

BLANCPAIN ENDURANCE SERIES

SPORTING REGULATIONS 2013

FOREWORD

The Series is governed by the FIA International Sporting Code and its appendices (the Code), the Circuit General Prescriptions, the FIA GT3 Technical Regulations, the present Sporting Regulations specific to the Series and SRO Sporting Board Decisions and Clarifications issued during the season.

SRO Motorsports Group will organise the Blancpain Endurance Series (the Series) reserved for Grand Touring FIA GT3 cars, RACB G3 cars, and cars from the Porsche Cup and Ferrari Challenge. The Series comprises one Cup Winners title for Teams and one Cup Winners title for Drivers in each of the categories

REGULATIONS

1. The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
2. These Sporting Regulations are published on 13th December 2012 and come into force on 1st January 2013, and replace all previous Sporting Regulations regarding this Series

GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the Circuit General Prescriptions, the Technical Regulations (Art 257A of appendix J) , the present Sporting Regulations, the Team Commercial Agreement and any SRO Sporting Board Decisions and Clarifications issued during the season. Bulletins will be approved by the RACB.

GENERAL CONDITIONS

4. It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the Technical Regulations, the Sporting Regulations and any SRO Sporting Board Decisions and Clarifications issued during the season. If a competitor is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
5. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the event.

6. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must wear an appropriate pass at all times, and must wear appropriate clothing (see article 33)

LICENCES

8. All drivers, competitors and officials participating in the Series must hold current and valid licences (minimum requirement a grade C International Driver's licence) and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must also be in possession of a current medical certificate of aptitude.

SERIES EVENTS

9. Each Event will have the status of a restricted international competition.
10. Events are first and foremost reserved for the following categories of cars :
 1. a) FIA GT3 (Article 257A of Appendix J) cars according to the FIA Homologation forms

except for the following points:

- a) Teams may choose between the six front and six rear sprints noted in the homologation form.
- b) Damping law is free provided that the homologated dampers are retained,
- c) Teams may choose between the three different anti-roll bars homologated by the manufacturers.
- d) The location of the air jack connector must be deposited with the Committee of the Series before the first race
- e) All 2013-homologated cars must run with a catalytic converter. 2012 cars must run in the same condition as in the 2012 FIA GT3 European Championship.
- f) Restrictors must adhere to the FIA restrictor geometry definition and must be in accordance with those deposited with the FIA.
- g) The latest evolutions are not compulsory

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

b) G3 cars in RACB homologation subject to the approval of the SRO GT Bureau

c) Cars from the Porsche Cup and Ferrari Challenge competing in the Gentlemen Trophy only.

All cars must be in conformity with the list of safety features according to Article 257A of Appendix J. This list of safety elements includes the Fuel tank, Safety structures, seat and mountings, safety belts, fire extinguisher, master switch, rain light, windscreen, towing eyes, rear-view mirrors, cockpit firewalls, complete refuelling equipment.

11. The Series will be made up of races:

Case A : with a maximum duration of three hours,

Case B : with a duration of a maximum of 24 hours

Case C : with a length of 1000 km or a maximum time of 6 hours

(from start signal to chequered flag, excluding the formation lap).

The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.

The Line is a single line which crosses both the track and the pit lane.

12. The maximum number of Events in the Series is set at 6.

13. The definitive list of Events is published by SRO Motorsports Group before February 1st 2013. However, in case of force majeure, SRO Motorsports Group reserves the right to modify this date as well as the event format.

14. An event may be cancelled in case of force majeure, or with the agreement of the ASN of the organiser, the RACB and SRO Motorsports Group

THE SERIES

15. a) The GT3 Pro Cup, GT3 Pro-Am, GT3 Gentlemen Trophy and GT3 Gentlemen Cup for drivers will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have taken place. Drivers competing in the GT3 Gentlemen Cup will also score points towards the GT3 Gentlemen Trophy.

b) The GT3 Pro Cup for Teams, the GT3 Pro-Am Cup for Teams, the GT3 Gentlemen Trophy and GT3 Gentlemen Cup for Teams will be awarded to the team which has scored the highest number of points taking into account all the results obtained by the best classified car of each team entered in that category during the Events which have actually taken place. Any other car entered by that team in that category will be invisible as far as scoring points is concerned. Teams competing in the GT3 Gentlemen Cup will also score points towards the GT3 Gentlemen Trophy.

POINTS

16. A driver taking part in an Event may score points provided that he has driven for at least 20 % of the distance covered by his car. In the case in which a race is suspended, points will be awarded equally to all drivers in the team

17.**Case A : Three-hour races**

Points for all titles are awarded at each Event according to the following scale:

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

Case B : A 24-hour event is considered as a single event during which intermediate classifications will be drawn up after six and twelve hours of racing, giving rise to the allocation of points according to the following tables. Only the classification at the end of the 24 Hours is considered as the official classification of the event.

The points in the intermediate classifications after six hours and after twelve hours will be awarded equally to the car and to all the drivers in the crew.

Position	After 6 hours	After 12 Hours	After 24 Hours
1 st	12	12	25
2 nd	9	9	18
3 rd	7	7	15
4 th	6	6	12
5 th	5	5	10
6 th	4	4	8
7 th	3	3	6
8 th	2	2	4
9 th	1	1	2
10 th			1

Case C : Points for all titles are awarded at a 1000 km race according to the following scale:

1st:	33 points
2nd	24 points
3rd:	19 points
4th:	15 points
5th:	12 points
6th:	9 points
7th:	6 points
8th:	4 points
9 th :	2 points
10 th :	1 point

18. If a race is suspended under Article 142, and cannot be resumed, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race duration and full points will be awarded if the leader has completed more than 75% of the original duration.
19. The winning teams with their drivers must be present at the annual SRO Motorsports Group Prize Giving ceremony. All competitors shall use their best endeavours to ensure that their team representatives and drivers attend as aforesaid.

DEAD HEAT

20. Prizes and points awarded to competitors who tie, will be added together and shared equally.
21. If two or more drivers or teams finish the season with the same number of points, the higher place in the Series shall be awarded to:
 - a) The holder of the greatest number of first places,
 - b) If the number of first places is the same, the holder of the greatest number of second places,
 - c) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges,
 - d) Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.

ORGANISER

22. An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will apply to SRO Motorsports Group.

ORGANISATION OF EVENTS

23. Each organiser shall supply the information set out in Appendix 1 to SRO Motorsports Group no later than 30 days before the Event.

INSURANCE

24. The organiser of an Event must procure that all competitors, their personnel and drivers are covered by third party insurance.
25. Thirty days before the Event, the organiser must send SRO Motorsports Group details of the risks covered by the insurance policy, which must comply with the national laws in force. Sight of the policy must be available to the competitors on demand.

26. Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.
27. Drivers taking part in the Event are not third parties with respect to one another.

OFFICIALS

28. The following officials will be nominated for the Blancpain Endurance Series
- A Race Director
 - A Technical Director
 - A Chief Scrutineer
 - A Chairman of the Stewards.
 - An international Steward
 - A Sporting Director for the Series
 - A Pit Lane Supervisor

COMPETITORS' APPLICATIONS

29. The following categories are defined :
- a) The GT3 Pro Cup is intended for FIA GT3 cars according to the FIA Homologation form, and for G3 cars under RACB homologation with prior agreement of the SRO Sporting Board. No driver categorisations will be applied.
 - b) The GT3 Pro-Am Cup is intended for FIA GT3 cars according to the FIA Homologation form, and for G3 cars under RACB homologation with prior agreement of the SRO Sporting Board. Driver categorisations will be applied and the following maximum pairings will be accepted :

Cases A and C : For three-hour and six hour / 1000 km events

- Platinum / Bronze / Bronze
- Gold /Bronze /Bronze
- Silver / Silver / Bronze

Case B : For 24-hour events

- Platinum / Platinum / Bronze / Bronze
- Platinum / Gold /Silver /Bronze
- Gold / Gold / Bronze / Bronze
- Silver / Silver / Silver / Bronze

Note : for cases B, should the team wish to race with three drivers, the maximum pairings listed above for Cases A and C **for three and six hour races** will apply.

c) The GT3 Gentlemen Trophy is intended for FIA GT3 cars according to the FIA Homologation form, G3 cars under RACB homologation with prior agreement of the SRO Sporting Board, and cars from Single-Make series (Ferrari Challenge and Porsche Cup). The GT3 Cup is a sub-category for cars from single-make series entered in the GT3 Gentlemen Trophy. Driver categorisations will be applied, and the class is restricted to Bronze drivers over 30 years of age, with Silver drivers aged over 40 years of age. The following pairings will be accepted :

Case A and C : For three-hour races

- Silver / Bronze / Bronze
- Bronze / Bronze / Bronze

Case B : For 24-hour races

- Silver / Silver / Bronze / Bronze
- Silver / Bronze / Bronze / Bronze

Note : for case B , should the team wish to race with three drivers, the maximum pairings listed for the three-hour races will apply.

