O will specify the~~ There will be a maximum number of cars allowed to start a race ("the race starters number").

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- 2.1.7 If a round of the Series is over-subscribed to the extent that all competitors cannot be accommodated, then the organisers will select the cars accepted to qualify by applying the following priorities:
- A Registered competitors who have entered in the Series for the full season.
  - B Date of Payment
  - C Registered competitors who have taken part in previous rounds of the Series in order of the number of rounds contested.
  - D Registered competitors who have scored points in the Series class in order of points scored to date.
  - E Registered competitors competing in the Series for the first time.
- 2.1.8 Reserves may be nominated according to their class, a pro rata criteria will be applied between GT3, GT4, GTC
- 2.1.9 Reserves who set a time in the correct qualifying session will take precedence, in reserve number order, over any accepted entry whose qualifying times are disallowed, or who does not set a time during the correct qualifying session for the race.

## 2.2 Briefings

- 2.2.1 The Organisers will notify competitors of the times and locations for all briefings in either the final instructions and/or bulletins issued for all meetings.
- 2.2.2 It is mandatory that all drivers attend briefings at the specified times. A driver's non-attendance or late arrival at driver briefings may result in penalties being imposed by the Series Stewards. Each driver must sign an attendance sheet on arrival at the briefing.

## 2.3 Qualification Practice & Testing

2.3.1 Each Event will include the following :

- One or two free practice sessions, of a minimum duration of 20 minutes per session. Free Practice Session may be split into individual class sessions – GT3 and GT4
- One Official Practice Session of a minimum duration of 15 minutes. Official Practice Session may be split into individual class sessions – GT3 and GT4
- ~~Four~~ ~~Two~~ Qualifying practice sessions of a minimum duration of 10 minutes per session, separated by at least ~~7~~ ~~10~~ minutes.

The exact times 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.

- 2.3.2 Each driver should complete a minimum of 2 timed laps (not including Out and In laps) in the qualifying session in the car to be raced and in the correct session in order to qualify for selection and order of precedence. Should any driver fail to meet this criteria, the car may be permitted to start at the discretion of the Series Stewards after application of the penalty as detailed in Section 4 – Series Penalties.
- 2.3.3 Free Practice may include a session reserved for Bronze drivers only (see event timetable).
- 2.3.4 Should the need arise to stop practice/qualifying, Red lights will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with red flags. This is the signal for all drivers to cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to the pits obeying marshals instructions and being prepared to stop should the track be blocked.

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2.3.5 Registered and recurring race by race entries (cars and drivers) are permitted to enter in other series' and race events at circuits which are part of the 2019 Blancpain GT Series Asia Calendar but are prohibited from taking part in private or general test days during the season at circuits which are part of the 2019 Blancpain GT Series Asia Calendar, unless it is an Official Test, as announced by Bulletin. Race by Race entries are subject to testing limitations. Any doubts, please check with the organisers before going ahead. Registered and recurring race by race entries testing within this ban will start from the back of the grid and may be fined up to \$5,000. Testing restrictions starts from after round 1, no private testing to take place in Sepang the week prior the race weekend, unless official. Drivers taking part in the Official test day for the Suzuka 10 Hours may be subject to restrictions concerning the test day before the Blancpain GT Series Asia Suzuka event.

2.3.6 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 session/Pre Qualifying will be used to set the starting grid. All drivers must ~~should~~ complete a minimum of 2 timed laps in Official Practice unless amended by Bulletin for the Event.

2.3.7 The drivers must, in order to qualify, set a time lower than or equal to 115% of the fastest time in their respective class. Drivers not complying with the above may be able to start at the discretion of the Series Stewards. The Series Stewards shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory.

## 2.3.8 Qualifying for 1 Hour Races

Each Class will have two qualifying sessions, one for each driver. ~~The One qualifying session for each driver.~~ The first qualifying session will set the grid for the first race and the second qualifying session will set the grid for the second race. Both Qualifying sessions will have 7 minute gap in between, unless otherwise advised by bulletin. No refuelling is allowed between qualifying sessions. No computers can be connected to the cars during either qualifying session or the gap in between. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind.

The driver starting the first race must qualify in the first session and the driver starting the second race must qualify in the second session. Only one driver is permitted in each qualifying session. The driver with the highest ranking must start the second race. In the event of both drivers having the same ranking, the most experienced/ fastest driver must take part in their qualifying session 2 and start race 2. The Team must notify the Series Co-ordinator which driver will take part in each session using the official driver nomination form. ~~start each race before the end of the published scrutineering time. The official form, available from the Series Co-ordinator, must be used for this purpose.~~ If the name of the driver is not handed in within the stipulated time, the Series Stewards will designate the drivers. This will be subject to the approval of the Organisers.

The Organisers reserve the right to amend the qualifying format via a team bulletin on event or during the season.

2.3.9 After the qualifying sessions, if the number of cars qualified is greater than the maximum number of cars authorised to take part in the race priority will be given to the competitor as per 2.1.10

## 2.4 Races

2.4.1 Should any race be disrupted the Series Race Director shall not be obliged to resume or rerun the race (1.6.4. above applies).

2.4.2 Each race will have a scheduled race distance specified as a period of time by the race organisers. The race leader will be deemed to have finished the race the first time that the race leader crosses the Finish Line after the time period has elapsed.

2.4.3 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.

2.4.4 Where two races are to be run, any competitor whose car has not been classified for whatever reason in the first race, must confirm the participation of the car in the second race at the latest 60 minutes before the start of the race.

2.4.5 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.

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## 2.5 Starts

### 2.5.1 Countdown

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

15 minutes to start of pace lap	Pit exit opened with audible warning.
12 minutes to start of pace lap	Pit exit closes in two minutes with audible warning
10 minutes to start of pace lap	Pit exit closes with audible warning.
5 minutes to start of pace lap	Audible warning. All cars must have wheels fitted. Teams must have On-Board Camera switched on and recording.
3 minutes to start of pace 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 pace 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 pace lap	Audible warning and 15 second board shown on Start Line. If any driver needs assistance after the 15 second signal, he must indicate this to the marshals and when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. 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 pace lap	The pace 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.

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

Reconnaissance laps may be authorised. To be notified by Bulletin.

### 2.5.2 Rolling Starts

2 x 2 line astern Grid formation.

