

**SEPANG 12 HOURS
SPORTING REGULATIONS 2016
DRAFT 4 – September 7th 2016**

FOREWORD

The Sepang 12 Hours Race is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), Appendix J, and the present Sporting Regulations specific to the Event, as well as clarifications and bulletins issued by the Sepang International Circuit, the Organiser, before and during the Event in accordance with article 3.

The Organiser and SRO Motorsports Group (hereinafter referred to as "the Promoter"), will organise the Sepang 12 Hours (hereinafter "the Event") which will be open to cars from six different categories : GT3, GTC, GT4/Sports Production, Touring Car (including TC and Touring Production), Marc cars and Invitational.

It is a round of the 2016 Intercontinental GT Challenge.

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.

GENERAL UNDERTAKING

2. All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Technical Regulations (Article 257A of Appendix J), Additional Supplementary Regulations, Bulletins and Clarifications from the Organiser issued before or during the Event, and the present Sporting Regulations. Additional Supplementary Regulations and Bulletins will be approved by the parent ASN, which is the AAM.

GENERAL CONDITIONS

3. It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the applicable Technical and Sporting Regulations as well as Bulletins and Clarifications from the Organiser issued before and during the Event.
4. If a competitor is unable to be present in person at the Event, he must nominate his representative in writing to the Stewards of the Meeting. A person having charge of an entered car during any part of 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 and with the technical regulations throughout the Event.

6. The presentation of a car for scrutineering will be deemed an implicit statement of the conformity of the car.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear an appropriate pass and clothing at all times as stated in Article 22. Any infractions will result in penalties set by the Stewards of the Meeting.
8. All drivers, competitors and officials participating in the Series must hold current and valid licences. For drivers of cars entered in the Intercontinental GT Challenge, the minimum requirement is a Grade C FIA international Driver's licence, or equivalent licence for drivers with a handicap such as the International Special Abilities Licence and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and, in case starting permission for international events is not including on their licence, permission from their ASN to compete in the Event.

For cars not entered in the Intercontinental GT Challenge, the minimum requirement is a Grade C FIA international Driver's licence, or equivalent licence for drivers with a handicap such as the International Special Abilities Licence and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the Event. Competitors and drivers holding a valid AAM National Competitors licence will be accepted. However, if an AAM licensed Competitor includes within their Entry a Driver with a licence that is not held with AAM then the Competitor must hold an AAM International Competitors licence.

ELIGIBLE CARS

9. The Event are first and foremost reserved for the following categories of cars. Any variations or waivers will be subject to approval of the Organiser, on submission of a dossier. Additional classes and categories may be added subject to approval of the Organiser and will be communicated via a Sporting Note.

Category 1 : GT3

This will be open to cars according to the following criteria :

- 1) GT3 cars with an FIA homologation as defined by the applicable technical regulations (Article 257A of Appendix J) except for the following points:
 - a) All cars homologated from 2013 onwards must run with a catalytic converter.
 - b) Restrictors must adhere to the FIA restrictor geometry definition and must be in accordance with those deposited with the FIA.
 - c) The latest evolutions are not compulsory. 2012-homologated and 2011-homologated cars may compete in accordance with the Balance of Performance valid at the end of the season in question.
 - d) 2012 and 2013 homologated cars can still use the 2012 and 2013 homologated wheels.
 - e) GT3 cars coming from GT300 Super GT may remain in the running condition from that Championship

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

GT3 cars fitted with an endurance kit homologated by the FIA will be accepted at the Event. The full VO endurance kit does not need to be used. The endurance kit or elements from it should be those from the FIA VO Endurance from the same year as that of the model concerned. Should there be no VO Endurance kit homologated for the year in question, the kit from the previous year should be used.

- 2) GT3 cars fitted with adaptations solely for the purpose of allowing their use by handicapped drivers will be authorised. These adaptations have to be registered and approved by the Organiser.
- 3) G3 cars in national homologation subject to the approval of the Organiser
- 4) Cars complying with the JAF GT300 regulations
- 5) Cars complying with the Super Taikyu STX regulations
- 6) Cars with permission from the Organiser / SRO Motorsports Group

Category 2 : GTC

This will be open to cars from single-make series which will be divided into two classes :

- Xtracup class
Cars from high-level single-make series such as the Lamborghini Super Trofeo Huracan, Audi R8 Cup and the Renault RS-01. A separate classification will be drawn up for this class.
- Cup Class
Cars from single-make series such as the Lamborghini Super Trofeo Gallardo, Porsche Cup and Ferrari Challenge. A separate classification will be drawn up for this class.

The decision on eligibility of a car in the Xtracup or Cup classes will be subject to the Organiser.

These cars will run in the specification described in the technical regulations for the series in which the cars race, a copy of which must be supplied at scrutineering.

Any variants to be approved by the Organiser and subject to BOP

Category 3 : GT4 / Sports Production

This will be open to the following cars :

- 1) SRO GT4 cars complying with the SRO regulations
- 2) FIA Article 277 : non- FIA homologated Sports Cars of 1900 cc and above
- 3) Super Taikyu Cars (ST3)
- 4) Sports cars with Diesel Engines over 1900 cc
- 5) GTS cars
- 6) Cars with permission from the Organiser / SRO Motorsports Group

Any variants to be approved by the Organiser and subject to BOP

Category 4 : TC

This will be open to the following cars :

- 1) TCR cars
 - 2) Group A cars 1900 cc and above
 - 3) Non-FIA homologated touring cars 1900 cc to 4500 cc
 - 4) Super Taikyu cars (ST2 and ST4 classes)
 - 5) Cars from the BMW 235i Cup, Audi TT Cup or Lotus Cup
 - 6) Any other cars considered by the Organiser to be in this class
- Any variants to be approved by the Organiser and subject to BOP

Category 5 : Touring Production

This will be open to the following cars subdivided into the following categories :

- **TCA**
 - Group N cars 1900 cc and above
 - Touring/Saloon cars with Diesel engines above 1900 cc
- **TCB**
 - Production Touring/Saloon cars with petrol turbo engines under 1600 cc

Any variants to be approved by the Organiser and subject to BOP

Category 6 : MARC cars

Subject to the Technical regulations of the series and BOP

Category 7 : Invitational

Cars not included in the categories above, subject to approval of the Dossier submitted to the Organiser.

SAFETY FEATURES

10. 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, and complete refuelling equipment.

FIA safety fuel tanks are compulsory. Unless another type is included within a Cars FIA Homologation, all fuel tanks must be rubber bladders conforming to or exceeding the specifications of FIA/FT3 1999, and must comply with the prescriptions of Article 253-14.

Only fuel rigs meeting FIA standards including dimensions are authorised. All the tower components must be mechanically assembled without any degree of freedom in relation to the trolley. The base of the refuelling tank assembly must have a surface area of at least 2 m² and must be made with a case fitted on 4 self-braking castors, ballasted with a weight greater than that of the tank filled with fuel.

The filler cap on the fuel rig must be closed at all times except when the fuel rig tank is being refilled.

EVENT

11. The Event will have the status of a restricted international Event.

12. The Event consists of one Race with a maximum duration of 12 hours
13. The definitive date for the event will be 8th – 11th December 2016. However, in case of force majeure, the Organiser, SRO Motorsports Group, reserves the right to modify this date as well as the format of the event
14. The Event may be cancelled in case of force majeure, or with the agreement of the ASN, which is the AAM, the Organiser and the SRO Motorsports Group.

ORGANISER

15. The Organiser of the Event is the Sepang International Circuit, which will make an application to organise the Event to the AAM, which is the ASN of the country in which the Event is to take place.

INSURANCE

16. All competitors, their personnel and their drivers will be covered by third party insurance which will be arranged by the Organisers. This shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.
17. Drivers taking part in the Event are not third parties with respect to one another.