DRIVER CLASSIFICATIONS

- 30.** Drivers wishing to compete in the Pro-Am or Gentlemen categories must send a record of achievements to the FIA, using the form available on <http://www.gt3driverrecords.fia.com>, at the latest **14 days** prior to the beginning of the first event in which he wishes to take part.

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

The Panel of Stewards of the Event concerned will categorise drivers who announce themselves with their records of achievements after the Event has already begun.

Drivers who have not been categorised will not be allowed to take part in an event in the Pro-Am or Gentlemen categories .

Definitions of the categorisations:

PLATINUM: professional driver generally recognised as a well-known driver on the international scene, under the age of 55, and satisfying at least one of the following criteria:

- has held a Super Licence (for Formula One),
- has won the Le Mans 24 Hours outright,
- has been a Works Driver, paid by a car manufacturer;

- has finished in the top 10 in the general classification in F3000, CART/Champcar, IRL, F2 or GP2;
- has finished in the top 6 in the general classification of an F3 international series (British/EuroF3) or major international single-seater Championship (Example : Formula Renault 3.5, Nissan World Series)
- has claimed overall pole position on at least two occasions in the FIA GT1 World Championship.
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as professional.

GOLD: semi-professional driver in international series or who has distinguished himself in national Championships and satisfying at least one of the following criteria:

- driver satisfying the criteria of the platinum category but aged 55 to 59;
- has competed competitively in the World Karting Championship or single-seater series and is under 35 years of age;
- has finished in the top 10 in the general classification of a secondary international single-seater series (A1 GP, Renault V6, FR2000 international...);
- has finished in the top 6 in the general classification of a national single-seater series (F3, FR2000...);
- has finished in the top 3 in the general classification of an entry level single-seater series (F-Ford, F-BMW, F-Zip, Autosport Academy...);
- has finished in the top 6 in the general classification of the Porsche Supercup;
- has finished in the top 3 in the general classification of a national or international series organised by a manufacturer (Porsche, Seat, Peugeot, Renault...);
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Gold by the FIA.

SILVER: amateur driver satisfying at least one of the following criteria:

- driver aged under 30 and not satisfying the criteria of categories Platinum, Gold or Bronze.
- driver satisfying the criteria of the platinum category but aged 60 or over;
- driver who has finished in 1st place in the general classification of national Championships or international series in association with a professional driver (according to the criteria for the Platinum category);
- driver who has won a non-professional drivers' series (Ferrari Challenge, Maserati Trophéo, Lamborghini Supertrophy...).

BRONZE: amateur driver.

- A driver satisfying the criteria of the Gold or Silver category but aged 60 or over;
- Any driver who was over 30 years old when his first licence was issued, and who has little or no single-seater experience.
- Any driver under 30 without significant race experience.

If a driver has been given a driver categorisation for the current season by the FIA, this may be used for the Series. However, the SRO Sporting Board retains the right to make any amendments according to the criteria of endurance racing.

NOTE : The SRO Sporting Board may adjust a driver's categorisation according to the race and qualifying pace demonstrated. Should this change result in the driver's car racing in a different category, any points scored in the season to date will not be transferred to the new category. Any changes will be notified before the start of an event.

ENTRY CONDITIONS

31. Both full-season and race-by-race entrants are accepted.

No more than three cars may be accepted by the same competitor in the same Group.

- a) Full season entrants : Applications to compete in the Series must be submitted to SRO Motorsports Group, on an entry form which can be obtained from SRO Motorsports Group from December 1st 2012. The entry fee Season entry forms must reach SRO Motorsports Group no later than April 1st, accompanied by the entry fee.

The full-season entry fee is set at 34 000 € (thirty-four thousand euros) for entries which are confirmed before or on January 1st 2013, and at 38 000 € (thirty-eight thousand euros) for entries confirmed after January 1st 2013. This season entry fee includes mandatory entry in all the events in the Championship. Full season entrants will have priority for the F1 garages in Spa. No refunds will be made on entry fees. Entry fees may not be transferred to another team or another race.

- b) Race by race entrants :

- Three- hour Event : 6,500 euros (six thousand five hundred euros) per car.
- 1000 km / 6 hour race : 9000 euros (nine thousand euros) per car.
- 24 Hours of Spa
 - 13,500 euros (thirteen thousand five hundred euros) per car for entrants who take part in at least one Blancpain Endurance Series race before Spa.

- For all other entrants, the price is 15,000 € (fifteen thousand Euros) for competitors before May 1st
- 16,500 € (sixteen thousand five hundred euros) for competitors entering between May 1st and the entry deadline of June 1st 2013.

An entry form for each event (see Appendix C) must reach SRO Motorsports Group no later than 14 days before the event, unless specified otherwise, accompanied by the corresponding entry fees. No more than three cars will be accepted from the same competitor in the same category. No refunds will be made on entry fees. Entry fees may not be transferred to another team or another race.

Race-by-race entrants will not score points in the classifications in the final round unless they have competed in all other rounds.

c) The application shall include:

- c1) confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Series, to observe them,
- c2) the name of the competitor,
- c3) the copy of the competitor's licence issued by the ASN,
- c4) the make of the competing car(s),
- c5) the category of the car(s),
- c6) the name of the driver(s)
- c7) for full-season entrants only, an undertaking by the applicant to participate in every Event with the number of cars entered.
- c8) the Team Commercial Agreement, in two copies, duly signed.

d) In the course of the season, a competitor may change the model of his car, within the same category, while keeping his points.

e) all competitors must abide by the guidelines set down by SRO Motorsports Group in terms of sponsorship from series partners in terms of car livery. In particular, no sponsorship from watch manufacturers is authorised without specific written permission from SRO Motorsports Group. No sponsorship from companies associated with the manufacture, retreading, sale or distribution of tyres is authorised.

- 32.** If in the opinion of SRO Motorsports Group a competitor fails to operate his team in a manner compatible with the standards of the Series or in any way brings the Series into disrepute, SRO

Motorsports Group may take such action as it deems necessary.

PASSES AND ACCESS TO THE SITE

33. No pass may be issued except as agreed with the SRO Motorsports Group. A pass may be used only by the person and for the purpose for which it was issued.

The following passes will be issued :

Organisation Passes : access to the whole site, including garages, with no restrictions.

Pitlane Passes : general entrance, access to the paddock and pitlane, and to the pit wall signalling area for the team to which it has been issued. During sessions, access to the pitlane is restricted to persons wearing fireproof overalls, as well as helmets for all those people in the working area (see article 95). Overalls are not compulsory on the pit wall signalling area.

Paddock Passes : general entrance and access to the paddock

Media Passes : general entrance, access to the paddock and media centre. Access to track roads and pitlane with appropriate sticker and tabard as stated in media briefing documents. Media must wear fire-proof overalls in the pit lane and helmets in the pit lane and around the track.

Teams may not exclude Organisation or Media passes from their pit garages, and may not produce or distribute additional passes which supersede those passes distributed by SRO Motorsports Group

Additionally, the following armbands will be issued for use during pit stops :

White armbands for Team Managers

Red armbands for Mechanics (four per entered car)

Blue armbands for Industry personnel

PIT AND PIT LANE ALLOCATION

34. The allocation of pit garages, where available, will be done according to the following order :
- 1) The team which is leading the Pro category classification
 - 2) The team which is leading the Pro-Am category classification
 - 3) The team which is leading the Gentlemen Trophy classification
 - 4) The team which won the previous race in the Pro category
 - 5) The team which won the previous race in the Pro-Am category
 - 6) The team which won the previous race in the Gentlemen Trophy category

Once these teams have chosen their garages, the remaining teams will be placed according to whatever criteria the Promoter deems suitable. The teams listed above must respond by the deadline given or they will lose their priority. Any choice, once given, is irrevocable.