2.5.2.1 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 leading at a minimum speed of 70kph and a maximum of 90kph. A judge of fact may monitor the speed of the car in pole position. Any divergence between the prescribed speeds (70/90kph) before the start is given may result in a **Drive Through Penalty** ~~stop and go penalty~~. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. The Series Race Director at his discretion may direct that when the starting signal is given no car may overtake another until the lights have been switched on from Red to Green. Competitors will be informed by an Event Bulletin. In the event that the starting lights fail the Starter will revert to using the National Flag.

2.5.2.2 Any cars removed from the grid after the 1-minute stage or driven into the pits on the pace lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later

2.5.2.3 If one or more cars are removed from the starting grid, these gaps will not be closed up.

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2.5.2.4 Any drivers unable to maintain grid positions on the pace lap MUST drop to the back of the grid if all of the cars have passed. All other cars must maintain their original grid positions and not close any gaps.

## 2.5.3 **Aborted Start Extra Formation Lap**

If the start is ~~improper aborted due to improper formation~~, 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 of the first formation lap.

## 2.5.4 **False Start**

If a competitor is judged to have started illegally and thus gained an advantage the Series Stewards may impose a drive-through penalty.

## 2.5.5 **Drive Through Penalties**

2.5.5.1 The driver will be notified as soon as possible by means of a board displayed at the Start Line and the team will be notified where possible via the timing screen monitor, race control radio or verbally by an official of the meeting.

2.5.5.2 After notification has been given the competitor must not complete more than 3 laps before taking the Drive Through Penalty. The driver must enter the Pit Lane, obeying the Pit Lane Speed Limit and drive through the Pit Lane without stopping at their pit and rejoin the race. However, a driver is not permitted to enter the Pit Lane to take a Drive Through Penalty during a Safety Car or Full Course Yellow Intervention period, which for this purpose is deemed to be over when the car, subject to the Penalty, passes the Green Flag at the Start/Finish Line on the track.

2.5.5.3 Any driver failing to comply fully with this Regulation may be black-flagged. Failure to observe the Pit Lane speed limit whilst taking a Drive Through Penalty will result in a similar penalty or retrospective time penalty being applied.

## 2.6 **Session Red Flag**

2.6.1 Should the need arise to stop any race, red lights will be switched on at the Start Line and red flags will be displayed at the Start Line and at all Marshals/Signalling Points around the circuit.

When the signal is given, overtaking is forbidden, the pit exit will be closed, cars must reduce ~~their~~ speed to **less than** 80 km/h and proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane, all the other cars should form up in a line behind the first car.

If any cars are unable to return to the pitlane as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in order they occupied before the race was suspended. Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended.

In all cases, the order will be taken at the last point at which it was possible to determine the position of all cars. Any such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the line of cars in the fast lane.

While the race is suspended:-

- Neither the race nor the timekeeping system will stop. The length of the race suspension may be added to the remaining time for the race, subject to the approval of the Organiser and /or the Stewards of the Meeting
- Cars may be worked on once they have stopped in the fast lane but any such work must not impeded the resumption of the race.
- Only team members and officials will be permitted in the pit lane.
- Cars may not be moved from the fast lane whilst the race is suspended. A penalty will be imposed on any driver whose car is moved away from the fast lane to any other part of the pit lane.
- At all times Drivers must follow the instructions of the marshals.

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Should a red flag be deployed during the mandatory pit window, 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.

## 2.6.2 If a race is suspended / abandoned 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 one full lap has 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.

## 2.6.3 **RESUMING A RACE**

The delay will be kept as short possible and as soon as a resumption time is known, teams will be informed via timing monitors; in all cases at least 5 minutes warning will be given.

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

When the three minute signal is shown, the cars must have their wheels fitted, after this signal wheels may only be removed if the car has been removed out of the fast lane or during a further race suspension.

A penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

At the two minute point, any cars between the Safety Car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended, will be allowed to leave the pit lane and complete a further lap, without overtaking, and join the line of cars behind the Safety Car which left the pit lane when the race was resumed.

When the one minute signal is shown, engines will be started and all Team personnel must leave the fast lane by the time of 15 seconds signal, taking all equipment with them. If any Driver needs assistance after the 15 second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the fast lane, marshals will stand beside any car (or cars) concerned to warn Drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless:

- All the cars are not yet lined up behind the Safety Car
- Or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Safety Car will leave the pit lane with all cars following no more than five car lengths apart.

Overtaking behind the Safety Car is only permitted in the following cases:

- Any Driver who is delayed when leaving his position in the fast lane may overtake to re-establish his original starting position provided he does so before he crosses the first safety car line. Should he fail to do so, he must re-enter the pit lane and may re-join the race once the whole field has passed the pit exit. A penalty will be imposed on any driver who

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fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- Drivers may leave the fast lane in order to overtake any car delayed when leaving its position in the fast lane. Any driver whose car has been pushed from the fast lane, may not overtake in order to re-establish the order before the race was suspended.

During this lap, Art **2.10** of the Appendix H of the Code will apply.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

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 cancelled (in substitution or in addition to other available penalties)

## 2.7 Pits, Paddock & Pit Lane Safety

### 2.7.1 Pits

Competitors must ensure that the local ASN and Circuit Management Safety Regulations are complied with at all times.

### 2.7.2 Pit Lane

The **fast outer** lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in the pits.

### 2.7.3 Refuelling

See section 3

### 2.7.4 Speed Limit

The Pit Lane Speed Limit will be 60 km/h.

## 2.8 Race Finishes

After taking the Chequered Flag drivers are required to progressively and safely slow down and remain behind any competitors ahead of them, return to the Pit Lane entrance/Parc Ferme as instructed, comply with any directions given by marshals or officials and keep their helmets on and harnesses done up while on the circuit and in pit lane until the car has come to a complete stop.

Should for any reason 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.

At the end of each session, no driver may cross the finish line more than once.

## 2.9 Results

2.9.1 All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.9.2 In order to be classified in the results, competitors must have completed **75%** of the race distance (laps) covered by the class winner.

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## 2.10 Timing Modules

- 2.10.1 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.
- 2.10.2 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.
- 2.10.3 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.