OFFICIALS

18. Officials for the Event will be listed in the Appendix 1 which will be submitted to the ASN for approval.

CONDITIONS FOR THE PARTICIPATION OF DRIVERS AND COMPOSITION OF THE CREWS

19. Category 1 : GT3

a) Pro Category

No more and no fewer than three (3) drivers

No driver categorisations will be applied.

b) Pro-Am Category

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

For three-driver crews :

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

For four-driver crews

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

The Bronze drivers are subject to driving limits in accordance with article 41 e)

c) Am Category

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

For three-driver crews

- Bronze / Bronze / Bronze

For four-driver crews

- Bronze / Bronze / Bronze / Silver

The Silver driver will be subject to driving limits in accordance with article 41 f)

Category 2 : GTC

In both The Xtracup Category and Cup Categories, Driver categorisations will be applied and the following maximum pairings will be accepted:

For three-driver crews :

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

For four-driver crews

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

Categories 3, 4, 5, 6 and 7

Driver categorisations will be applied in all other classes. Three or four driver crews will be accepted. Each crew may include a maximum of one driver who is categorised Gold or Platinum, and must include a minimum of one driver who is categorised Bronze.

DRIVER CATEGORISATIONS

20. Drivers wishing to compete in the Sepang 12 Hours Race must be categorised by the FIA. Drivers who are not categorised must send in a record of achievements to the FIA at the latest eight days prior to the beginning of the first Event in which he or she wishes to take part, using the link available via the FIA website under <http://www.fia.com/fia-driver-categorisation>

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

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

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

The Organiser retains the right to make any amendments to the FIA Categorisation of any driver according to the criteria of GT and/or Endurance Racing. Any drivers given such a temporary categorisation derogation will be indicated in the entry list with an asterisk. No more than one derogation will be given to any line-up of drivers.

The performance of any drivers who have received such a derogation will be monitored by the Organiser and may be removed at any time before the start of the race. Drivers with a

derogation may be given a maximum driving time during the race. Any such maximum will be marked on their Derogation document.

In certain cases, drivers holding a national A/B/C license from the AAM, who have never competed internationally or held an international license, and who have never won any national titles, may be categorised Bronze* by the Organiser and will not need to apply for FIA Driver Categorisation. Any such temporary categorisations will be issued on a case by case basis.

Any complaints concerning the categorisation of drivers and derogations must be reported to the Stewards of the Meeting at the latest 30 minutes after the publication of the official entry list. After this time, no further complaints may be made during the event.

The Stewards of the Meeting will provisionally categorise drivers who announce themselves with their record of achievements after the Event has already begun. A fee will be payable for any such requests for late categorisation. Any such provisional categorisations will not constitute an FIA categorisation.

Drivers who have not been categorised will not be allowed to take part in the Event.

COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

21. A team may enter a maximum of four cars in the Sepang 12 Hours Race under one entrant's license, and a maximum of three cars in any category.

The closing date for entries is November 20th 2016

The entry fees are as follows :

Category 1 / GT3 : US\$ 6000*

Category 2 / GTC : US\$ 5000*

Category 3 / GT4/SP : US\$ 4000*

Category 4 /TC : US\$ 2500*

Category 5 / Touring Production (TCA and TCB) : US\$ 1500*

Category 6 / Marc cars : US\$ 3000*

Category 7 / INV : US\$ 4500*

* Please note that any entries received after October 31st will be subject to an additional fee of \$2000

Any entries received after the closing date of November 20th will be accepted subject to tyre availability and payment of an additional late fee.

All applications to compete in the Sepang 12 Hours Race must be submitted to SRO Motorsports Group, on an entry form available for download from

http://www.sepang12hours.com/system/_download.php?key=858

- a) Entries are not transferable and entry fees are not refundable
- b) The application shall include:
 - 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 Event, to observe them,
 - the name of the competitor (as it appears on the licence),
 - a copy of the competitor's licence issued by the ASN,
 - the make and model of the competing car(s),
 - the category in which the car will compete,
 - the names of the drivers,
 - the commercial name the team wishes to use
 - Technical dossier if applicable
- c) All competitors must abide by the guidelines set down in terms of sponsorship from the Event's partners as regards garage decoration, car livery, team and driver overalls. SRO Motorsports Group reserves space on the cars and overalls of all competitors (see Appendix 3).

PASSES AND ACCESS TO THE SITE

22. Any participant present in any capacity whatsoever in the reserved areas must wear their pass in such a way that it is clearly visible. The Organiser / SRO Motorsports Group alone are empowered to issue passes. 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 pit garages, pit lane and pit wall, with no restrictions in terms of clothing.

Pit Lane Passes: general entrance, access to the paddock, pit lane and starting grid. During sessions, access to the working lane is restricted to persons wearing helmets. Access to the working lane is restricted to persons wearing fireproof overalls. Access to the pit wall signalling area is limited to working team members only in the area reserved for the team. Overalls are not compulsory on the pit wall signalling area. Team members crossing from the pit wall to the pit garage do not need a helmet or overalls, but they must not cross where a pit stop is in progress. Incorrect dress will result in penalties according to Appendix 2 section 1.

Driver Passes: general entrance, access to paddock, pit lane, starting grid and pit wall signalling area as for Pit Lane passes above, as well as to the Media Centre.

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 pit lane is only authorised with appropriate sticker and tabard as stated in media briefing documents. Media must wear helmets and fireproof overalls in the pit lane.

Teams may not exclude Full Access or Media passes from their pit garages, and may not produce or distribute additional passes, which supersede those passes distributed by the Promoter. Officials and the Organiser's representatives with Organisation passes will have access to any team areas within the circuit boundaries.

23. Armbands

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

- White armbands for car controllers
- Red armbands for mechanics (four per entered car)
- Yellow armbands issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.

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

DRIVER DESIGNATIONS AND CHANGES OF DRIVER

24. Throughout the Event, no fewer and no more than four drivers may drive one and the same car.

Drivers must be provisionally designated as Driver 1, Driver 2, Driver 3 and Driver 4 before the end of the administrative checks. The final positions of Driver 1, Driver 2, Driver 3 and Driver 4 must be confirmed after Free Practice, or at the time specified in the Detailed Timetable.

25. Driver Changes

- a) During the Event, a driver may not change from one car to another.
- b) One driver may only be nominated to drive one car.
- c) A change of driver may only take place before the start of free practice, with the consent of the Stewards of the Meeting.
- d) Any changes in the driver order once announced must be communicated to the Stewards of the Meeting.
- e) After the start of free practice, any driver changes will only be accepted in cases of force majeure and subject to the approval of the Stewards of the Meeting, who may impose any restrictions, conditions or penalties as they see fit.

DRIVING

26. The driver must drive his car alone and unaided.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

28. All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board and also on the virtual notice board located on www.sepang12hours.com
29. Any decision or communication concerning a particular competitor must be given to him as soon as possible and receipt must be acknowledged. This may take place in person or electronically.
30. All teams must have a radio tuned into the Race Control frequency, which will be used for communication from the Race Director to the teams. The Frequency will be announced to the teams by means of a Sporting Note. Teams must be listening to the frequency from 15 minutes before the start of each session to the end of the session or the opening of parc fermé for qualifying and races. 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. All teams must be connected to the SRO Team Messaging System throughout the event.

UNSPORTING BEHAVIOUR

31. Any incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats or unsportsmanlike behaviour, or any incident that could be considered to be in contravention of the spirit of the Event, which is committed by a Team member or a person under the responsibility of a Competitor, may be reported to the Stewards of the Meeting who will take any action they consider suitable. The Team will be held responsible for the actions of the persons within their entourage and may be penalized accordingly.

INCIDENTS

32. "Incident" means any occurrence or series of occurrences involving one or more drivers and/or team members, or any action by any driver and/or team member, which is reported to the Stewards of the Meeting by the Race Director (or noted by the Stewards of the Meeting and referred to the Race Director for investigation) and which:
 - necessitated the stopping of a practice (free or qualifying) session or the suspension of a race under article 172
 - constituted a breach of these Sporting Regulations or the Code;
 - caused a false start by one or more cars;
 - caused a collision;
 - forced a driver off the track;
 - illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - illegitimately impeded another driver during overtaking;
 - caused a pit lane infringement.
33. Unless in the opinion of the Race Director or Stewards of the Meeting it was completely clear that a driver and/or team member was in breach of any of the above, any incidents involving more than one car will normally be investigated after the relevant session or race.
34. a) It shall be at the discretion of the Stewards of the Meeting to decide, upon a report or a request by the Race Director, if drivers and/or team members involved in an Incident shall be penalised.

- b) If an Incident is under investigation by the Stewards of the Meeting, a message informing all teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).
- c) If a driver is involved in a collision or Incident (see Article 32), and has been informed of this by the Stewards of the Meeting no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards of the Meeting.