The installation of teams and their equipment in the pit lane and working lane will take place subject

to the approval of the Sporting Director and the Pit Lane Supervisor, whose decision is final.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

35. The SRO Sporting Board, Stewards or Race Director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all the competitors who must acknowledge receipt.
36. All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
37. Any decision or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision and receipt must be acknowledged.
38. All teams must have a radio tuned into the race direction frequency, which will be used for communication from the race director to the teams. Teams may not use this frequency for any other information. Information given on the race director's radio frequency is in addition to messages given on the screen. All such messages, whether written or oral, must be adhered to.

INCIDENTS

39. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, or team member(s) which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:
 - necessitated the stopping of a practice (free or qualifying) session or the suspension of a race under Article 142;
 - constituted a breach of these Sporting Regulations or the Code;
 - caused a false start by one or more cars;
 - caused an avoidable collision;
 - forced a driver off the track;
 - illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - illegitimately impeded another driver during overtaking.
 - caused a pit lane infringement
40.
 - a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers or team member(s) involved in an Incident shall be penalised.
 - b) If an Incident is under investigation by the Stewards, a message informing who is involved will be displayed on the timing monitors (if the facilities on the circuit so permit).

c) If a driver is involved in a collision or Incident (see Article 39), and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.

41. The Stewards may impose any one of the following penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident.

a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.

b) A 10-second time penalty. The driver must enter the pit lane, stop in the penalty zone for at least 10 seconds and then rejoin the race.

c) A drop of ten grid positions at the driver's next race.

However, should either of the penalties under a) and b) above be imposed and notified in writing to the team representative during the last five laps, or after the end of the race, or, depending on the case for duration races, during the last 10 minutes, Article 40b below shall not apply and an additional time penalty of 30 seconds shall be added to the elapsed time of the car concerned.

Any driver deemed responsible for an incident and given such a penalty will be given a one-race exclusion, suspended for three races.

Financial penalties will be given for items relating solely to the conduct of a driver or a team member having no direct sporting application. These include missing a drivers' briefing or press conference without force majeure or prior notification, speeding in the pit lane, or other items considered by the Stewards to fall under this category. Any sums paid as penalties will be placed in an SRO Motorsports Group fund which will be distributed at the end of the season.

Incidents occurring during the bronze test, free practice or pre-qualifying may result in a stop-and-go penalty during that session or the next session of this nature, of a length to be determined by the Stewards of the Meeting. Should incidents occur during pre-qualifying without a possibility for the penalty to be taken, the penalty may be converted into a financial penalty.

Incidents occurring during qualifying may result in either the cancellation of best lap times, or a drop of positions on the starting grid, with the number of positions depending on the decision of the Stewards of the Meeting.

42. Should the Stewards decide to impose one of the penalties provided for in Article 41, the following procedure shall be applied:

a) The Stewards shall give written notification of the penalty which has been imposed to an official of the team concerned and shall make sure that this information is countersigned, with a note of the time, or displayed on the timing monitors.

b) From the time the Stewards' decision is notified, the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article

40 b), proceeding to the time penalty area where he shall remain for the period of the time penalty.

Whilst a car is stationary in a pit lane as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, possibly with the help of an external source of energy, respecting Article 100.

If the driver is unable to start his car by himself, it may be evacuated to its pit by its mechanics.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the Safety Car has been deployed. The number of times the driver crosses the Line behind the Safety Car will be added to the maximum number of times he may cross the Line on the track.

c) When the time penalty period has elapsed the driver may rejoin the race.

PROTESTS

43. Protests shall be made in accordance with the International Sporting Code and accompanied by a fee defined in the supplementary regulations of the event.

SANCTIONS

44. The Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

CHANGES OF DRIVER

45. **Cases A and C:** for three-hour races and six-hour / 1000 km races
 a) Throughout the Event, no fewer and no more than three drivers may drive one and the same car. Drivers must be provisionally be designated as Driver 1, Driver 2 and Driver 3 before the end of the administrative checks. The final positions of Driver 1, Driver 2 and Driver 3 must be confirmed after Pre-Qualifying, or at the time specified in the Detailed Timetable.

Any modification to the composition of the crew taking part in the Event must be requested to the Stewards before the start of Free Practice. During the Event, a driver may not change from one car to another. One driver may only be nominated to drive one car.

b) In the GT3 Pro-Am Cup and GT3 Gentlemen Trophy, two drivers may be allowed to compete for a team, subject to the approval of the SRO Sporting Board. One driver must be categorised as Bronze. Driver 1 will be null, the Bronze driver must be considered as Driver 2 in terms of these regulations and the remaining driver will be considered as Driver 3. The car will only compete in Q2 and Q3.

Case A : Driver 2 must drive a minimum of 1 hour 50 minutes during the race.

Case C : Driver 2 must drive a minimum of three hours and 40 minutes.

Case B : for 24-hour races

In the GT3 Pro category, no fewer and no more than three drivers may drive one and the same car.

In all categories except for the GT3 Pro category, no fewer than three drivers and no more than four drivers may drive one and the same car.

46. A driver change may only take place before the start of free practice, with the consent of the Stewards.

DRIVING

47. The Blancpain Endurance Series is primarily intended for driver crews competing together throughout the season to claim the title. Except for force majeure, duly recognized as such by the Stewards of the Meeting, should a driver or drivers be moved between two cars entered by the same team in the same category during the final event of the season, that driver or drivers will lose all points scored until that date.

At the end of the season, professional (Platinum or Gold) drivers classified alone in the Pro-Am category will be excluded from the final classification of the Series.

The driver must drive his car alone and unaided. Each driver must use the transponder as specified by the organiser in all practice sessions and the race. It is the responsibility of each competitor to obtain this transponder at their own expense, to install it, and to make it work correctly. This transponder must be installed in strict compliance with the relevant instructions.

48. **Case A : for three-hour races**

There will be two mandatory pit stops. All four tyres must be changed. Except in the case referred to in Article 45, cases A and C, section b, at each pit stop, there must be a change of driver.

The maximum driving time per driver is 70 minutes (one hour and ten minutes) except in the case referred to in Article 45, cases A and C, section b).

This will be extended to 75 minutes if the safety car is on track at the end of a driver's stint. The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. Subsequent stints will be counted from the time the driver crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until that car takes the chequered flag.

Should a driver exceed this stint time, a drive-through penalty will be awarded, which will be converted into a 30 second time penalty if this cannot be given during the race.

Should a driver complete more than one stint, the times will be added together and a penalty will be

given should this time exceed the maximum.

Case B : for 24-hour races

It is not mandatory to change driver or to change all four tyres at each pit stop.

The maximum continuous driving time per driver is three hours 15 minutes, counted from the first time that driver crosses the pit exit line until the time the car crosses the pit exit line with a different driver behind the wheel, not including any time spent in the pits. Teams are responsible for making sure the correct driver is shown on the timekeeping system. After this period, a minimum rest period of one hour is required. No driver can drive more than 14 hours in total. A penalty will be imposed on the car of any driver who exceeds these limits.

Driving Stints

a) The maximal duration of a driving stint will be 65 minutes. This will be extended to 70 minutes while the safety car is on track. The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until that car takes the chequered flag. For all other driving stints, the time duration will be counted from the time the car crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. The extension to 70 minutes is only applicable if the safety car is on track at the end of a driving stint for a specific car.

b) If a competitor exceeds the 65-minute driving stint (or 70 minutes under the Safety Car), the following penalties will apply :

- up to 5 minutes : a drive-through penalty
- 5 minutes and longer : a 'stop and go' penalty equivalent to the excess driving time over five minutes.

From the time that the team has been notified of the penalty, the relevant driver and his car may cross the line on the track no more than twice before entering the pit lane and carrying out the penalty.

However, should either of the above-mentioned penalties be imposed in the last ten minutes or after the end of the race, the penalty above shall not apply and an additional time penalty of 60 seconds shall be added to the elapsed time of the car concerned.

c) If the same competitor exceeds a driving stint for a second time, a longer penalty may be imposed by the Stewards, and in the event of repeated infringements, the penalty could go as far as exclusion of the relevant car from the event.

d) Crossing the pit lane entry and exit lines in order to serve a drive-through or stop-and-go penalty will not be taken into account for calculation of the driving stint.