## 2.11 Qualification Races

Not applicable

## 2.12 Operation of Safety Car/Neutralisation of a Race

The safety car will be brought into operation and run in accordance with Appendix H, Article 2 (2.10) of the FIA International Sporting Code. Full Course Yellow procedure may also be used for all sessions. Detailed procedure will be advised through Drivers Briefing for the whole season.

## 2.13 On Board Cameras

It is mandatory for all cars to have an on-board camera fitted and functioning during every session. It is the teams responsibility to supply and fit the camera. 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. 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 on board 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.

## 2.14 Race Control Radio and Messaging System

All teams must be connected and are required to monitor the Team Messaging System at all times during the Event. Messaging System protocols will be distributed before the first Round.

Any decision or communication concerning a particular competitor must be given to him as soon as possible and receipt must be acknowledged. The Team Messaging system may be used to send summons and documents and for teams to confirm receipt. 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 Team 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.

## 2.15 Teams Pit Box Camera

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 to see the full allocated pit area working zone from the white line onwards and a minimum of two metres in each direction of the car which has stopped. The angle and quality of footage will be

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inspected at Round 1. 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 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. 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.

## 2.16 Track Limits

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 free practices, have their lap time(s) cancelled during qualifying and may receive a “drive through”, 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. Notifications will be for the car, not the driver

## 3. SPECIFIC SERIES REGULATIONS

### 3.1 Pit Stops/Driver Changes

#### 3.1.1 Pit Stops

- 3.1.1.1 The organisers will specify the area in the Pitlane which will be referred to as the “Working Pit Lane” at each event by issuing an Event Bulletin
- 3.1.1.2 All Team personnel in the Working Pit Lane must wear fire proof overalls and helmet as a minimum. The following armbands will be issued per entered car for use during pit stops:
  - I. 1 White armband for car controller
  - II. 2 Red armbands for mechanics
  - III. Yellow armbands issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.
  - IV. A maximum of one armband may be worn at any time. Penalties may be awarded by the Stewards of the Meeting.
- 3.1.1.3 No more than 4 people per car excluding the driver will be allowed on the pit wall at any one time.
- 3.1.1.4 Pit stops and driver changes will take place in front of each team’s allocated pit garage or pit area (“the pit box”) in accordance with article 3.1.1.7. The limits of the area allotted to each team will be indicated or marked on the ground by the Pit Lane Official. No team may exceed the marked limits with their equipment.
- 3.1.1.5 Only the car controller is allowed in the working pit lane a maximum of one lap before the pit stop of the car.
- 3.1.1.6 No equipment must be in the working pit lane before the car has stopped in front of the garage.
- 3.1.1.7 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
- 3.1.1.8 While the car is in the pit lane the engine must NOT be running unless all four wheels are on the ground.
- 3.1.1.9 During any pit stop (driver change or other), the maximum number of mechanics (~~except the Team Manager~~) authorised to work on the car is two. One additional person 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 person does not need an armband.

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- 3.1.1.10 No more than 2 wheel nut removing tools may be used per car
- 3.1.1.11 Booms are permitted. For any additional pit stops outside of the mandatory pit stop window an additional time will be added for all cars to the elapsed time in the pit lane, notified by event Bulletin.
- 3.1.1.12 The car cannot leave the pit until the mechanics ~~in charge of the wheel changes~~ and **all** the equipment are no longer in the working area. 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, at a suitable pace without slowing or stopping, except for force majeure.
- 3.1.1.13 The speed limit in the pit lane is 60 km/h.
- 3.1.1.14 Parking rules as below or as specified in an event bulletin will apply.  
For all sessions and races, when the car makes a pit stop in the working lane for refuelling (if authorised), tyre and driver change, it must be parked parallel to the pit lane. If the car is stopped in the pit lane for any length of time - not exceeding 2 minutes maximum time, it must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the garage and nose facing towards the pit exit. 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.  
  
Penalties may be imposed for failing to adhere to any of the above
- 3.1.1.15 Use of skates is permitted
- 3.1.1.16 Penalties may be imposed for an unsafe release during any session
- 3.1.1.17 Individual GT4 Teams may receive an additional pit stop time adjustment at the discretion of the organisers.

## 3.1.2 Races of One Hour Duration

- 3.1.2.1 During the race a mandatory driver change must take place under the responsibility of the Team Manager. It will, however, 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.
- 3.1.2.2 The pit stop must be carried out by passing the pit lane entry timing loop between the 25th and 35th minutes from the start of the race (not before 25m.00s.000 and not after 34m.59s.999). Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.
- 3.1.2.3 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. (Refer to Section 4 - Series Penalties) 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.

## 3.2 Incidents & Re-Scrutiny

- 3.2.1 Any Driver, who abandons a car on the circuit, must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Failure to comply may result in a penalty from the Series Stewards.
- 3.2.2 Any vehicle involved in an accident or having been modified in any way subsequent to pre-event scrutiny, must be represented to the Scrutineers for further examination.
- 3.2.3 At any time during an event, the Series Race Director may order that a vehicle be re-examined, even if this involves stopping a vehicle whilst practising or competing in a race
- 3.2.4 If a driver is found to have -
  - 3.2.4.1 Caused a collision.
  - 3.2.4.2 Forced a driver off the track.and it has been reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation), the driver may be penalised.

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## 4. SERIES RACE PENALTIES

The following infringements will incur penalties as described below:

Infringement		Penalty
i)	False Start	Datum penalty - Drive Through. Maximum penalty variable stop and go
ii)	Car not resting on its wheels after 3 minute warning.	Drive Through Penalty
iii)	A pit stop less than the mandatory time	Datum penalty - stop and go equal to the time short.
iv)	Pit stop made outside the mandatory pit stop window	The maximum penalty will be a stop and go penalty equal to the time that the pit stop was made outside the mandatory pit stop window. If the penalty is not taken during the race, up to 2 minutes might be added to the race time.
v)	Engine running on Jacks	Datum penalty - 10 seconds stop and go
vi)	Too many mechanics working on the car	Datum penalty - 10 seconds stop and go
vii)	Exceeding Pit Lane Speed Limit	
	- During free practice	\$25 per km exceeded
	- During qualifying	All times set by the relevant driver before the time of the infraction will be cancelled and \$25 per km exceeded.
	- During the race	During the race: <del>1-second and \$25 per km exceeded</del> . Drive Through Penalty
viii)	Platinum driver, driving solo	Not allowed
ix)	Gold driver, driving solo	Not allowed
x)	Silver category driver, driving solo	Datum penalty – Up to 20 seconds for GT3 added to the mandatory pit stop time, this can be amended via bulletin.
xi)	Bronze category driver, driving solo	Datum penalty – Up to 10 seconds for GT3 and 7 seconds for GT4 added to the mandatory pit stop time, this can be amended via bulletin.
xii)	Silver category driver, driving together with Silver category driver. Silver Cup Classification	Will carry an adjustment defined by the Series Panel to balance Silver Cup cars to race at equal pace to Pro/Am cars. Typically 15 – 85 kg as defined by Bulletin. Alternative weight penalty or time penalty may be imposed to specific entries or any other means of adjustment.
xiii)	Race by Race entry, first race penalty	Up to 10 seconds adjustment
xiv)	Complete driver crew change	Up to 7 seconds adjustment
xv)	Non attendance at trophy presentation	Datum penalty - \$250.00
xvi)	Driver(s) failing to complete 2 timed laps during qualifying	Drop of up to 10 grid positions
xvii)	Official decals or patches not in the correct location during race weekends	Fine for the driver and team and/or drop in grid spot for the following event.

For all other irregularities, sanctions are left to the discretion of the Stewards of the Meeting.

The above table is a guideline for first time infringements at any given event. Repetition of infringements by Entrants and/or individuals may be dealt with more severely.

Penalties may be revised via Series bulletins.

Weight is subject to a reasonable maximum total ballast weight. Alternative penalties can be applied e.g. ride height etc.

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Any incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats or unsportsmanlike behaviour, or any action or occurrence in relation to an Event or Events that could be considered to be in contravention of Blancpain GT Series Asia spirit, which is committed by a Team member or a person under the responsibility of a Competitor, may be reported to the Stewards of the Meeting 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.

## 4.1 Sporting Disputes

4.1.1 Disputes on the Sporting Regulations and/or their application by the Series Coordinator that arise during the season will be settled by the Series Stewards, these Series Regulations and any Official Series Bulletins that have been issued. The case for any dispute must initially be submitted to the Series Coordinator in writing together with the appropriate prescribed protest or appeal fee. The Series Stewards' judgement will be subject only to a right of Appeal to the ASN. An appeal against any decision of the Series Coordinator must be submitted in writing to the Series Stewards within 7 days of the date of dispatch of such a decision and accompanied by the National ASN prescribed appeal fee.

4.1.2 Any clarifications necessary during the year will be notified in writing to all registered competitors in an Official Series Bulletin.

4.1.3 The Series organiser reserves the right to impose further penalties on teams/competitors proven by the Officials of any meeting to have behaved on or off the track, in a manner considered likely to bring the Series into disrepute. Penalties may include individual race bans, loss of Prize/Bonus /Refund monies and /or end of season awards. In the case of repeated offences the Organisers reserve the right to disqualify any team/competitor for a fixed number of races or the whole Series. In such cases no other competitor's scores shall be adjusted.

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

4.1.4 If it appears from the official video recordings or from any other additional evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner the Series Coordinator considers to have brought the Series into disrepute, he may request that the Series Stewards consider to investigate this matter furthermore.

## 4.2 Infringements of Technical Regulations

### 4.2.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: To be determined by the Stewards of the meeting

### 4.2.2 Arising from post race Scrutineering or Judicial Action

Minimum Penalty:

For infringements deemed to be of a more serious nature the Series Race Director and/or the Stewards of the Meeting are to invoke the provisions of Regulations [C 3.5.1 (c)].

## 4.3 Infringements of Non-Technical and The Sporting Regulations issued for the Series

4.3.1 As per current Judicial Procedure Regulations.

4.3.2 In order to maintain standards of conduct, the Series Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he/she will receive written warning from the Series Coordinator that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Series Stewards' enquiry, with possible loss of Series points and refusal of further race entries.

4.3.3 For offences, the Series Stewards at his their discretion, may additionally impose a Series Penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute, drive through or stop/go penalty, a grid penalty/pitstop time penalty at the next Series race the offending driver competes, or any combination of the above

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- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty/pitstop time penalty in the next Series race the offending driver competes in
- (iv) The Series Stewards can amend or add to the Series Penalties

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a Series penalty applied. Where a Series penalty has previously been applied, the severity will be increased

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

The following Technical Regulations are set out in accordance with the AAM specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

The 2019 Blancpain GT Series Asia is open to FIA Homologated GT3 and GT3 cars with national homologation by other ASN's (subject to AAM agreement in each case), cars that comply with the requirements of the ~~European~~ GT4 and GTC cars and cars which are accepted by the Series organisers for registration in an Invitation class. All cars must comply with the Technical Regulations published below.

Hereafter, any reference to ~~European~~ GT4 regulations within these regulations refers to the latest GT4 Technical Regulations issued by SRO Motorsports Group.

### 5.2 General Description

5.2.1 GT3. These cars will normally run to the FIA International Sporting Code Appendix J Art. 257A (forthwith referred to as the current FIA GT3 technical regulations), and G3 cars with national homologation by other ASN's, subject to AAM agreement in each case and their respective technical forms.

The latest evolutions are not compulsory. ~~2012 homologated and 2011 homologated cars may compete in accordance with the Balance of Performance valid at the end of the season in question.~~

2012 and 2013 homologated cars can still use the 2012 and 2013 homologated wheels.

GT3 cars fitted with adaptations solely for the purpose of allowing their use by handicapped drivers may be authorised subject to approval by the Series Organisers and the Series Eligibility Scrutineer.

GT3 cars that can no longer get replacements parts or safety enhancements from the manufacturer or require reliability modifications or weight reduction will be permitted to compete in the GT3 Class, subject to written approval by the organisers.

~~GT3 B. These cars will normally run to the FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers' discretion.~~

GT4 cars will run strictly in accordance with the Technical Regulations for GT4 Grand Touring Cars issued by the RACB on 1/3/2019. Any GT4 car entered by a competitor must conform strictly to its Technical Form as well as to any additional notification from the SRO GT4 Bureau. It will be up to the competitor to obtain the Technical Form concerning his car from the SRO GT4 Bureau. All cars approved by SRO Motorsports Group will be the subject of a descriptive form called Technical Form on which shall be entered all data enabling identification of the said model.