35. The Stewards of the Meeting may impose one or more of the following four penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident:
- a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
 - b) A Stop & Go time penalty. The driver must enter the pit lane, stop in the penalty zone for the given time and then re-join the race.
 - c) A drop of grid positions
 - d) Exclusion of the driver from the Event.

However, should either of the penalties under a) and b) above be imposed and notified during the last ten minutes, or after the end of the race, Article 36 b) below shall not apply and an additional time penalty of 30 seconds in case a) and 40 seconds in case b) shall be added to the elapsed time of the car concerned.

Fines will be imposed for items relating solely to the conduct of a driver or a team member having no direct sporting application. These include missing a drivers' briefing or press conference without force majeure or prior notification, speeding in the pit lane during free practice or qualifying, or other items considered by the Stewards of the Meeting to fall under this category.

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

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

In incidents involving cars from different categories, the driver of the car from the more professional category will be deemed to be at fault unless evidence clearly shows the contrary.

36. Should the Stewards of the Meeting decide to impose one of the penalties provided for in Article 34 a or b, the following procedure shall be applied:
- a) The Stewards of the Meeting shall give written notification of the penalty that has been imposed to the Competitor concerned and shall make sure that this information is countersigned, with a note of the time, and that it is also displayed on the timing monitors. From the time the Stewards of the Meeting's decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 34 b), proceeding to the penalty zone where it shall remain for the period of the time

penalty.

- b. However, unless the car was already in the pit entry for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car 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. Whilst a car is stationary in the pit lane as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 92 c). If the driver is unable to start his car by himself, it may be evacuated to its pit garage by its mechanics.
- c. When the time penalty period has elapsed, the driver may re-join the track.
- d. No penalty can be taken by a team until it has been notified in writing, either on the timing monitors or by document issued by the Stewards of the Meeting.

SANCTIONS

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

PROTESTS AND APPEALS

38. Protests shall be made in accordance with the Code. Appeals will be heard by the AAM. The fees will be given in the Appendix 1 document for the Event.

TRANSPONDERS, POSITION PANELS, PIT GANTRY CAMERAS ETC

39. Each driver must use the driver timing transponder specified by the promoter throughout the Event. It is the responsibility of each competitor to obtain this transponder at their own expense, to install it, to make it work correctly, and to ensure it is showing the correct information at all times. This transponder must be installed in strict compliance with the relevant instructions. Any problems with the transponder must be notified to the Race Director immediately. Failure to use the transponder correctly may result in a penalty from the Stewards of the Meeting. Competitors must use the Timing form to correct any mistakes concerning the driver behind the wheel.

DRIVING STINTS AND PIT STOPS

40. Minimum pit stop time

The total length of a pit stop, calculated from pit in to pit out, must not fall within a set time range. No stop including both refuelling and the changing of more than one tyre may be shorter than the top of this range. The range will be calculated depending on the length of the pit lane, the minimum refuelling time and the target minimum time for the tyre changes. The range will be published by the Stewards of the Meeting in a Bulletin at the Event. Different time ranges will be issued for different classes.

Should the length of any pit stop fall within the given range of times, or should a pit stop including both refuelling and the changing of more than one tyre be shorter than the

bottom of the range, a drive-through penalty will be awarded by the Stewards of the Meeting. Repeated offenses may result in additional penalties.

There will be a one-second tolerance, which may be used three times during the Event. During a safety car period, a judge of fact at pit exit will note cars stopped by the red light, for which a tolerance will be applied by the Stewards of the Meeting.

Different ranges may be defined for different categories if deemed necessary for matters of Balance of Performance.

41. **Driving Stints and Pit Stops**

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

A limitation on the length of the pit stops will be imposed, in accordance with article 40.

A Technical Pit Stop may be imposed. If confirmed by the Stewards of the Meeting, each car must complete one Technical Pit stop, which should have a minimum duration of five minutes from pit-in to pit out. The car must enter the pits to complete the Technical Pit stop before the end of the 10th hour of the race.

Any car failing to complete the Technical Pit stop before this time will be given a stop-and-go penalty of an equivalent duration of the missed Technical Pit Stop.

The maximum continuous driving time per driver is three hours, counted from the first time that driver crosses the pit exit line until the last time the car crosses the pit entry line before it exits with a different driver behind the wheel, not including any time spent in the pits. After this period, a minimum rest period of one hour is required.

Teams are responsible for making sure the correct driver is shown on the timekeeping system. Any mistakes must be corrected using the Timing form.

No driver can drive more than 7 hours in total.

A penalty will be imposed on the car of any driver who exceeds these limits.

Barring force majeure recognised as such by the Stewards of the Meeting, in order for a car to be classified at the end of the race, each driver must have completed a minimum of one hour behind the wheel (pit out to pit in, not including time spent in the pits).

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 or if a Full Course Yellow period is in operation. 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 the end of the 12-hour period.

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 or if a Full Course Yellow period is in operation.

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

- up to 5 minutes : a drive-through penalty
- 5 minutes and longer : a 'stop and go' penalty of up to 30 seconds.

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 entry line to serve a penalty will not reset the stint time. All time spent between crossing the pit entry and exit lines whilst serving a drive-through or stop-go penalty or when the field has been led through the pit-lane by the Safety Car is included in the driver's stint time.

e) Bronze Drivers

When the driver line-up includes one mandatory Bronze driver, one driver from the Bronze category must be behind the wheel for a minimum of three hours over the 12-hour race. If there is more than one Bronze driver on the car, they may share this driving time.

When the driver line-up includes two mandatory Bronze drivers (ie any four-driver line-ups with two Professional drivers (Platinum or Gold), a driver from the Bronze category must be behind the wheel for a minimum of four hours over the 12-hour race.

Except for force majeure recognised as such by the Stewards of the Meeting, penalties will be given by the Stewards of the Meeting to any competitor failing to abide by these restrictions.

f) Silver Drivers

When the driver line-up in AM includes a Silver driver, this driver may be behind the wheel for a maximum of three hours over the 12-hour race. Except for force majeure recognised as such by the Stewards of the Meeting, penalties will be given by the Stewards of the Meeting to any competitor failing to abide by this restriction.

NUMBER OF CARS ALLOWED TO PARTICIPATE

42. The maximum number of cars allowed to take part in practice and to start the race is calculated according to Supplement n°2 of Appendix O to the Code.
If the number of applications to enter any round exceeds the maximum number as calculated above, the entrants will be selected according to any other criteria decided by the Organiser.

RACE NUMBERS

43. Each car will carry the race number allocated by the Promoter. Race Numbers must be an integer between 0 and 999. Race numbers and advertising on the cars must be in conformity with the Graphical Charter issued by the Organiser/SRO Motorsports Group for the Event and must be clearly visible from the front and from each side of the car. A number may additionally be placed on the roof of the car, and the numbers are recommended to be backlit, but this is not mandatory.
44. Each car and driver must adhere to the Organiser/SRO Motorsports Graphical Charter for the Event in terms of the decoration of the car, driver overalls, pit garage and team clothing, as well as the restrictions noted in article 21 c). Any infractions will be reported to the Stewards of the Meeting. Please see Appendix 3.

ADMINISTRATIVE CHECKS

45. At the Event, the ASN will check the licences of all teams and drivers. All drivers must have authorisation to compete abroad from their ASN, either in terms of starting permission on the international license for drivers competing in the Intercontinental GT Challenge, or specific permission from the ASN for all other drivers. Any driver or team failing to complete their administrative checks during the allotted time will be reported to the Stewards of the Meeting. Any driver or team who is unable to attend at the given time must inform the Stewards of the Meeting in writing. The organiser will ensure that he has a copy of the licences of all the drivers and competitors taking part in the Event. The list of competitors and drivers and cars allowed to take part in the Event will be published before the start of the Free Practice Session. Teams and Drivers who are not in compliance with article 44 will not be listed.
46. No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.
47. During the administrative checks, the Competitors must confirm in writing the name of their official representative(s) for the Event.

SEAN EDWARDS FOUNDATION TEST

48. All drivers taking part in the Sepang 12 Hours must have completed the 2016 Sean Edwards Foundation assessment test before taking part in the Event. Furthermore, the Stewards of the Meeting may insist that any driver take the test at any point during any event.

BRIEFING

49. A briefing by the Race Director will take place at the latest on the day of the free practice in the location specified in the Appendix 1 of the Event.