Bronze Drivers

When the driver line-up includes mandatory Bronze drivers, one driver from the Bronze category must be behind the wheel for a minimum of six hours over the 24-hour race, and for a minimum of one hour in each six-hour period (16:00 – 22:00, 22:01 – 04:00, 04:01 – 10:00, 10:01 – 16:00) If there

is more than one Bronze driver on the car, they may share this driving time. Except for force majeure recognised as such by the Stewards of the Meeting, any competitor failing to abide by this restriction would result in the loss of all points for the team and all the drivers entered on this car.

Should such a competitor finish in the top three of their category, they would not be allowed on the podium. Penalties for any infractions of this restriction may be issued by the Stewards of the Meeting in accordance with Article 41 of the Blancpain Sporting Regulations and Appendix 4.

Case C : for 1000 km / 6 hour races

There will be four mandatory pit stops. All four tyres must be changed. Except in the case referred to in Article 45, cases A and C, section b, at each pit stop, there must be a change of driver.

The maximum driving time per driver is 140 minutes (two hours and twenty minutes) except in the case referred to in Article 45, case A and C, section b).

This will be extended to 150 minutes if the safety car is on track at the end of a driver's stint. The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. Subsequent stints will be counted from the time the driver crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until that car takes the chequered flag.

Should a driver exceed this stint time, a drive-through penalty will be awarded, which will be converted into a 30 second time penalty if this cannot be given during the race.

Should a driver complete more than one stint, the times will be added together and a penalty will be given should this time exceed the maximum.

NUMBER OF CARS PARTICIPATING

- 49.** The number of cars allowed to practice and to start the race is as calculated using supplement n°2 of Appendix O to the Code.

If the number of applications to enter any round exceeds the maximum number as calculated above, the entrants will be selected according to the following criteria:

- 1) full-season entrants
- 2) additional entries from full-season entrants
- 3) full-season entries in the SRO GT Sprint Series
- 4) entrants who have already taken part in a previous round of the Blancpain Endurance Series
- 5) any other criteria decided by the Bureau

RACE NUMBERS AND NAME OF CAR

- 50.** Each car will carry the race number allocated by SRO Motorsports Group. Race numbers and advertising on the cars must be in conformity with the provisions of the Graphical Charter of the Blancpain Endurance Series. The race numbers must be clearly visible from the front and from each side of the car. For the 24-hour race, a number must additionally be placed on the roof of the car, and the numbers must be backlit. See appendix 2
- 51.** The name or the emblem of the make of the car must appear on the car in the original location. The names of the drivers and their national flags must appear on each side of the bodywork (in accordance with Article 208 of the International Sporting Code). The competitor's nationality must be clearly displayed on the cars in the form of a sticker of the national flag, affixed to the front vertical right hand part of the front bumper unit.

ADMINISTRATIVE CHECKS

- 52.** Each competitor must have all documents required by Article 8, and the various documents relating to his car, available for inspection at any time during the Event.

At each Event, the organiser will ensure that he has a copy of all the licences of the drivers and competitors taking part in the Event.

- 53.** The Team Manager of each team must designate the provisional "Driver 1", "Driver 2" and "Driver 3" for each Event before the end of the administrative scrutineering. These will be confirmed after pre-qualifying, at the time specified in the detailed timetable. Changes of driver will be allowed until the start of Free Practice, after notification to the Panel of Stewards. At each Event, the ASN will check all licences. The list of competitors, drivers and cars must be published before the start of the Free Practice session.
- 54.** No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.

SCRUTINEERING

- 55.** Competitors must present a technical passport and homologation form for each of their cars entered in the Event. The technical passport will be established the first time a car is presented for scrutineering.

All drivers competing in the Blancpain Endurance Series must use a helmet which meets the FIA Standard 8860 - Advanced Helmet Test Specification. (International Sporting Code Appendix L Chapter III paragraph 1). Drivers must wear overalls, gloves, long underwears, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard. Helmets and clothing must pass scrutineering before the first time any driver takes part in a round of the Blancpain Endurance Series, as well as whenever there is a change of any of the items which have already been checked.

Initial scrutineering of the car and of the drivers' equipment and competitors sporting checks will take place in accordance with the official timetable for the Event. Unless a waiver is granted by the Stewards, competitors who do not keep to these time limits will not be allowed to take part in the Event.

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

57. The Scrutineers may:

- a) check the eligibility of a car or of a competitor at any time during an Event,
- b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
- c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
- d) require a competitor to supply them with such parts or samples as they may deem necessary.

At the end of qualifying practice and of the race, the car must contain at least 2 kg of fuel .

The 2 kg of fuel must be taken in the Parc Fermé through a self-sealing connector, fitted immediately before the injectors. The sample-taking must be done prior to any check requiring the engine to be started.

During the race, fuel samples may be taken in the refuelling tower.

e) Checking of the air restrictor diameters:

1 - The competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J and in the decisions of the SRO GT Bureau.

2 - The dimensions of the restrictors must comply with the Regulations and provisions of the SRO Sporting Board at all times and in all temperatures.

3 - The restrictors to be checked and marked must be accessible during the scrutineering of the cars.

4 - The information entered on the label to be affixed to the technical passport for each Event is the responsibility of the competitor, who will sign it, once he has indicated: the cylinder capacity and the number of the engine, the number of valves, the minimum weight (and possible ballast) of the car, the chassis number, the diameter of the restrictors and, if applicable, the supercharging pressure, as well as any other technical information.

5 - Each restrictor will be identified by means of a metal plaque indicating the serial number of the seal. This number will also appear on the information label in the technical passport. The diameter must be engraved on the restrictor.

It will be up to the competitor to ensure that the Scrutineer is able to see the plaques and the seals very easily simply by opening the bonnet.

6 – Before taking part in their first free practice session, the cars will be presented ready to race for weighing, during which the restrictor plates will be identified, with the cylinder capacity and any other technical information remaining the responsibility of the competitor in the declaration he has signed.

7 - At the end of the qualifying practice sessions and after the finish of the race, all classified cars will be under parc fermé conditions.

f) A data-logger, approved by SRO Motorsports Group, must be installed in all cars at all events. It will be the responsibility of each team to obtain this data-logger, to install it and to ensure that it is working correctly. These data will be available for any scrutineering purpose.

g) All manufacturers or tuners will have to provide a reference ECU unit to the SRO Technical Department, which can be placed in any one of their cars competing in the events in the Series. Each manufacturer will also supply any technical means needed to swap the ECU belonging to a competitor with the reference ECU as supplied. The SRO Technical Department will not be held responsible for any consequences linked to a change of ECU and any subsequent failure.

- 58. Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the competitor to the Chief Scrutineer for scrutineering approval.
- 59. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.
- 60. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.
- 61. The Stewards will publish the findings of the Scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

CAR-TYRE COMBINATION AND LIMITATIONS

- 62. a) Only the tyres from Pirelli, approved and registered by SRO Motorsport Group, and sold at the event, will be accepted. Tyres must be ordered by the deadlines set by Pirelli, and paid in advance, failing which tyres will not be supplied.

Only one type (specification and dimensions) of slick tyre and one type of rain tyre will be registered per car.

The list of the approved tyres specification/dimensions will be published by SRO Motorsports Group at the latest 2 weeks prior to the first Event.

The specifications and dimensions of each type of tyre are set out in the Technical regulations or technical form of the car.

Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. Modification to marking, reference, information written on tyre or any traceability means is forbidden. This includes the barcode, manufacturer serial number, type of tyre, dimensions and any other relevant items.

b) Wet weather tyres

A wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 25% symmetrically around the tyre centre-line and covering square:

Tyre width:

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

The tyre manufacturer must provide SRO with a 1:1 scale legality drawing of the profile he wishes to use. This profile must be registered with SRO and will be the only one authorised throughout the season.

c) heating devices

The use of a heating cupboard for pre-heating the tyres is authorised on the following conditions :

It must fit into a parallelepiped of 4 m x 2m x 1.5 m.

No part of the cupboard can be situated inside the pit, on the pit lane or on the grid.

There must be only one system for heating the interior of the cupboard. It must be a forced air system and must run on fuel oil, electricity or gas. The cupboard must be made from non-flammable materials.

The transportation of tyres must be carried out without thermal protection.

Other tyre heating devices remain forbidden.

d) Recommended limits and waivers

Teams are required to follow the recommended limits detailed in the technical booklet issued by Pirelli and received from the Organiser before the first official Event. Failure to respect these recommended limits may result in penalties.

Teams are required to sign and return the 'supply agreement with Teams' issued by Pirelli on entering the Series.