GTC cars are required to comply with the technical regulations as listed together with an individual technical specification approved by the organisers prior to the first event entered.

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## 5.2.2 **Balance of Performance**

Due to the nature of the cars and the choice of circuits, a specific Balance of Performance will be carried out for cars taking part in the Blancpain GT Series Asia.

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 Race 1.

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

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

A : High speed lower downforce

B : High speed medium downforce

C: Mid speed higher downforce

D: Low speed medium downforce

The list of circuits and their type will be issued before the start of the season. Any changes of circuit type will be notified at least two weeks before the start of the event.

### GTC

At all events the car & driver will be required to comply with a maximum power to weight ratio of 0.34HP/kg when measured at the driving wheels with the same tyres used as at the end of the event. The Organisers reserve the right to adjust that power to weight ratio. The Organisers reserve the right to use additional methods to limit or adjust performance.

This power figure may be checked by a nominated technician or eligibility scrutineer at the organiser's approved rolling road test facility. A tolerance of plus 5% will be allowed above the base figure to allow for any variation in the calibration of the test facility, atmospheric conditions within the test area or the operation of the test.

There will be NO exceptions above the tolerance of 5%. Competitors who present cars that exceed the base figure may be disqualified from future events at the discretion of the organisers. The power to weight ratio may be amended by the organisers at their absolute discretion.

Prior to acceptance into the GTC Class, the entrant must define the actual source of independent information to confirm the eligibility of standard manufacturers' parts. This source of information must be approved by the organisers.

## 5.2.3 Invitation Class

This class will be for cars, selected by the organisers, which for any reason do not comply with the regulations for either GT3, GT4 or GTC. Entries to the Invitation Class is totally at the discretion of the Organisers. No points will be awarded for the Invitation Class.

## 5.2.4 **Examination Of Vehicles**

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Series/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a, Examine the car at the circuit for such period as they may reasonably require and take fuel samples, and/or
- b, Retain the car for detailed examination at premises chosen by the Organisers. If the Organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Series unless the car is found to be in breach of these regulations, and/or

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- c, Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and /or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and /or mechanic/technician nominated by the competitor.

All costs of any stripping, examination and rebuild will be the responsibility of the competitor. This will include all the associated costs of Series or technical officials who are required to attend.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the Organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

The organisers reserve the right to require the fitment of a nominated Series data logger. All costs of purchase and installation will be the responsibility of the competitor. Race by race entrants may not have to fit a data logger.

## 5.3 Validity of the Homologation

**Definition 1:** All homologations for a model lapse when the FIA homologation ceases, i.e. 7 years after the production of that model ceases, that is to say 7 years after the annual production has fallen below 1 item.

**Definitions 2 and 3:** All homologations relating to one model lapse 7 years after the production of this model has been abandoned, that is to say 7 years after the annual production has fallen beneath 1 item.

## 5.4 Definitions - General Description

### 5.4.1 Grand Touring Car

A closed automobile that has no more than one door on each side, no more than four seats, is fully legal for road use and has been modified to ensure suitability for speed races on circuits or closed courses.

### 5.4.2 Production/Standard Specification

The manufacturer's specification of the base model of the car to be used for racing includes all devices, equipment, accessories or components of the car as they are fitted on the production model. Optional equipment and performance kits listed in the manufacturer's catalogue are not permitted.

### 5.4.3 Original

As fitted in all respects (whether as to shape, size, material, manner of construction or otherwise) with the manufacturer's accepted specification for the production car or item in respect of which the expression is used, accepted and recorded as necessary by the Series Organisers. The current homologation documentation shall be used as evidence of original as defined by Article 257A.1.2 of Appendix J of the current FIA GT3 regulations.

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## 5.4.4 **Weight**

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

GTC and 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 Blancpain GT Series 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 drivers 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. Any anomalies will be reported to the Stewards of the Meeting. Penalties may go as far as cancellation of times in Qualifying or Disqualification from the race.

## 5.4.5 **Bodywork**

All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear. Any air intake shall be considered to be part of the bodywork.

## 5.4.6 **Cockpit**

The volume that accommodates the driver and the passenger, its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads. Note: Minimum Cockpit sizes must be relevant to the FIA regulations at the time of the car's original construction. The organisers reserve the right to accept Invitation Class cars which do not comply with this regulation

## 5.4.7 **Wheel**

Flange and rim. Complete wheel: Flange, rim and tyre.

## 5.4.8 **Door**

That part of the bodywork that opens to give access to the driver and passenger compartments.

## 5.4.9 **Supercharging**

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging

## 5.4.10 **Sprung Suspension**

The means whereby all complete wheels are suspended from the body/chassis unit by a spring medium.

## 5.4.11 **Active Suspension**

Any system which allows control of any part of the suspension or of the trim height when the car is moving.

## 5.4.12 **Mechanical Components**

All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.

## 5.4.13 **Telemetry**

The transmission of data between a moving car and anyone connected with the entry of that car.

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## 5.4.14 **Semi Automatic Gearbox**

One which, when the driver calls for a gear change, takes over the control of one or more of the engine, clutch and gear selectors momentarily to enable the gear to be engaged.

## 5.4.15 **Brake Calipers**

All parts of the braking system outside the survival cell, other than brake discs, brake pads, calliper pistons, brake hoses, master cylinder and fittings, which are stressed when subjected to the braking pressure.

## 5.4.16 **Location**

A site defined relative to the original: axle centres, longitudinal and/or lateral centre line of vehicle, cockpit, luggage compartment and engine compartment. Location within an engine is a site relative to the crankcase and cylinder head.

## 5.4.17 **Position**

The site defined by dimensions from the original vehicle data e.g. axle centres and longitudinal and/or lateral centre line of vehicle.

## 5.4.18 **Orientation**

Is the relationship of the component to the longitudinal and/or lateral axis of the vehicle. If the component is turned 180° this will be regarded as a change in orientation.

## 5.5 **Safety Requirements**

At all times the safety of the driver is paramount.

The following equipment must comply with current/relevant Articles of the FIA International Sporting Code Appendix J with regards to:

Fire Extinguishers, Safety Harness, Master Switches, Towing Eyes, Seats, Head Rests, Firewalls, Rollover Structure, Additional Fasteners, Rear View Mirrors – unless specifically approved by the Organisers.