All drivers entered in the Event, and their competitors' appointed representatives, must be present throughout the briefing. Any driver unable to attend must inform the Stewards of the Meeting in writing.

Except for force majeure, any absence may result in a penalty from the Stewards of the Meeting

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

Additional briefings for Bronze and inexperienced drivers may be organised and will be specified in the Appendix 1 and the official timetable of the Event.

SCRUTINEERING

50. 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. Each car must bear identification stickers clearly visible from the rear and from each side of the car.
51. Competitors must present a technical passport (with first pages completed and pictures added) 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.
52. Cars must be presented to scrutineering at the time indicated on the Scrutineering timetable in the following condition :
 - with homologation forms and the car passport
 - with fuel cell and safety cage certificate
 - without fuel
 - with restrictors, ready for sealing, wire to be provided by the team
 - with ballast, ready for sealing, wire provided by the team
 - with the engine ready for sealing. Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers. Twisted wire must be installed on each side of the engine, coming from the sump, joining each group of screws, holes or ribs so that these parts cannot be separated. Wire ends must be long enough to allow the plaques and seals to be affixed.
 - For cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired
 - with identification and additional lights installed if applicable
 - with all mandatory stickers (technical / safety / series sponsors) in accordance with the Graphical Charter (see Appendix 3)
 - with slick tyres.
53. The weight of the car and other figures (number of seals, restrictor diameter) that will be written in the technical passport are under the sole and entire responsibility of the competitor. It is always up to the competitor to provide, at any time during the event, proof that his car and equipment are in conformity with the regulations and current BOP decisions.
54. Any breaking of a seal during the Event must be requested in writing to the technical delegate.
55. The refuelling tower must be properly installed, empty and earthed before scrutineering. The refuelling rig restrictor must be in accordance with the BOP decisions for the Event, and accessible for measurement and sealing. The refuelling tower must comply with FIA appendix J art 257 (A) or with the relevant refuelling tower regulations for cars from GT300

Super GT. Cars competing in the Intercontinental GT Challenge must additionally comply with the terms of article 124.

56. All drivers competing in the Event must use a helmet and HANS unit. Helmets meeting the FIA Standard 8860-2004 or 8860-2010 – Advanced Helmet Test Specification (International Sporting Code Appendix L Chapter III Article 1) and the FHR devices that are homologated by the FIA are highly recommended. The minimum specification for helmets is according to the FIA Technical List 25. Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2000. Helmets and clothing must pass scrutineering and driver overalls must be checked for conformity to article 44 and article 21 c
57. The official tyre sponsor patches provided by the Promoter must be stitched or embroidered on the drivers' overalls in the respect of the FIA safety rules. Any breach of this Article may lead to sanctions imposed by the Stewards. No logos from any other tyre company may be visible on any overalls, either from drivers or mechanics. Space will be reserved on the overalls in accordance with Appendix 3.
58. Initial scrutineering of the car and of the drivers' equipment and sporting checks for the competitors will take place in accordance with the official timetable for the Event. Any competitor unable to attend at the given time must request permission in writing to the Stewards, who may grant a waiver. Competitors who do not keep to these time limits or who do not obtain a waiver may be given a penalty by the Stewards of the Meeting. Teams must abide by the instructions of the officials and pit lane marshals when proceeding to scrutineering.
59. No car and no driver may take part in the Event until they have been passed by the Scrutineers.
60. The Scrutineers may:
 - a) check the eligibility of a car or of a competitor at any time during an Event,
 - b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
 - c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
 - d) require a competitor to supply them with such parts or samples as they may deem necessary. At the end of qualifying, and of the races, the car must contain at least 2 kg of fuel. The 2 kg of fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.
 - e) checking of the air restrictor diameters:
 - 1) Competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J and in article 10 b, and modifications throughout made by the SRO Technical Board
 - 2) The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout made by the SRO Technical Board, at all times and in all temperatures.
 - 3) The restrictors to be checked and marked must be accessible during the scrutineering of the cars.
 - 4) The information entered on the technical passport for each Event is the responsibility of the competitor, who will sign it, once he has filled in all requested information.

- 5) Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number will also appear in the technical passport. The diameter must be engraved on the restrictor. It will be up to the competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

61. DATA LOGGER

A data-logger with additional sensors, approved by the Organiser, must be installed in all GT3 and GT4 cars at the Event. They must use the data logger used in their Championship. It will be the responsibility of each team to obtain this data-logger and sensors, to install the data logger, loom and antenna, and to have correct operating red and green check lights during the event. SRO Data Technicians will check all loggers prior the first free practice. Except for derogations given in writing by the Organiser, cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards of the Meeting.

The logger is also a scrutineering device and data will be used for scrutineering purposes. The reference engine data will be the data collected during the 2016 Blancpain Official BOP test or those collected during other tests and races with the current BOP decisions.

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

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

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

The data logger must work throughout the Event, including during every practice.

Controls may be carried out at any time during the Event.

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

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

62. The reference ECUs from the SRO Balance of Performance test will be used as reference for this Event.
63. Before the end of the initial scrutineering, the cars will be presented in race condition but without fuel for weighing in the Scrutineering garage. At this moment, the restrictor plates will be identified.
64. At the end of the qualifying practice session and after the finish of the races, all classified cars must make their way to the Parc Fermé for checking. The presence of an official representative of the competitor is required.

65. Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
66. With the exception of the races, the scrutineers may request a car to stop in the Scrutineering Garage at any point during a session for checks to take place. Any infractions will be reported to the Stewards of the Meeting.
67. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.
68. The Stewards of the Meeting will publish the scrutineers' findings each time cars are checked during the Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.
69. 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.

WEIGHING

70. At any time during the Event, the Technical Delegate or Scrutineers may select cars to be weighed.

To identify which driver is on board the car, each driver 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 Stewards of the Meeting and the Technical Delegate.

 - a) Should the weight of a car be less than that specified on the Balance of Performance table for that event, the competitor concerned may be given one of the penalties set out in Article 70 g), 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 technical regulations, or when requested to do so by a scrutineer).
 - c) No one other than scrutineers and officials may enter or remain in the Scrutineering garage without the specific permission of the Technical Delegate.
 - 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 as specified on the Balance of Performance sheet for that event.
 - e) A competitor may fit a maximum of one personal camera per car. The competitor must obtain written permission from the Promoter and from the Technical Delegate. 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. Cameras transmitting live video footage are not authorised.
 - f) The average weight of the drivers in any car competing in the Event must be at least 85 kilograms. Should the average weight of the drivers in any specific car be less than 85 kg, the car will be expected to carry Driver Ballast to compensate. The following procedure will be followed:

- i. Each Competitor must declare the weight of his drivers, including overalls, underwear, shoes, gloves, helmet and HANS, at the time of the administrative checks
 - ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W)
 - iii. If $W < 85$, then the Driver Ballast to be carried by the car will be $85 - W$
 - iv. The Driver Ballast must be installed in the ballast box and sealed before qualifying.
 - v. The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the event. Any anomalies will be reported to the Stewards of the Meeting. Penalties may go as far as cancellation of times in Qualifying or Exclusion from the race.
 - vi. The Driver Ballast is not to be included in the minimum BOP weight of the car.
- a) In the event of any breach of these provisions for the weighing of cars, the Stewards of the Meeting may drop the competitor as many grid positions as they consider appropriate or exclude him from the race.

SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

71. a) Tyre Supply

Only tyres from Yokohama, approved and registered by the Promoter and sold at the Event, will be accepted. Tyres must be ordered and paid by the deadlines set by Yokohama, failing which tyres will not be supplied.

Only one type (specification and dimensions) of dry-weather tyre and one type of wet-weather tyre will be registered per car.

The list of the approved tyre specifications will be published at the latest two weeks prior to the first Event in the Series.

Instructions concerning the use of the Tyres may be issued to Competitors via Bulletins. Any such instructions will be mandatory and failure to comply will be reported to the Stewards of the Meeting.

All tyres must be used as supplied at the event by the tyre manufacturer specified by the Promoter. They must comply with the specifications determined by Article 71 b). 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.