Teams and Drivers are required to sign the acknowledgement of risks issued by Pirelli before the first time they compete in the Blancpain Endurance Series. Drivers must sign a new form for each team for which they drive.

e) Limits on Number of Tyres**Case A : for three-hour races**

For any car's first event of the season, five sets of tyres may be marked at the time specified in the official timetable and may be used during the event. For subsequent events, four new sets of tyres may be marked as well as two sets of tyres which have been marked at a previous round which may be marked and used only in free practice and pre-qualifying. Wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for the session (free practice, pre-qualifying and qualifying) and the race.

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

Case B : for 24-hour races

For the qualifying practice sessions and the start of the race, no more than three sets of dry-weather tyres per car may be used. These tyres must be marked before the start of the qualifying session.

After the first two laps of the race, the number of tyres is free and exempt from any marking.

Case C : for 1000 km races

For the 1000 km race, eight sets of new tyres may be marked at the time specified in the official timetable and may be used during the event.

Wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for the session (free practice, pre-qualifying and qualifying) and the race.

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

f) Joker Tyres : Each car entered in the full season has an allocation of four joker tyres per season for cases A and C, which may be used to replace one or more tyres in a marked set, after

consultation with and the agreement of the Technical Director. A formal request must be written, it must include the reference of the damaged tyre and the reference of the replacing tyre. Race-by-Race entrants will be allocated one joker tyre per event entered, for cases A and C, to a maximum of four joker tyres per season for the same car.

WEIGHING

- 63.** At any time during the Event, the Technical Director or scrutineers may, after consultation with the stewards, select cars to be weighed.

To identify which driver is on board the car, each driver will bear on both sides of his helmet a numbered sticker plus any other identification mark required by the organisers of the event in agreement with the Panel of Stewards and the Technical Director or Chief Scrutineer.

- a) Should the weight of a car be less than that specified in the Technical Regulations, the competitor concerned may be given one of the penalties set out in Article 63 e), save where the deficiency in weight results from the accidental loss of a component of the car.
- b) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his official capacity and in accordance with the Series Technical Regulations).
- c) No one other than scrutineers and officials may enter or remain in the Technical garage without the specific permission of the Technical Director or Chief Scrutineer.
- d) A car must carry an official on-board camera and its equipment if so requested. The weight is included in the weight of the car.
- e) If a competitor's personal camera is fitted, this must have written permission from SRO Motorsports Group and from the Technical Director. The installation must be presented at the time of scrutineering. The weight of the complete equipment is not included in the minimum weight of the car.
- f) In the event of any breach of these provisions for the weighing of cars, the Stewards may drop the competitor as many grid positions as they consider appropriate or other penalties going as far as exclusion.

BALANCE OF PERFORMANCE AND PRIVATE TESTING

- 64.** Due to the nature of the cars and the choice of circuits, a specific Balance of Performance can be carried out for cars taking part in the Blancpain Endurance Series.

Balance of Performance testing sessions of the FIA GT3 models running in the Pro, Pro/Am and Gentlemen Trophy classes will be held before the start of the season. All cars will have to be equipped with their endurance pack if it is available and has been homologated.

Cars running under G3 RACB homologation will also be balanced.

Additional performance tests may be carried out at any point during a meeting and teams will be required to allow their cars to take part in these tests if selected.

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

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

b) Private testing means any testing carried out by a team with grand touring racing cars homologated by the FIA or G3 cars with RACB homologation.

Private testing on any circuit which will host an Event is forbidden as from 28 days before the beginning of that Event, and until the date scheduled for that Event, with the exception of test sessions for Bronze category drivers organised by the promoter of the event as defined in section d) below.

Participation in other racing Events and promotional activities are not considered as private testing. Nevertheless, teams must request permission from SRO at least 48 hours before carrying out any promotional activities with these cars.

The following examples are considered private testing and are not authorised :

- A team, entered in the Series on a full-season basis, taking part in a general test session, track day or hiring the circuit privately, with a GT3 car homologated by the FIA or a G3 car with RACB homologation
- A driver, competing in the Series on a regular basis, taking part in a general test session, track day or hiring the circuit privately, with a GT3 car homologated by the FIA or a G3 car with RACB homologation
- A team, entered in the Series on a race-by-race basis for that particular event, taking part in a general test session, track day or hiring the circuit privately, with a GT3 car homologated by the FIA or a G3 car with RACB homologation

The following examples are not considered private testing and are authorised :

- A team or driver, entered in the Series on a full-time basis, competing at that track in another series or Championship, or taking part in a mandatory test session related to that series or Championship
- A team or driver, entered in the Series on a full-time basis, taking part in a general test session, track day or hiring the circuit privately, with a road car or a race car that is not eligible for the Series

Private testing at a circuit on the calendar may be authorized if the circuit configuration used is significantly different from that being used for the Blancpain Endurance Series event. 'Significantly' would normally mean using fewer than half the same corners. Written permission must be obtained from the SRO Sporting Board.

Any infractions to these rules will be reported to the Stewards. Penalties can go as far as exclusion from the event.

In order to retain a level of equity between teams and drivers, the following restrictions apply during the event :

- Additional laps with the race cars entered in the event are only authorized as part of media activities to aid the promotion of the event, including tracking laps for photo shoots, filmed laps for TV programmes or other activities organized by SRO Motorsports Group.
- Promotional activities with road cars may be organized by teams for their VIP guests or Media with permission from SRO Motorsports Group. Promotional activities with GT3 race cars are not authorized.
- Promotional activities with race cars which are not eligible for the Blancpain Endurance Series may be authorized with permission from SRO Motorsports Group.
- There are no restrictions on drivers and teams competing in other races taking part at the same event, as long as this does not impact on their participation in the mandatory events in the main FIA GT Series event, including briefings, podiums, press conferences etc.

Any infractions to these rules will be reported to the Stewards. Penalties can go as far as exclusion from the event.

Cars and presence at the track

Cars are expected to remain at the track from the time they are scheduled to pass scrutineering until the end of the event.

Exceptions, as specified in advance by SRO Motorsports Group, may include Parades, Car exhibitions and Demonstrations taking place outside the circuit or neighbouring areas

c) An official testing session and media day may be proposed by SRO before the first event of the season concerned. All full-season entrants are obliged to be present with at least one of the cars they intend to enter in the 2013 season. Any team that enters different cars in different categories should present one car of each different model at the test. All manufacturers whose cars will be competing in the 2013 season must enter at least one of their cars for the purposes of Balance of Performance Testing. A penalty may be imposed by the SRO GT Bureau on any team or manufacturer which does not attend, except for force majeure accepted as such by the Bureau.

d) Private test sessions reserved exclusively for drivers who have been categorized as Bronze may be organized by SRO. These sessions will not be considered as part of the meeting. No other drivers may take part. There will be no limitations on the tyres for these private sessions, except that they must be in conformity with the principles set down in article 62 a, b, c and d.

65. GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver, save for the following:

- a) legible messages on a pit board;
- b) body movement by the driver;

c) lap trigger signals from the pits to the car;

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

d) verbal communication between a driver and his team by radio;

e) electromagnetic radiation between 2 and 2.7GHz is forbidden save with the written consent of the SRO

f) GPS and other telemetry may be only be permitted in exceptional circumstances further to written authorisation from SRO Motorsports Group.

GENERAL SAFETY

- 66.** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.
- 67.** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 68.** Any driver intending to leave the track must signal his intention to do so in good time making sure that he can do this without danger.
- 69.** During practice and the race, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 70.** A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 71.** Repairs to a car may only be carried out inside or outside the pits on the working lane, the starting grid or as provided for in Article 142. A driver who manages to repair the car after it have been pushed to a place of safety, either with or without remote assistance from their team may rejoin the session.
- 72.** The organiser must make at least two fire extinguishers of 5 kg capacity available at each such pit and ensure that they work properly.
- 73.** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the team's designated garage area, the pit lane or on the starting grid.
- 74.** At no time may a car be reversed in the pit lane under its own power.