The following equipment is mandatory and must comply with current/relevant Articles of the FIA International Sporting Code Appendix L with regards to:

Helmets, FHR Device

## 5.6 **General Technical Requirements & Exceptions**

### 5.6.1 GT3, GT4, GTC

Prospective competitors are encouraged to contact the Series Organisers prior to preparing cars, as before a vehicle can be eligible to race in this Series the specification of the base vehicle must be known and acceptable to the Organisers. The Organisers reserve the right at all times to refuse the entry of a car which, in their view, does not comply with the Technical Regulations, and further, to refuse the entry of a car whose design and construction does not comply with the spirit of a Grand Touring car prepared for racing. Competitors must make freely available for inspection by the organisers at any time a road registered model of the car to be raced complete and fully operational and suitable and legal for driving on the public highway. This must be a car other than the one to be raced.

The following Technical Regulations are set out in accordance with the AAM specified format. It should be clearly understood that if the following texts do not specifically permit modifications, of whatever nature, to the original car, competitors must work on the principle that modifications to the base model are NOT permitted.

Car eligibility and special cases are within the exclusive competence of the Organisers.

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The car shall be designed for normal road use and must comply with the schedule of conditions according to European standards with no exceptional waiver.

Once presented to the Organisers for inclusion into the Series, the vehicles dimensions (wheelbase, length, width, overhangs, doors, windscreen, cockpit, etc) and the body shape of the base model will be recorded by the Organisers and shall not be changed except as specified in these regulations.

The bodywork shall be neatly finished and fully cover all mechanical components with no potentially dangerous elements.

Glass areas, windscreen and all lighting equipment must bear a homologation reference mark (GT3, GT4 and GTC Headlights must be clear)

Except modifications allowed by these regulations, the car must retain its standard appearance and condition. Modifications of these Regulations made on grounds of safety will be enforced immediately and without notice, and published in a Bulletin to all registered competitors, subject to AAM approval.

It is the duty of each competitor to satisfy the Scrutineers and the Clerk of the Course and/or the Stewards of the Meeting that his automobile complies with these regulations in their entirety at all times during an event. The Clerk of the Course and/or the Stewards of the Meeting may disqualify a car, the construction of which is deemed to be dangerous.

## 5.7 Chassis

### 5.7.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

### GT4

These cars will run strictly to GT4 technical regulations as per their current respective technical forms.

### GTC

These cars must run in accordance with the technical dossier provided by the entrant and approved by the organisers.

### Invitation Class

All cars in this class must comply with current FIA regulations for the class or be constructed as described on the technical dossier supplied by the entrant and approved by the Organisers.

## 5.8 Bodywork

### 5.8.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion..

### GT4

These cars will run strictly to GT4technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

In general all cars must retain the bodywork sizes as allowed in various one-make Series or as manufactured. Changes of bodywork, materials and sizes, or the addition of any bodywork and/ or aerodynamic elements  
The organisers reserve the right to withdraw any such approvals at any time.

### Invitation Class

The standard bodywork sizes and materials will be retained unless variations are approved by the Organisers.

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## 5.9 Engines

### 5.9.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

### GT4

These cars will run strictly to GT4 ~~or Supersport European Cup~~ technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

Engine specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. The car shall remain at all times within the power / weight ratio described in these regulations.

### 5.9.2 All Cars - Electronic Engine Control Unit

It is not permitted to change the strength or form of any of the sensor signals to, or the outputs from, the unit(s).

The unit(s) may be interrogated by Series officials or their designated deputies at any time during an event. The diagnostic connector must be positioned to allow free access at all times.

Readings taken when the vehicle is first entered into the Series will be used as the base and compared to any future readings. Variations from this base are forbidden without the written permission of the Series eligibility scrutineer.

### 5.9.3 Provision must be made for the attachment of wire seals in positions that: -

- Are clearly visible to the technical officials when the engine cover is open without the need for any further stripping of component(s).
- Restrict the removal of the cylinder head(s) and sump cover from the main engine body without them being broken.

These seals may be positioned at anytime during the Series and cannot be broken without the written permission of the Series eligibility scrutineer or their designated deputy.

Whenever this permission is requested the Series reserves the right to witness the stripping and examine the components for compliance with the Series regulations.

## 5.10 Exhaust System & Silencing

In accordance with appendix J article 257a.

## 5.11 Suspension

### 5.11.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

Damping law is according to the homologation forms prior to the 2013 freedom. For cars homologated in 2014, the damping law must be deposited with the Committee of the Series before the first official test session.

### GT4

These cars will run strictly to GT4 technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

Suspension specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. In all cases the suspension pick up points must remain in the same location and be fitted with standard parts except where changes are approved by the organisers.

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## 5.12 Transmission

### 5.12.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

### GT4

These cars will run strictly to GT4 technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

Transmission specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. In all cases the transmission pick up points must remain in the same location and be fitted with standard parts except where changes are approved by the organisers.

5.12.2 Provision must be made for the attachment of wire seals in positions that: -

- Are clearly visible to the technical officials when the car is raised in the air without the need for any extensive stripping of component(s).
- Restrict access to the internal components without them being broken.

These seals may be positioned at anytime during the Series and cannot be broken without the written permission of the Series eligibility scrutineer or their designated deputy.

Whenever this permission is requested the Series reserves the right to witness the stripping and examine the components for compliance with the Series regulations.

## 5.13 Electrics

### 5.13.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

### GT4

These cars will run strictly to GT4 technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

The electrical specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. The electrical systems must comply with AAM regulations

5.13.2 **Telemetry – All Cars**

The use of telemetry is forbidden

5.13.3 **All Cars**

A starter must be fitted and be in working order at all times during an event. The driver must also be able to operate the starter when seated normally.

## 5.14 Brakes

### 5.14.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

### GT4

These cars will run strictly to GT4 technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

Brake specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. All braking systems must comply with AAM regulations.

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## 5.15 Wheels & Steering

### 5.15.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion subject to adjustment.

### GT4

These cars will run strictly to GT4 technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

These cars must run in accordance with the technical dossier provided by the entrant and approved by the organisers.

### 5.15.2 Pressure Control Valves – All Cars

Pressure control valves on the wheels are forbidden.