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

b) Dry and Wet weather tyres

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

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

Tyre width:

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

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

c) Control of tyres:

- a. The control of the tyres will be carried out according to a process defined by the Promoter.
- b. The outer sidewall of all tyres which are to be used at an Event must be marked with a unique identification.
- c. Other than in cases of force majeure (accepted as such by the stewards of the meeting), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate for allocation prior to the end of initial scrutineering.

d) Tyre-heating devices

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

- a) It must fit into a parallelepiped of 4 m x 2m x 1.5 m.
- b) No part of the cupboard can be situated inside the pit garage, on the pit lane or on the grid.
- c) There must only be 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.
- d) The transportation of tyres must be carried out without thermal protection. Other tyre heating devices remain forbidden.

Teams who do not have Tyre Heating Cupboards will be allowed to use Tyre Blankets in the same place and under the same conditions as the Tyre Heating Cupboards.

LIMITATIONS ON THE NUMBER OF TYRES

72. 12 sets of slick tyres will be marked

These sets must be used during the qualifying sessions and the race

The competitor must provide the Technical Delegate with a signed set list with bar code numbers or serial numbers of the selected tyres before the time set in the Official Timetable for the Event.

For cars which qualify for the Qualifying Top-15 Shootout, an additional set of tyres will be authorised for use during this session only. This set of tyres may not be used during the race.

Each car entered in the Event has an allocation of four joker tyres, which can be used to replace any tyres which have been damaged or are otherwise unusable. The use of a joker tyre will be authorised after consultation with the Technical Delegate. A formal request must be made in writing and must include the reference of the damaged tyre and the reference of the tyre replacing it.

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

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

BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING

73. 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 Sepang 12 Hour Race.

The Organiser is allowed to modify any parameter required to establish the Balance of Performance at any point before or during the event.

Furthermore, a target lap time may be set at any point before or during the event for categories 2, 3, 4, 5,6 and 7, through a Bulletin or notification from the Organiser.

Should a target time have been set for a category, any lap time during qualifying that is faster than the target time will be deleted from the results. During the race, any such time will result in a drive-through penalty for a first infraction, and any other penalty from the Stewards of the Meeting for subsequent infractions.

74. **Paid Testing**

Private test sessions may be organised before the start of the Event. These sessions will not be considered as part of the meeting. There will be no limitations on the tyres for these private sessions, but they must be in conformity with the principles laid down in article 71.

75. **Private Testing**

Private testing means any testing carried out by a team or driver entered in the Event. Private testing at the Sepang International Circuit is forbidden without prior permission from the Organisers as from the Monday before the beginning of the Event and until the date scheduled for the Event.

Participation in Events counting towards other Championships or Series is not considered as private testing.

However, promotional laps and media activities may be authorised with permission from the Organiser.

Any breaches of these rules will be reported to the Stewards who may award a Penalty.

PROMOTIONAL ACTIVITIES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS

76. 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 authorised as part of media activities to aid the promotion of the Event, including tracking laps for photo shoots, filmed laps for TV programmes or other activities organised by the Organiser/SRO Motorsports Group.
 - Promotional activities with road cars may be organised by teams for their VIP guests or Media with permission from the Promoter. Promotional activities with race cars are not authorised except with exceptional permission from the Organiser.
 - Promotional activities with race cars which are not eligible for the Event may be authorised with permission from the Organiser. Drivers competing in the Event may take part in these activities.
 - 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 activities for the main Event, including briefings, podiums, press conferences etc.

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

77. Cars are expected to remain at the track from the time they are scheduled to undergo scrutineering until the end of the Event.
Exceptions, as specified in advance by the Organiser/SRO Motorsports Group, may include Parades, Car exhibitions and Demonstrations taking place outside the circuit or neighbouring areas.
78. Autograph sessions may be scheduled during the Event at the time given in the Official Timetable. Drivers are expected to attend any such sessions, dressed in team uniform, at the scheduled time, and to make themselves available for the full duration. Any failure to attend from drivers may be reported to the Stewards of the Meeting.
79. Pit walks may be scheduled during any Event. The time will be listed in the Official timetable. Cars must be on display in their pit garage for the whole period. Garage doors must be up. Cars should not be manoeuvred during the pit walk. Under no circumstances can refuelling take place during this period. Teams may place Tensa barriers at the front of the garage. Any infringements will be reported to the Stewards of the Meeting.

GENERAL CAR REQUIREMENTS

80. No signal of any kind may pass between a moving car and anyone connected with the car's Competitor or driver, save for the following:
- legible messages on a pit board;
 - body movement by the driver;
 - lap trigger signals from the pits to the car;
Lap marker transmitters shall be battery-powered and, once operating, must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
 - verbal communication between a driver and his team by radio;

- electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter
- Telemetry: one way (car to pit) telemetry is allowed.
- IMPORTANT: no item, installation or antenna is permitted which may interfere at any time with the official data logger, timing, radio and TV systems.

GENERAL SAFETY

81. Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these.
82. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position and in accordance with the instructions of the marshals.
A car may only be pushed to remove it from a dangerous position as directed by the marshals.
This rule is also applicable when the car is parked in the Parc Fermé.
83. 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.
84. During practice and the races, drivers may only use the track and must at all times respect the provisions of the Code relating to driving behaviour on circuits.
85. A driver who abandons a car on the track must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
86. Repairs to a car may be carried out inside or outside the pits, on the working lane, on the starting grid or as provided for in articles 87 and 172. A driver who manages to repair the car after it has been pushed to a place of safety, with or without remote assistance from their team, may rejoin the session.
87. If a car breaks down outside of the pit lane, any repair work to be carried out must be undertaken only by the Driver using the tools or components on board the car after the car has been moved to a safe zone by the marshals.
If the driver feels that a repair is not possible in these circumstances, they may request that the recovery team return the car to the designated area behind the race control building. If authorised by the Race Director, this will be undertaken by the recovery team when possible, remembering that on-track incidents will take priority. Once the car has been returned to the paddock, the Competitor may use their best endeavours to repair the car and return it to the Race.
88. The organiser must make at least two fire extinguishers of 5 kg capacity available at each such pit garage and ensure that they work properly.
89. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the team's designated pit garage area, in the pit lane or on the starting grid.
90. At no time may a car be reversed in the pit lane under its own power.
91. Drivers must use the track at all times.

The white lines defining the track edges are considered to be part of the track but the kerbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, will be stopped during the free practices, have their lap time(s) cancelled during qualifying and may receive a "drive through", during the race. The Stewards of the Meeting can apply any other penalty available. Notifications will be for the car, not the driver.

92. a) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap which immediately precedes the races and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
- marshals or other authorised personnel in the execution of their duty;
 - drivers when driving or under the direction of the marshals;
 - team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- b) At any time during an Event, a driver may join the track, including the pit lane and the grid, only after starting the engine alone and unaided, and leaving its working area with no external assistance.
- c) During a race, the engine may only be started with the starter except on the grid or after a Stop and Go penalty, where the use of an external starting device is allowed. The car must leave its position in the pit lane with no external intervention. Any car reported to have received assistance to start will be given a stop and go penalty, during which the car must be started by the driver alone.
- d) A car may only leave its working area when it is ready to rejoin the track, and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for force majeure.
93. Drivers taking part in practice (including the warm up if any) and the race must always wear the clothes, underwear, helmets, and FIA-approved head restraint specified in Appendix L to the Code.
- A driver coming into the pits cannot unfasten his safety harness or racing net until his car is completely stopped in front of the pit garage. After a pit stop, the car can only start moving after the safety harness and racing net have been fastened. It is the car controller's responsibility to ensure that a driver is properly buckled in before the car leaves its working area to enter the track.
94. Extrication and Recovery exercises may take place before the Event. Teams will be notified by the Stewards of the Meeting and must make their car available at the stated time.
95. If a driver has serious mechanical difficulties during practice or the races, he must leave the track or return to his working area as soon as it is safe to do so. At no time may a car be driven unnecessarily slowly, erratically or in a manner that could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
96. The car's regulatory lighting system must function during the Event. Any car that does not present the minimum illumination listed below, may be stopped by the Clerk of the Course for repairs:

- At the Front: 2 headlights (right and left) and 2 direction indicators
- At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights.
- Also the illumination of the numbers if fitted, and, should the weather conditions deteriorate, the rain light.

97. The car's headlights, red rear light and rear rain lights must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide whether a driver should be stopped because his car's lights are not working. If a car is stopped for that reason, it may re-join the Event once the fault has been remedied.