- 75.** During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
- a) marshals or other authorised personnel in the execution of their duty;
 - b) drivers when driving or under the direction of the marshals.
 - c) team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- 76.** During the Race, the engine may only be started with the starter, except on the grid or after a Stop and Go penalty, where the use of an external source of energy is allowed.
- 77.** Drivers taking part in practice and the race must always wear the clothes, underwear, helmets, and the FIA approved head restraint specified in Appendix L to the International Sporting Code. A driver coming into the pits cannot unfasten his safety harness until his car is completely stopped in front of his pit.
- 78.** In order to confirm that appropriate access to the airway of an injured driver is possible, the following test will be carried out at least once per season with each participant who wears a full-face helmet in the Blancpain Endurance Series:
- One of the drivers in the crew is to be seated in his car, with helmet and FIA approved head restraint in place and attached and safety harness buckled.
- With the help of two additional rescuers, the chief medical officer of the event, must be able to remove the helmet with the driver's head maintained in neutral position at all times. If this is impossible, the driver will be required to wear an open-face helmet homologated for use with the FIA approved head restraint device.
- 79.** A speed limit of 60 kph will be enforced in the pit lane. The Stewards may impose any penalty available to them on any driver who exceeds the limit.
- 80.** If a driver has serious mechanical difficulties during practice or the race he must leave the track or return to his pit as soon as it is safe to do so.
- 81.** The car's white headlights, red rear lights and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide whether a driver should be stopped because his car's lights are not working. If a car is stopped for that reason, it may rejoin the event once the fault has been remedied.
- 82.** People under 16 years of age are not allowed in the pit area.
- 83.** Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 84.** The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to undergo a medical examination at any time during an Event.

- 85.** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

PIT LANE AND PITS

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

The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "working lane", and is the only area where any work may be carried out on a car.

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

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

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

- 89.** No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.

For all practice sessions, the warm-up during the 24-hour races and the races, the cars are allowed to drive from their allocated working area to the fast lane only once the pit exit is open (except in case of Article 88 and/or when a race is suspended.)

- 90.** It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. The cars in the fast lane have priority over those leaving the working lane.

- 91.** At all times when the cars are allowed onto the track:

a) Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.

b) Officials shall have free access into the pit.

c) Except the gantries and refuelling rigs, no tools or equipment may be left on the working area once a pit stop is over.

d) There is no limitation on the number of mechanics when the car is inside the pit/garage.

e) During the Bronze test session, free practice, pre-qualifying and qualifying, when the car exits its pit/ garage, and is ready to rejoin the race, or stops in the pit lane, it must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the garage and the nose facing towards the pit exit. During the race, it must be parked parallel to the pit lane. At all times, cars must be pushed in front of the pit/garage and the engine must be restarted by the driver alone.

- 92.** For the 24-hour race only, if a car stops between the white line at pit entry and the 60 km limit line at pit entry, and is taken by the marshals into the pit lane, exceptionally, up to four mechanics from the team will be able to collect the car and return it to their pit.

FUEL

93. A single fuel supplier is designated by SRO Motorsports Group. Throughout the duration of the Event, all competitors must use the fuel supplied by the organiser at the Event; the supplying of this fuel must be carried out in accordance with the conditions set out in the contract signed between SRO and the selected supplier.

ASSISTANCE IN THE PITS AND REFUELLING

94. No work can be carried out on the car and no change of driver can take place until the car has come to a complete stop at its designated working area and its engine is switched off. Except when work is being carried out on the car, all personnel must remain inside the pit or at the pit wall. Should a car overshoot its pit box, it may be pushed back to its location by the mechanics, under supervision of the marshals with yellow flags.
95. The team manager is allowed in the pit lane a maximum of one lap before the pit stop of the car. For cars which have the vent valve and the refuelling valve on opposite sides of the car, if a vent man is required, he may enter the pit lane shortly before the arrival of the car.

No equipment must be in the working area before the car has stopped in front of the garage.

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

No operation may be carried out on the car by more than four mechanics.

Each team must ensure that its mechanics and team manager wear the flame-resistant overalls, long underwear, gloves, socks, shoes, balaclavas and suitable helmets while they are working on the pit lane.

No autonomous equipment may operate without its mechanic. A team manager (the 5th member) may stand at the front of the car and, without intervening, oversee the work of the mechanics.

REFUELLING

96. With the sole exception of the Qualifying session, refuelling is allowed from the green light at the start of any session only in the designated working area on the pit lane and may be carried out only at the beginning of a pit stop.

Refuelling in the pit lane may only take place using the fuel rig as outlined below.

Refuelling is only allowed in the pit lane by means of a refuelling tower with a maximum of one independent tank per car and two independent tanks per pit, as defined by drawing 252-7 of Appendix J of 2013 and described in art 257 A - 6 of Appendix J of 2013

These tanks must not move, either independently or through any other means, during any pit stop. Towers will be identified with the number of the cars which may refuel there, and cars may only refuel at the tower to which they are allocated.

1) Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire, whose only purpose is to earth the car, and which must be removed once refuelling is finished.

2) While refuelling is being carried out, the car must remain on its wheels. The driver may stay in the car but the engine must be switched off.

3) The refuelling of the tower is prohibited while the car is being refuelled.

4) Personnel authorised in the pit lane working area during refuelling:

- 1 Team manager with a white armband.
- A maximum of 4 mechanics, identified with a red armband, to include:
 - 2 fuel attendants maximum wearing helmets with a visor, incapable of being confused with drivers' helmets and homologated to one of the standards recognised by the FIA in Technical List n°25.
 - 1 'fire' attendant, whose presence is compulsory, standing beside the car throughout refuelling and holding an extinguisher of a minimum capacity of 5 kg ready for use.
 - 1 mechanic may wash/clean the windscreen and lights, change the water bottle or assist the drivers during the driver change. This mechanic may continue to clean the windscreen and lights during the subsequent tyre changes or other work.
 - The so-called 'dead man' controlling the fuel flow shut-off valve at the refuelling tower, whose presence is compulsory and who will not be considered as one of the four working mechanics. He may not undertake any other task. However, he must be suitably attired in fireproof overalls and with a helmet homologated to one of the standards recognised by the FIA in Technical List n°25.
- The driver exiting the car may assist the driver replacing him.
- All other team members standing in the working area ('working lane', Article 86), as defined in the briefing notes at that event and separating the pit from the working lane, will be considered as working on the car and as such will be counted as mechanics, as will a driver if he performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks exclusively. They will wear a blue armband.

5) After refuelling, the fuel contained in the overflow pipe must be poured into a container provided by the competitor, which must be capable of holding 5 litres at least, graduated and fitted with a coupling.

- 97. TYRE CHANGES** may be carried out on the car, after refuelling, in the pits/working area of the pit lane and parallel to the pit lane. Carry-on / backpack compressed air bottles for tyre changes are not permitted. Only ambient pressurised air can be used to fill the tyres or operate the air guns.

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

- 1 Team Manager wearing a white armband.
- 2 mechanics maximum, wearing red armbands, are allowed to carry out any operations needed to change the tyres, using only one wheel gun or torque wrench. These two people may start these operations only once the fuel filler and vent have been disconnected from the car, if refuelling has taken place or only after the car has stopped.

They must:

- bring and connect the air hose to the air jacks once refuelling is completed. Once the wheels have been changed, the air hose must be removed by a mechanic to bring the car down. No other system may be used to bring the car down onto its wheels.
- bring only one gun onto the working area,
- take the new wheels and put the replaced ones inside the pit,
- carry permanently the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car,
- not throw the wheels or drop them,
- put the car back on the ground by a mechanic manually releasing the air in the air jack system
- take the equipment back inside the pit.
- The driver exiting the car may assist the driver replacing him.
- One mechanic may wash/clean the windscreen and lights, change the water bottle or assist the drivers during the driver change.
- A data technician, wearing a red armband, may download data from the car by cable, card or data stick, without performing any other task
- Any other team members standing in the working area ('working lane', Article 86) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks exclusively. They will wear a blue armband

2) The car cannot leave the pit until the mechanics in charge of the wheel changes and the equipment are no longer in the working area.

98. OTHER OPERATIONS may be carried out on the car after refuelling, after the car is on the ground, and when the equipment for the wheel changes is no longer in the working area. These operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane.

1) Personnel authorised in the pit lane working area after refuelling or tyre changes, for maintenance, repairs and driver changes:

- 1 Team Manager
- 4 mechanics maximum, wearing red armbands, carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
- A data technician, wearing a red armband, may download data from the car by cable, card or data stick, without performing any other task
- The driver exiting the car may assist the driver replacing him.
- Any other team members standing in the working area ('working lane', Article 86) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks exclusively. They will wear a blue armband.