## 5.16 Pneumatic Jacks

Pneumatic jacks may be fitted to the car, but compressed air bottles are not to be carried on board.

## 5.17 Tyres

5.17.1 The Designated tyre supplier shall supply all tyres. Tyres produced by other manufacturers shall not be permitted unless approved by the organisers at their absolute discretion.

Only tyres from Pirelli, approved and registered by the Promoter and sold at a Blancpain GT Series 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.

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

GT3 : 5 sets of dry-weather tyres

GT4 : 4 sets of dry-weather tyres

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

GT3 : a maximum of 4 sets of new tyres may be purchased to be used throughout the meeting. **Two** ~~One~~ additional sets nominated at a previous round of the Blancpain GT Series Asia may additionally be registered for use **before Qualifying** ~~in free practice only~~

GT4 : a maximum of 3 sets of new tyres may be purchased to be used throughout the meeting. **Two** ~~One~~ additional sets nominated at a previous round of the Blancpain GT Series Asia may additionally be registered for use **before Qualifying** ~~in free practice only~~

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

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.

5.17.2 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.

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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.

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

Teams ~~must~~ 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. ~~Any failure to do so may be penalised by the Stewards of the Meeting~~

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

Tyres heating prior to use is not permitted.

In exceptional circumstances, the use of a heating cupboard for pre-heating the tyres may be authorised at certain events. Teams will be notified a minimum of two weeks before the start of the Event should tyre heating cupboards be authorised.

Heat retention devices and compounds is 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.

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

## 5.17.3 Wet Tyres

Tyres supplied specifically for use in wet weather will not be subject to this number limiting regulation (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 ~~Clerk of the Course~~ 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.~~

## 5.18 Weight Limit (Minimum)

### 5.18.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

### GT4

These cars will run strictly to GT4 ~~European Cup~~ technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

The weight of the car shall not be less than 600kg without the driver or fuel – subject to the approval of the organisers.

## 5.19 Handicap System

### 5.19.1 Ballast

Provision shall be made to secure ballast, such that tools are required for its removal and to allow the fixing of seals by scrutineers and must comply with drawing 257A-1 of the current FIA GT3 Technical Regulations. The handicap weights shall be positioned on the floor of the passenger side and located by the same fixing points as for the passenger seat. Variation from this will be subject to the discretion and written consent of the Series Eligibility Scrutineer.

The weight of any frame and fasteners that are used to utilise the seat mounting points for this purpose may be included as part of the ballast weight but must not exceed 10Kg without the written permission of the Series Eligibility Scrutineer.

### 5.19.2 Adding Weight During An Event

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The adding to the car during the race of any solid material whatsoever or the replacement during the event of any part of the car with another that is materially heavier is forbidden.

## 5.19.3 Liquids

The weight may be checked at any time during the event with the quantity of liquids remaining in the tanks or may be empty of all fuel. All other liquid levels will be as per the amount in the car when it finished the previous session.

## 5.20 Fuel Tanks

### 5.20.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

### GT4

These cars will run strictly to GT4 technical regulations as per their ~~relevant class in the European Series and their~~ current respective technical forms.

### GTC

As an alternative to the FIA homologated tank, cars may use the standard manufacturers item in the original position with no modifications except the fitting of an FIA coupling. Acceptance of these parts will be by approval of the Series eligibility scrutineer.

### Invitation Class

Fuel tanks are to have a valid current FIA homologation.

A list of approved manufacturers is available from the FIA.

## 5.21 Fuel

### 5.21.1 GT3, GT4, GTC and Invitation Class

The sole supplier of fuel allowed in the Series is the designated fuel supplier.

The specification of this unleaded fuel will be available from the Series organisers but will be in accordance with FIA International Sporting Code Appendix J regulations.

Competitors must use the specification of fuel detailed. It is not permitted to mix the fuel or adjust the specification supplied in any way. The onus will be on the Competitor to ensure that there are no residual traces of non-approved fuels remaining in tanks/fuel systems at an event.

The use of this control fuel is mandatory during all event practice, qualifying sessions and races. The supplier will hold an identifying sample of the fuel and the Organisers reserve the right to take fuel samples from competitors' race cars at any time before, during or after practice, qualifying or racing, to be analysed for conformity with this identifying sample. As the control fuel tests will be carried out at the race meeting on the day of the sampling, the procedures as outlined in the FIA International Sporting Code Technical List #02 is superseded by these regulations. Should tests prove that the fuel sampled is not that specified for the Series, then the competitor will be deemed to be in breach of the Series Technical Regulations and be penalised accordingly.

### 5.21.2 Fuel Testing

Fuel testing will be carried out in accordance with FIA international sporting code technical list #02.

It is the responsibility of the competitor to ensure the fuel system is thoroughly cleaned after any use of fuel, which is other than the Series fuel as specified above, in advance of an event.

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To facilitate the fuel sampling operation, each car MUST be fitted with a self-sealing connector, as detailed below, and the team must supply a drain tube. When a sample is taken, at least 100ml of fuel will be drained prior to the sample to ensure that the tube is flushed.

At the end of all track sessions the car must contain at least 1 Kg of fuel for the taking of samples. The fuel must be taken in parc fermé through an FIA approved self-sealing connector as detailed below.

The sample taking must be done prior to any check requiring the engine to be started.

The sample weight must be achieved whatever the ambient temperature or atmospheric pressure that exist on the day.

## 5.21.3 Fuel Fittings & Piping

Any breather pipe connecting the tank to atmosphere must exit on the outside of the bodywork, must be fitted with a non return valve and must be designed in such a way as to avoid any liquid leakage when the car is in any position.

All cars must be fitted with a self-sealing connector, which can be used by the scrutineers to obtain fuel samples. This connector must be a type approved by FIA, listed on their relevant technical list and must be fitted immediately before the injectors.

## 5.21.4 Fuel Capacity

The maximum amount of fuel, which may be carried on board is as per each cars homologation form or in the case of cars entered in the GTC and Invitation Classes 100 Litres.

Any device, system, procedure, construction or design, the purpose and/or effect of which is to increase, even temporarily, the total fuel storage capacity beyond the maximums permitted is forbidden.

## 5.22 Competition Numbers & Series Decals

5.22.1 All Series decals must be carried as requested by the Organisers. Details of these will be listed in a bulletin to the competitors before the first event of the Series.