OBLIGATORY LIGHTING PERIOD

98. For the Event, a maximum of four additional lights are allowed in the front bumper or front fascia. They must be installed symmetrically and in pairs. For GT3 cars, the additional lights must be of ECE homologated type or similar. Cars coming from Super GT must use the Super GT rules in terms of lights.
99. It is authorised to equip the car with a maximum of 2 identification lights (An assembly of LED Lights will count as a single light unit), with a maximum power of 25 watts. These will be placed on the roof, on the rear view mirrors, on the windscreen pillar or behind the passenger side of the windscreen, as long as this does not distract the driver or the other competitors. Any assembly must be carried out before the car undergoes Scrutineering. The use of flashing or revolving lights is forbidden. Red lights should not face forwards and white lights should not face to the rear.

The obligatory period of illumination will be announced by the presentation of the "LIGHT"-panel by the Clerk of the Course

100. A maximum of six working team members per participating car are allowed on the pit wall signalling area reserved for the team during practice and the race(s). People under 16 years of age are not allowed in the pit lane, on the pit wall or on the grid, except during the 'pitlane walkabout' or the 'grid walk' when they may be allowed if accompanied by an adult and if authorised by the circuit. Personnel must adhere to the regulations concerning clothing and helmets according to article 22. Infractions will receive penalties according to Appendix 2
101. Animals, except those which may have been expressly authorised for use by security services, are forbidden in the pit area, on the track and in any spectator area.
102. 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.
103. 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, PIT GARAGES AND PIT LANE ALLOCATION

104. The allocation of pit garages will be done by the Organiser.

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

105. The installation of teams and their equipment in the pit lane and working lane will take place subject to the approval of the Race Director and/or the Pit Lane Supervisor, whose decision is final.
106. The working area for each team will be in front of its pit garage(s) and will be the only working area for all of its cars.
107. For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes.
The lane closest to the pit wall is designated the "fast lane", and the lane closest to the pit garages is designated the "working lane" and is the only area where any work may be carried out on a car. The "working lane" is formed on one side by a line painted in front of the pit building and on the other by a line separating it from the "fast lane".
108. Competitors must not paint lines on any part of the pit lane. Any markings made with tape must be removed at the end of the Event.
Suppliers may not install floors, lighting, etc without specific written authorization from the Organiser/SRO Motorsports Group.
109. Smoking, making fire and welding are all strictly forbidden in the pit garages as well as within a six-metre radius. No welding operations can be carried out within this perimeter, and no devices generating sparks will be allowed in this area. LPG gas cylinders and accessories are strictly forbidden in the pit lane, in the pit garages and for a distance of at least five metres behind the pit garages, as well as inside the competitors' trucks. Any infractions may result in a penalty from the Stewards of the Meeting.
110. An inventory may be carried out on the pit garages and surrounding areas. All damage caused will be invoiced to the Competitor.
111. Pit Installations including folding brackets and flexible air, fuel or lighting mountings may not exceed the width of the working area, nor may they be less than two metres above ground level. Support arms must be suspended and fastened by chains or wire cables. Lighting arrays must be directed towards the interior of the working area. Lighting equipment should not face the oncoming traffic. It should be low-temperature, flame-proof and must not be located less than 50 cm away from the refuelling pipes and tower. Halogen lights are not authorised. The equipment must be sufficiently rigid, be made from translucent material and may not extend beyond the base of the signalling wall. Sunshades, parasols and umbrellas are prohibited. Material fixed onto the signalling wall must not cause any damage. All advertising or promotional material on the signalling wall or the sides or top of the competitors' boxes is prohibited, with the exception of the equipment from the organisation.
112. A speed limit of 50 km/h will be enforced in the pit lane. Any driver exceeding the limit above will be reported to the Stewards of the Meeting.
Penalties will be awarded according to the following schedule :
During the Free Practice, and Qualifying Sessions, the following penalties will be imposed:
A fine of 50 euros per kilometre over the 50 km/h limit
During the race, a drive-through penalty will be imposed for a first offence. A second offence for the same car will result in a fine as listed above plus a drive-through penalty

113. Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated pit garage area to the end of the pit lane.
114. Any driver intending to start the race from the pit lane may not drive his car from his team's designated pit garage area until the pit exit is closed and must stop in a line in the fast lane.
115. 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.
116. A maximum of five minutes before the start of any practice session, qualifying session or warm-up, cars may be allowed to drive from their allocated working area to queue in the fast lane. Cars may only leave their working area to queue after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or the team radio. Should it not be possible to give this instruction, cars may not move until the pit lane exit is green. Cars moving from their working area before they have received either the FAST LANE OPEN instruction or a green light at pit exit may be reported to the Stewards. This also applies after a red-flag interruption to a practice or qualifying session.
117. It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
118. Cars must leave the working area in an appropriate manner. Any infractions will result in a penalty.
119. During the race, cars may only leave their working area when they are ready to rejoin the race. Except for safety reasons, they may not stop in the fast lane, or proceed at low speed.
120. At all times when the cars are allowed onto the track:
 - a) Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.
 - b) Officials shall have free access into the pits.
 - c) Except for the gantries, and refuelling rigs, no tools or equipment may be left on the working area once a pit stop is over. During the Event, the cars must be parked with the front facing towards the pit lane at all times when in the pit garages.
 - d) There is no limitation on the number of mechanics when the car is inside the pit garage
 - e) At the start of any session, cars should be at an angle of 45 degrees, nose towards pit exit. Except during qualifying, cars should stop parallel to the pit building for pit stops, be parked at 45 degrees and be pushed into their pit garages at other times. During qualifying, it must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the pit garage and the nose facing towards the pit exit.
 - f) At all times, cars must be pushed in front of the pit/garage, and the engine must be restarted by the driver alone, and the car must leave the working area with no external assistance.
 - g) If a car stops between the white line at pit entry and the speed 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 garage.

FUEL

121. A single fuel supplier will be designated. The supplying of this fuel must be carried out in accordance with the conditions set out in the contract signed between SRO Motorsports Group and the selected supplier.

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

No cooling of fuel below the ambient temperature is permitted, either onboard the Car or in the pit area.

ASSISTANCE IN THE PITS AND REFUELLING

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

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

Cars may be placed on skates to move them in the working lane.

123. Only the car controller and the replacing driver are allowed in the pit lane a maximum of one lap before the pit stop of the car.

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

No personnel may hold panels on the working lane, or stand behind stationary panels. Team personnel may use lollipops to indicate to the cars from the working zone.

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

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

A car controller (the 5th member), wearing a white armband, may stand at the front of the car and oversee the work of the mechanics. He may walk around the car, but must not touch the car in any way and may only make visual checks.

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

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

REFUELLING

124. FUEL RIGS

Fuel rigs are defined by drawing 252-7 of Article 257 A of Appendix J (2016) and described in art 257 A section 6 of Appendix J. Cars racing in Super GT may use fuel rigs authorised in their Championship.

Furthermore, cars competing in the Intercontinental GT Challenge must adhere to the following additional restrictions :

- Further to art 257a 2016 appendix J art 6.1.2, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow.
- The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the suppliers.
- The SRO Technical Department has acquired couplers from the different suppliers supplying the couplers to the manufacturers for reference.
- When required, a sensor provided by SRO for measuring the amount of fuel must be fitted to the tank. The Competitor must ensure its proper function during the entire Event.
- In accordance with article 257a appendix J 2016 6.3, the fuel cell must be equipped with the foam supplied by and installed following the directives from the manufacturer of the fuel cell.

125. REFUELLING

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 in article 124.

Refuelling is allowed in the pit lane by means of a refuelling tower with a maximum of one independent tank per car entered in the event and a maximum of two independent tanks per pit. These tanks must not move, either independently or through any other means, during any session, and may only be moved in order to allow the car to be pushed into the garage.

Cars may refuel at any tower belonging to their team

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. This must be placed by a mechanic, which may be the mechanic charged with helping the driver. It must be removed by one of the people authorised to be working on the car at the point once refuelling is finished and the earthing wire can be removed.