99. Replenishment of lubricant and various fluids is allowed during the race. However, during a normal pitstop this can only happen according to the normal sequence of a pit stop.

100. During any pit stop, whatever the reason, the driver is obliged to turn off his engine. The car's engine may be restarted only when the car is on the ground with all four wheels, and is about to rejoin the race.

101. Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refuelling will entail penalties at the Stewards' discretion. The organiser must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.

REPLACEMENT OF MECHANICAL PARTS

102. During the Event, it is not allowed to change the following parts :

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

The penalty may go as far as exclusion.

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

For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to rejoin the race, the driver must start the engine from his seat, using only those means available on board.

The car's engine may be restarted only when the car is about to join the race and is in contact with the ground on all four wheels.

FREE PRACTICE, PRE-QUALIFYING, QUALIFYING PRACTICE AND WARM-UP

- 104.** Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- 105.** No driver may take the start of the race without taking part in the qualifying practice, except in a case of "force majeure" duly recognised as such by the Stewards. Drivers who set a time within 130% during pre-qualifying may be authorised by the Stewards to take the start of the race.
- 106.** During practice, there will be a green light and a red light at the pit lane exit. Cars may only leave the working lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 107. Cases A and C : Three-hour races and 1000 km / 6 hour races**
There will be one 90-minute free practice session. There will be one pre-qualifying session of a maximum of 90 minutes. There will be no Parc Fermé after these sessions.

Case B : 24-hour races

There will be one free-practice session and one pre-qualifying session, each lasting a maximum of 90 minutes. There will be one 20-minute warm-up the morning of the race.

- 108.** All cars abandoned on the circuit during the free practice sessions will be brought back to the pits as soon as possible and may participate in the subsequent sessions.
- 109. Case A and Case C: Three-hour races and 1000 km / 6 hour races**
There will be one 60-minute qualifying practice session, divided into three periods with a break between each one and the next. Except for cases of force majeure, recognised as such by the Stewards of the Meeting, all drivers must take part in one qualifying session in order to qualify for the event.

The session will take place as follows :

- a) From 0.00 to 0.15 (Q1) all cars driven by 'Drivers 1' will be permitted on the track
- b) From 0.22 to 0.37 (Q2) all cars driven by 'Drivers 2' will be permitted on the track

- c) From 0.45 to 1.00 (Q3) all cars driven by 'Drivers 3' will be permitted on the track

Cars with two drivers, according to article 45 cases A and C section b), will compete only in Q2 and Q3.

The fastest time set by each car in either Q1, Q2 or Q3 will be considered its qualifying time and will be used to set the grid.

From the start of Q1 until the end of Q3 the following principles will apply :

- The cars must be on the pit lane, at an angle of 45 degrees, from the first green light from Q1 through to the chequered flag for Q3. Any car which is pushed into its garage during that time will have all its times cancelled and will not be able to take any further part in the qualifying session.
- no fuel can be added or removed from the cars
- no computers can be connected to the cars from the start of Q1 to the end of Q3
- cars will only be allowed on the fast lane when the pit exit is open at the start or restart of the session.
- After the completion of Q3, all cars will be immediately under parc fermé conditions.

Case B : 24-hour races

There will be at least two qualifying sessions, lasting a total time of at least 150 minutes. At least one session must take place at night.

All drivers must qualify during one of the qualifying sessions, regardless of the times achieved during the pre-qualifying session.

All drivers must complete three timed laps during night qualifying.

After the chequered flag of night qualifying, all cars will be under parc fermé regulations.

The cars setting the twenty fastest times according to the combined times from the Qualifying sessions will be eligible for the Superpole session according to the specific regulations listed below.

SUPERPOLE

- a) Eligible Cars : the first 20 cars in the combined qualifying classification which have been declared to be in conformity with the regulations by the technical delegates will qualify for the Superpole. The cars taking part in the Superpole must be in conformity with the general and technical regulations of the Blancpain Endurance Series

b) Drivers : the list of drivers taking part in the Superpole will be published after the final qualifying session. The drivers taking part in the Superpole will be named by the team managers in writing at the latest 30 minutes after the chequered flag of the second qualifying session.

For cars in the PRO-AM category, the driver named must mandatorily be those with the highest categorisation of those entered on the qualified car.

If the team manager does not nominate a driver within the time limit, he will be designated as driver who set the best time on the car during qualifying for the Pro category, and as the driver with the highest categorisation on the car setting the best time during qualifying for all other categories.

c) A driver and car which has qualified for the Superpole and has been designated according to section b) above, but does not present himself at the start of the Superpole session will be classified in the final position of the Superpole. If more than one car does not take part in the Superpole qualifying session, the fastest time set in qualifying will determine the order between any such cars in the final positions of the Superpole.

d) Cars which have qualified for the Superpole and who take part in the session but who do not set a time in the Superpole will be placed in final position of the Superpole. If one or more cars which have missed the session are in final position, cars without a time in the Superpole will be placed in front of them. Their best time in qualifying will determine the order of any such cars.

e) One set of new tyres purchased at the Event will be authorised for the Superpole. This set of tyres cannot be included in the marked tyres for the event, but it may be used during the unrestricted period. Tyre warmers are forbidden. Tyre changes to wet tyres will be authorised during the parc fermé period immediately before the start of the Superpole session should the 'WET TRACK' sign be displayed by the Race Director.

f) the cars will start in the reverse order of the 20 fastest times set in qualifying on Thursday evening.

g) Should the race director request it, a specific briefing can be organised. Any such briefing would be mandatory for all team managers and/ or drivers taking part in the Superpole.

h) At the stipulated time, all cars taking part in the Superpole will be ready in their working area, at 45 degrees ready to leave. Each car will be given the signal to start, with one car leaving its working lane every 20 seconds. A car will be given 10 seconds to leave its working area or it will be eliminated and will be classified according to sections c) or d) above.

Jump batteries will not be authorised.

i) At twenty second intervals, each qualified driver will start from the pit exit, completing one out-lap, two timed laps and one in-lap. The timed laps will start from the first crossing of the timing line on the F1 pit lane.

All cars must have their headlights on.

No car may go through or stop in the pits.

If a breakdown or track incident, recognised as such by the Stewards of the Meeting, means that the driver cannot complete his second timed lap, the first timed lap may be used.

If, further to a breakdown or track incident in the first lap, the driver is unable to set a time, after verifications from the technical delegates, section d) will apply.

j) Track behaviour from the selected drivers in terms of overtaking or eventual disturbances during the slow-down lap will be investigated by the Stewards of the Meeting. In case of any infractions duly noted, the times in question will be cancelled.

k) Each car qualified for the Superpole will be under parc fermé conditions after its laps, whether it has completed the Superpole in full or in part.

Parc Fermé will last for the maximum of thirty minutes, except for any cars which have been selected by the Stewards of the Meeting.

l) Any infraction not covered by the specific rules for the Superpole will be judged by the Stewards of the Meeting.

m) The final classification of the Superpole will be drawn up according to the best timed lap set by each qualified driver, in accordance with sections c) and d) above.

The top three drivers in all categories represented in the Superpole must present themselves immediately after the end of the session for the Press Conference.

- 110.** If a car stops during free practice, pre-qualifying or qualifying, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and may then rejoin the session.
- 111.** The Race Director or the Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director or the Clerk of the Course may decline to prolong the practice period after an interruption of this kind with the agreement of the Stewards.
- Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.
- 112.** Should the qualifying session be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

STOPPING THE PRACTICE

- 113.** Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or the Clerk of

the Course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all the marshal's posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, with no overtaking. All cars abandoned on the track will be removed to a safe place; stopping in the fast lane is prohibited.

- 114.** At the end of any session or the race, all drivers may cross the Line only once.
- 115.** The driver setting pole position in each category must proceed to the post-qualifying Press Conference at the time indicated in the detailed timetable of the Event.

THE GRID

- 116. Case A and C :** At the end of qualifying practice, the best time set by each car in Q1, Q2 and Q3 will be published officially.

Case B : At the end of night qualifying, the best time set by each car will be published officially. The final qualifying results will be published after the Superpole.

- 117. Case A and C : for three-hour and six-hour/ races**

The starting grid for the Race will be drawn up according to the best time set by each car in the Q1, Q2 or Q3.