5.22.2 The sun strip area of the front screen plus any other areas specified must be retained for the exclusive use of the Organisers.

In addition SRO's web site address may be displayed in two positions on each car as designated by the Organisers.

5.22.3 All competitors will be supplied with competition numbers ~~(at least 24cm high)~~ to be displayed on the windscreen in a position immediately below the series sun strip and opposite the side of the windscreen to the drivers position. These must be clearly visible and legible to the safety car observer when the car is travelling immediately behind the safety car.

5.22.4 Additional competition numbers ~~(approximate size 15cm high)~~ will be supplied and must be displayed on both sides of the car on the window

5.22.5 Teams/drivers permitted to use alternative decals is strictly subject to approval of the organizer and can be charged up to \$USD 30K per car.

5.22.6 Drivers Race Suits

To be eligible to claim points, prize money, awards and any Bonus Awards, drivers must carry the relevant Series patches on their race suits or other patches as specified by the Series Coordinator.

## 6. APPENDICES

### 1. Race Contacts

#### **SRO Motorsports Asia Ltd**

Units 605-08, 6/F, Wing On Centre,  
111 Connaught Road Central,  
Sheung Wan, Hong Kong

#### **Series General Manager & Director**

Benjamin Franassovici  
Tel: +447771516515  
Email: [benjamin@sro.motorsports.com](mailto:benjamin@sro.motorsports.com)

#### **Series Co-Director**

Paul Yao  
Tel: +85294899641  
Email: [ceo@supercarclub.com](mailto:ceo@supercarclub.com)

#### **Series Race Director**

M. Ravin  
[directionmotorsport@gmail.com](mailto:directionmotorsport@gmail.com)

#### **Series Scrutineer**

Seiji Iwakawa [s-i@oregano.ocn.ne.jp](mailto:s-i@oregano.ocn.ne.jp)

#### **Designated Fuel Supplier:**

Alexej Borscs [Alexej@p1fuels.com](mailto:Alexej@p1fuels.com)  
Martin Popilka [martin@p1fuels.com](mailto:martin@p1fuels.com)

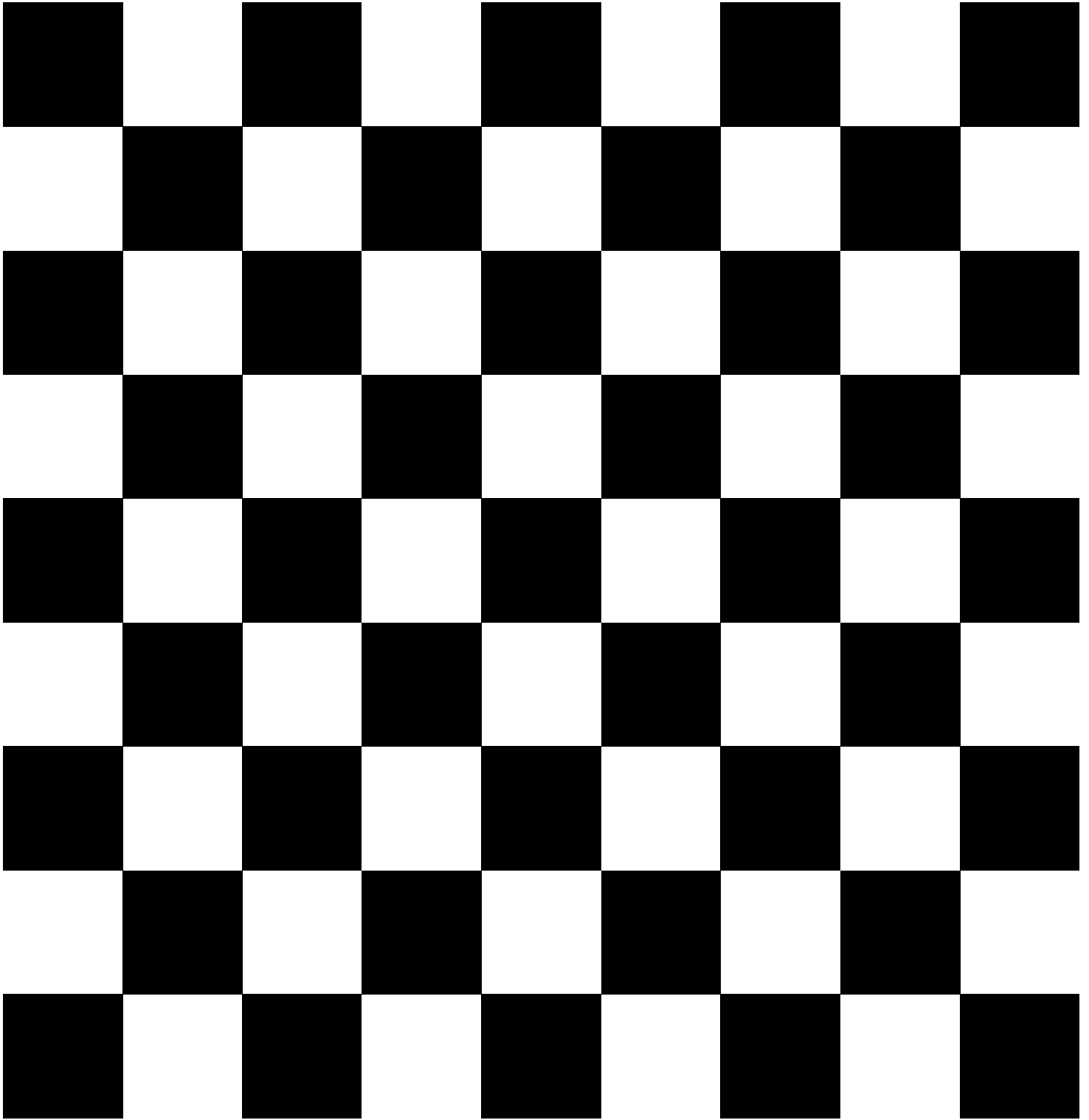
#### **Designated Tyre Supplier: Pirelli Tyres**

Mr. Patrick Pan [patrick.pan@Pirelli.com](mailto:patrick.pan@Pirelli.com)  
Miss Vivian [yiwen.ke@pirelli.com](mailto:yiwen.ke@pirelli.com)

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