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:

a) 1 Team manager with a white armband.

b) A maximum of 4 mechanics, to include:

- 1) 2 fuel attendants maximum identified with a red armband, 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.
- 2) 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.
- 3) 1 mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change. This mechanic may continue to clean the windscreen and lights during the subsequent tyre changes or other work.
- 4) 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.
- 5) **Note:** 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. Once his task is finished, the vent man will be considered a second 'dead man'. Once the nozzle man has crossed the white line, the tyre changes can begin, even if the vent man has not yet crossed the line.

b. The driver exiting the car may assist the driver replacing him.

c. All other team members standing in the working area ('working lane', Article 107), 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.

d. 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 23.

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.

126. **TYRE CHANGES** may be carried out on the car, after refuelling if applicable, in the pits/working area of the pit lane and parallel to the pit lane. Only ambient pressurised air, Nitrogen can be used to fill the tyres or operate the air guns.

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

- 1 Car Controller with a white armband.
 - A maximum of 2 mechanics, clearly identified for the whole procedure wearing red armbands (having no possibility to swap their tabard or armband) are allowed to carry out any operations needed to change the tyres, using only one pneumatic wheel gun or torque wrench. Cars from Groups 3, 4, 5 and 6 – GT4, Supersports, Touring Cars – may use one additional wheel gun or wrench.
These two people may come into the working area and start these operations only once the car has stopped in front of the pit garage.
- b) They must:
- a. bring and connect the air hose to the air jacks. Once the wheels have been changed, the hose must be removed by one of the two mechanics to bring the car down. No other system may be used to bring the car down onto its wheels.
 - b. bring only one gun onto the working area,
 - c. take the new wheels and put the replaced ones inside the pit,
 - d. 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,
 - e. not throw the wheels or drop them,
 - f. take the equipment back inside the pit.
- The driver exiting the car may assist the driver replacing him.
 - Any other team members standing in the working area (working lane, Article 107) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
 - One mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change.
 - A data technician may download data from the car by cable, card or data stick, without performing any other task
 - 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with article 23.
- 2) The car cannot leave the pit working area until the mechanics in charge of the wheel changes and the equipment are no longer in the working area.

127. **OTHER OPERATIONS**, including replenishment of lubricants and various fluids, may be carried out on the car when the mechanics in charge of the wheel changes and their equipment are 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.

During the race, only the following operations may be carried out in working area of the pit lane and parallel to the pit lane :

- cleaning windscreens
- checking tyre pressures
- visual checks of tyres and brakes
- adding fluids (except fuel)
- downloading of data
- remove dirt or grass from the radiator or repairs to the car without using tools

Any other operations must be carried out in the pit garage. The car must be pushed into the pit garage by not more than four mechanics. At the end of the operations, the car must be pushed out of the pit garage and restarted in accordance with article 128.

At all other times, the following apply :

- 1) Personnel authorised in the pit lane working area after tyre changes, for maintenance, repairs and driver changes:
 - 1 Car Controller
 - A maximum of 4 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
 - A data technician 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 107) 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 as well as with a temperature probe or pressure gauge. They wear an armband in accordance with article 23.

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

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

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

129. Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance will entail penalties at the Stewards' discretion up to the exclusion of the car and driver(s) concerned from the Event. 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

130. During the Event, it is forbidden to replace the following parts on pain of a sanction which may go as far as exclusion:
- 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.

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

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

132. During the free and qualifying practice sessions and the warm-up, controls on the tyre markings may be carried out before the cars take to the track under the orders of the marshals, and there will be a green light and a red light at the pit lane exit. Cars may only leave their working area according to the procedure listed in article 116. Cars may only leave the pit lane when the green light is on at the start or restart of a session. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

133. FREE PRACTICE, NIGHT PRACTICE AND QUALIFYING FOR THE EVENT

There will be a minimum of four free practice sessions, two in night conditions and two in day conditions. There will be no Parc Fermé after these sessions.

All free practice, night practice and qualifying sessions count towards driver qualification for the event. It is not mandatory for all drivers to set a time during the Qualifying session.

All drivers must practice or qualify within 130% of the fastest time set in their category in qualifying, except for cases of force majeure accepted as such by the Stewards of the Meeting.

Additionally, all drivers must complete a minimum of two timed laps (from timing line to timing line) during the Night free practice sessions.

134. QUALIFYING

There will be one qualifying session of a minimum duration of 60 minutes which will set the grid for the event.

During the qualifying sessions, the following principles apply :

Refuelling is only authorised in the pit lane with the refuelling rigs, with all safety procedures in place and the cars parallel to the pit building.

- a) Teams may work on their cars during Qualifying, either with the maximum of four mechanics in the working lane or in their pit garage if more are needed
- b) Only the marked tyres as submitted are authorised
- c) There are no restrictions on data download during the session.

After the chequered flag, the top 15 cars will qualify for the Pole Shootout.

All other cars will be under parc fermé conditions in their garages

Some of these cars may be selected for scrutineering and will need to be pushed to the Technical Garage under supervision of the Pit Marshals.

135. POLE SHOOTOUT

One fifteen minute pole shootout session will set the top 15 positions on the starting grid. Each car must be driven by the driver with the highest driver categorisation in the car, except for force majeure accepted by the Stewards as such. For teams with more than one

driver with the highest categorisation, the team may nominate the driver to take part in the session. Drivers must be confirmed by the time set in the Official Timetable for the Event.

The cars which qualify for the Shootout may be worked on between the end of Qualifying and the Shootout. All other cars are in parc fermé conditions.

The fastest time from each car during this pole shootout will set the top 15 positions on the grid. Any times set during this session will not determine the 130% used for qualifying purposes.

Cars which have qualified for the Pole Shootout and who take part in the session but who do not set a time, or who do not take part in the session, will be placed in final position of the Pole Shootout results. If one or more cars have missed the session, or have not set a time, their best time in qualifying will determine the order of any such cars at the back of the top 15.

At the start of the Shootout, the 15 qualified cars must be on the working lane at 45 degrees. During the Shootout, only the driver nominated may take part.

Teams may use either the extra set of tyres authorised for the Shootout, or one of their 12 sets of declared tyres.

During the Pole Shootout, any driver coming into the pit lane and stopping in front of his pit garage will have all the times that he has set up to that moment cancelled. Should the team choose to stop in front of the pits, they may refuel, change tyres or work on the car before returning to the track.

As soon as the driver has set his qualifying time, he must stop in the designated parc fermé area in the pit lane. The car is then under parc fermé rules. Cars that are on the track at the end of the Pole Shootout must be driven directly to the parc fermé.

136. In the event of a driving infringement during any practice session, the Stewards of the Meeting may drop the driver as many grid positions as they consider appropriate. Unless it is absolutely clear that a driver committed a driving infringement, any incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal.

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

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

Any driver taking part in any practice session who, in the opinion of the Stewards of the Meeting, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties referred to in Article 136.

138. 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 of the Meeting.

Furthermore if, in the opinion of the Stewards of the Meeting, a stoppage is caused deliberately, the driver concerned may have his times from that session 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.

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

140. 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 session.

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

STOPPING THE PRACTICE

142. Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or, in his absence, his Deputy or the Clerk of the Course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all the marshal posts.

When the red flag is deployed, all cars shall immediately reduce speed. During free practice, qualifying and the warm-up, the cars shall proceed slowly back to their pits with no overtaking.

After a red flag has been deployed, cars may only leave their working area in accordance with article 116.

The Race Director or, in his absence, his deputy or the Clerk of the Course may arrange for the cars to go directly to the Parc Fermé (or the pits). This will be displayed on the monitors.

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

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

QUALIFYING PRESS CONFERENCE

144. After the podium, the drivers must proceed to the Press Conference in the media centre or other location specified during the Drivers' Briefing.

- 1: The top three drivers overall
- 2: The driver on pole position in Pro-Am
- 3: The driver on pole position in Am
- 4: The drivers on pole position in Category 2 – GTC - Cup and Xtracup
- 5: The driver on pole position in Category 3 – GT4

- 6: The driver on pole position in Category 4 – TC
- 7 : The driver on pole position in Category 5- Touring Cars (TCA and TCB)
- 8: The driver on pole position in Category 6 – Marc Cars
- 8: The driver on pole position in Category 7 - Invitational

A fine will be imposed on any competitor who is absent except in case of force majeure recognised as such by the Stewards of the Meeting.

THE GRID

145. At the end of the qualifying practice and the pole shootout, the best time set by each car will be published officially.

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

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

Apart from the procedures set out above for the Pole Shootout, any car that does not complete a timed lap will be placed at the back of the grid. If two 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.