Case B: for 24-hour races

The starting grid for the Race will be drawn up in the following order :

- 1) The cars which qualified for the Superpole, in the order of the best time set by each car in the Superpole session
- 2) The cars which qualified for the Superpole but which failed to set a time during the Superpole session, in the order of the best time they set during qualifying
- 3) The cars which qualified for the Superpole but which failed to attend the Superpole session, in the order of the best time they set during qualifying
- 4) The cars which did not qualify for the Superpole in the order of the best time set by each car in the Qualifying sessions

- 118.** Apart from the procedures set out above for the Superpole, any car that does not complete a timed lap will be placed at the back of the grid. If 2 or more cars fail to complete a timed lap, their order will be determined by the Stewards. In this case, a team may not appeal the Stewards' decision.

Should two or more drivers have set identical times, priority will be given to the one who set it first.

Once the grid has been established in accordance with article 116, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

With the exception of a lap in which a red flag is shown (see Article 142), each time a car crosses the Line it will be deemed to have completed one lap.

- 119.** The fastest car will start the race from the position on the grid which is defined as pole position according to the circuit's homologation
- 120.** Any driver whose best qualifying lap exceeds 130 % of the fastest time in his qualifying session may be allowed to take part in the warm-up for the 24-hour race or in the race. The Stewards may also allow a driver who has made a lap time exceeding this limit in a previous free practice session, pre-qualifying or warm-up to take the start.

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

- 121.** The final starting grid will be published before the start of the race.

Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or Technical Director accordingly at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race.

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

STARTING DRIVERS

- 122. Case A and Case C : for three-hour races**

After the end of qualifying, and before the deadline specified in the detailed timetable of the event, the Team Manager of each team must inform SRO of the name of the driver who will take the start of the race.

Any change after the deadline must be notified to the Stewards in writing. Should the starting driver be changed without notification, this will be reported to the Stewards.

Case B : for 24-hour races

Immediately after the end of the warm-up, the Team Manager of each team must inform the Stewards of the name of the driver who will take the start of the race.

- 123.** The grid will be in a 2 x 2 formation and the rows on the grid will be separated by at least 8 metres.
- 124.** Any car which has not taken up its position on the grid by the time the 10-minute signal is shown will not be permitted to do so and must start from the pits.

BRIEFING

- 125.** A briefing by the Race Director will take place before the free practice session.

All drivers entered in the Event, and their competitors' appointed representatives must be present throughout the briefing; any absence may result in a penalty up to and including exclusion from the race. If the Race Director considers that another briefing is necessary, it will be held at a place and

time agreed with the Stewards of the event. The drivers and the competitors' representatives will be informed accordingly.

STARTING PROCEDURE

- 126.** A minimum of 20 minutes before the time for the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at a greatly reduced speed between each of the laps.

- 127.** 12 minutes before the starting time, a warning signal announcing the closing of the pit lane exit in 2 minutes will be given.

10 minutes before the starting time, the pit lane exit will be closed and a second warning signal will be given. Any car, which is still in the pits, can start from the pits, but only under the direction of the marshals.

It may be moved to the pit exit only with the driver in position.

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

- 128.** Wheel changes on the starting grid may only be allowed prior to the 5-minute signal.

- 129.** The approach of the start will be announced by signals shown five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal wheels may only be removed in the pits.

Any car which does not have all its wheels fitted at the five-minute signal must start the race from the back of the grid or the pit lane.

Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap.

At the three-minute signal, the cars must be resting on their wheels.

When the one-minute signal is shown, engines will be started and all team technical staff must leave the grid by the time the 15-second signal is given, taking all equipment with them.

- 130.** Fifteen-second signal: 15 seconds after this signal a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap with the organiser's official car leading,

maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

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

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

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

The speed of the organiser's official car must be around 80 kph during the formation lap.

- 131.** Any driver who is unable to start the formation lap must indicate this to the marshals and, after the remainder of the cars have crossed the Line, his mechanics may attempt to rectify the problem under the supervision of the marshals.

If the car is still unable to start the formation lap, it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.

- 132.** The organiser's official leading car will pull off at the end of the formation lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in a stop-and-go penalty.

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

- 133.** There will be a rolling start. The starting signal will be given by means of starting green lights.

During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

- 134.** If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. They will be joined and led by the official leading car and will continue for another formation lap.

- 135.** A penalty will be imposed for a false start if so reported by start line judges or judges of fact.

- 136.** Only in the following cases will any variation in the starting procedure be allowed:

- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 15 minute point. If necessary the procedure set out in Article 126 will be followed.
- b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes warning will be given.
- c) If the race is started behind the safety car, Article 141 will apply.

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

THE RACE

- 138.** A race will not be stopped in the Event of rain unless the circuit is blocked or it is dangerous to continue (see Article 142).
- 139.** If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and rejoin the race.
- 140.** During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

SAFETY CAR

- 141.** Refer to Article 2.9 of Appendix H.

SUSPENDING THE RACE

- 142.** Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation. If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap one minute before the race is resumed.

When the track is cleared and the cars will be arranged in the order they occupied before the race was suspended. 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 behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped behind the red flag line or entered the pits but any such work must not impede the resumption of the race;
refuelling is forbidden unless a car was already in the pit entry or pit lane when the signal to suspend the race was given;
- only team members and officials will be permitted on the grid.

Cars may enter the pit lane when the race is suspended, but a drive-through penalty (see Article 41) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others.

Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

At all times, drivers must follow the directions of the marshals.

RESUMING A RACE

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

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

Any car which does not have all its wheels fully fitted at the five-minute signal must start the race from the back of the grid or the pit lane. Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line.

When the three-minute signal is shown, the cars must be resting on their wheels. A drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the three-minute signal

When the one-minute signal is shown, engines will be started and all team personnel must leave the grid by the time the 15-second signal is given, 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 grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

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 team personnel are still clearing the grid or a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following, in the order they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will be turned green; any car in the pit lane may then enter the track and join the line of cars behind the safety car.

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

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

Either of the penalties under Article 41a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Article 2.9 of Appendix H 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.

FINISH

- 144.** The end-of-race signal will be given at the Line to the leader at the end of the lap in which the prescribed distance has been completed or the prescribed time has elapsed.
- 145.** Should for any reason (other than under Article 142) the end-of-race signal be given before the leading car completes the scheduled distance or 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.
- 146.** After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without stopping, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

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

PARC FERME

- 147.** Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials. When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.
- 148.** The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.
- 149.** Parc fermé will last for a maximum of one hour from the chequered flag for the qualifying session or the race. After this time, any cars which have not been chosen for further examination by the Technical Delegate or the stewards will be released.

CLASSIFICATION

- 150.** The car placed first will be the one having covered the greatest distance in the scheduled time. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
- 151.** If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by such a car.
- 152.** Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified and will not score points.
- 153.** The official overall classification and each category classification will be published after the race. These will be the only valid results subject to any amendments which may be made under the Code and these Sporting Regulations.

PODIUM CEREMONIES

- 154.** Where there are at least six cars entered in a category, the drivers finishing the race in 1st, 2nd and 3rd positions, and a representative of the winning team, must attend the prize-giving ceremony on the podium as specified in the detailed timetable of the event and abide by the podium procedure determined by SRO Motorsports Group.

If less than six cars are entered in a category, the winning drivers and a representative of the winning team must attend the podium.

After the Podium, the drivers finishing in 1st, 2nd and 3rd positions in the GT3 Pro and GT3 Pro-Am categories and the winning drivers from each of the other categories must attend the press conference in the media centre at the time specified in the detailed timetable.

N° de Visa du RACB Sport : S03E-BES /B13 le 04/03/2013

APPENDIX 1: INFORMATION REQUIRED UNDER ARTICLE 22**PART A**

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Event.
4. Start of the sporting checks and scrutineering on..... (date) at..... (time).
5. Start time of the race.
6. Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.
7. Details of the circuit, which must include:
 - location and how to gain access,
 - length of one lap, direction (clockwise or anti-clockwise),
 - location of the pit exit in relation to the Line.
8. Precise location at the circuit of:
 - Stewards' office,
 - Race Director's office,
 - sporting checks,
 - scrutineering, flat area and weighing,
 - Parc Fermé,
 - drivers' and competitors' briefing,
 - official notice board,
 - winners' press conference.
9. List of any supplementary trophies and special awards.
10. The names of the following officials of the Event, appointed by the ASN:
 - Steward of the meeting
 - Clerk of the Course,
 - Secretary of the meeting,
 - Chief National Scrutineer,
 - Chief National Medical Officer.
11. Protest fee:

PART B – Detailed timetable