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

146. The pole position will be the position on the grid which was the pole position in the previous year.
147. Any driver whose best practice time in either free practice sessions exceeds 120% of the fastest time in the relevant session may be allowed by the Stewards of the Meeting to take part in the warm-up or in the races. The Stewards of the Meeting may also allow a driver who has set a lap time exceeding this limit in a previous free practice session or warm-up to take the start.

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

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

149. Any car which has not taken up its position on the grid by the time the 5-minute signal is shown will not be permitted to do so and must start from the pits.
150. The final starting grid for any Race will be published at the latest one hour before the start of that race.

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

STARTING DRIVERS

151.

After the end of qualifying, before the deadline specified on the Official Timetable, the Team Manager of each Competitor must inform the Organiser 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 of the Meeting in writing.

Should any team manager fail to nominate their starting driver by the deadline, the driver setting the fastest time in Qualifying will start the race.

STARTING PROCEDURE

152. A minimum of 20 minutes before the time for the green flag/start of the formation lap 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. Only the nominated starting driver may drive the car for the reconnaissance laps.

Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane, respecting the pit lane speed limit, between laps.

Cars wishing to refuel may do so according to the refuelling regulations according to articles 145 & 146.

Any car which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid.

153. At the times given in the Official Timetable, a maximum of 15 minutes after the pit lane opens, the pit lane will close. A warning signal announcing the closing of the pit lane exit will be given two minutes beforehand.

Any car which is still in the pits can start from the pits, but only under the direction of the marshals.

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

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

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

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

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

155. The approach of the start will be announced by signals shown ten minutes, 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, except under Article 172.

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

At the three-minute signal, the cars must be resting on their wheels and the wheels must have been tightened.

A penalty may be imposed on any driver whose car was not resting on its wheels at the three-minute signal or whose wheels were tightened after the three-minute signal.

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.

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

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

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

The speed of the Official Leading Car must be around 80 kph during the formation lap.

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

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

158. The 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 constant speed between 70 kph and a maximum of 90 kph.

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

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

159. There will be a rolling start as described in the Code. During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass. During a start behind safety car, the team personnel may return to the pit wall once the cars have left the grid.

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

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

Should such an additional formation lap be carried out, the start of the race will be considered to have been given at the end of the first formation lap.

161. A penalty will be imposed for a false start if so reported by start line judges, judges of fact, the Race Director or the Starter.

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

- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Article 171 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 171 will apply.

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

THE RACES

164. A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 172).

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

166. 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.

FULL COURSE YELLOW

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

The instruction "Full Course Yellow" will be given on the Team Radio with a countdown : "Full course yellow in 20 seconds, 10 seconds BOARDS, 5,4,3,2, FULL COURSE YELLOW NOW"

THE FCY boards and lights will be presented at the 10-second signal to inform cars that they must slow down to 80 km/h at the end of the countdown. Overtaking is forbidden from the moment that FCY boards and lights are displayed. At the end of the countdown, the message FCY will be displayed on the monitors, waved yellow flags will be shown at all marshal posts and all cars must be at a constant speed of 80 km/h.

Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards of the Meeting and a penalty may be given. A minimum lap time will be issued by the Stewards of the Meeting on a bulletin, and any car completing a full lap under FCY conditions faster than this given time will incur a penalty.

The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2.

Once the problem is resolved, the track will return to Green and the information will be given on the monitors and team radio. Alternatively, should the problem not be resolved, the Safety Car may be deployed according to articles 168 - 170.

SAFETY CAR

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

Full-course-yellow procedures and a safety car may be used together, in which case a speed limit will apply around the full circuit. In this case, marshal posts and timing screens will show both FCY and SC.

169. The following procedures will apply.

At the start of any incident which may need the Safety Car to be deployed, a Full Course Yellow period may be declared before the Safety Car is deployed according to article 170.

During the Safety Car period, cars leaving the pit lane or on the track may be restricted by the Full Course Yellow speed limit or other speed limit set by the Race Director, until they reach the cars behind the safety car. In this case marshal posts and timing screens will show both FCY and SC boards.

170. **SAFETY CAR PROCEDURE** (in accordance with Appendix H of the ISC, article 2.9)

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

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

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

Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the safety car;
- any car entering the pits may pass another car or the safety car after it has crossed the first safety car line;
- any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line;
- when the safety car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the safety car line;
- any car stopping in its designated garage area whilst the safety car is using the pit lane may be overtaken;
- if any car slows with an obvious problem.
- Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

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

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

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

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

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

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

When the Race Director (or his Deputy or the Clerk of the Course in his absence) calls in the safety car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. As the safety car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the Intermediate race neutralisation end point(s). These will be displayed until the last car crosses the Line.

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

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

171. STARTING THE RACE BEHIND THE SAFETY CAR

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

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

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

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

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

SUSPENDING THE RACE

172. RED FLAG

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 PIT LANE, where they will stop in front of their garages. In case of severe storm conditions, the cars may be entered into their garages.

Teams may work on the cars in accordance with the regulations.

RESUMING THE RACE

173.

When the situation causing the red flag has been resolved, the grid for the restart will be issued with the order of the cars at the end of the penultimate lap before the stoppage.

The cars will leave the pit lane in the order indicated by the pit lane marshals.

They must proceed to the Line without stopping or overtaking, and line up in single file behind the safety cars.

Once all cars are in place, the race will resume behind the Safety Car in single file.

No car may leave its garage area unless it has been signalled to do so by the Marshals.

The race clock will not stop during any red flag period

Driver stints will restart from the time at which the safety car starts

Time spent under red flag conditions will not count towards the maximum driving time.

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

FINISH

174. The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed.
175. Should for any reason (other than under Article 172) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
176. After receiving the end-of-race signal, all classified cars must proceed directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

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

PARC FERME

177. Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.
178. When the Parc Fermé is in use, the area between the Line and the Parc Fermé entrance will be considered to be Parc Fermé as well.
179. The Parc Fermé shall be sufficiently large and secure so that no unauthorised persons can gain access to it.
180. The Parc Fermé will last for a maximum of one hour from the chequered flag for the qualifying session or either race. After this time, any cars which have not been chosen for further examination by the Technical Delegate or ordered by the Stewards of the Meeting will be released.

CLASSIFICATION

181. 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.
182. If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.
183. 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.
184. The official overall classification will be published and posted by the Organiser on the Official Notice Board 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 CEREMONY

185. There will be a podium ceremony after the race. Where there are at least three cars finishing in a Cup or Trophy, the drivers finishing in 1st, 2nd and 3rd positions and a representative of the winning team must attend the prize-giving ceremony on the podium and abide by the podium procedure determined by the Organiser/SRO Motorsports Group. When there are fewer than five cars entered or fewer than three cars finishing in a Cup or Trophy, then the organisers may decide that only the winning drivers and team representative should attend.

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

- 1: 1st, 2nd and 3rd overall
- 2: 1st, 2nd and 3rd in Category 1 - Pro-Am Cup
- 3: 1st, 2nd and 3rd in Category 1 - Am Cup
- 4: 1st, 2nd and 3rd in Category 2 – GTC Cup
- 5: 1st, 2nd and 3rd in Category 2 – GTC XtraCup
- 6: 1st, 2nd and 3rd in Category 3 – GT4 / Super Production
- 7: 1st, 2nd and 3rd in Category 4 – TC
- 8: 1st, 2nd and 3rd in Category 5 – Touring Cars (TCA TCB)
- 9: 1st, 2nd and 3rd in Category 6 – Marc Cars
- 10: 1st, 2nd and 3rd in Category 7 - Invitational

If fewer than three cars are entered in any class, or if fewer than three cars are classified at the finish in any class, only the drivers and team manager of the winning car will be called to the podium.

The Competitors and drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement will result in penalties at the Stewards of the Meeting's discretion.

A fine of 1.000 euros will be imposed on any Competitor who is absent for part or all of the podium ceremony, except in a case of force majeure recognised as such by the Stewards of the Meeting.

RACE PRESS CONFERENCE

186.

After the podium, the drivers must proceed to the Press Conference in the media centre or other location specified in the Appendix 1 of the Event.

- 1: 1st, 2nd and 3rd overall
- 2: 1st, - Pro-Am Cup
- 3: 1st, Am Cup
- 4: 1st, GTC Cup
- 5: 1st, GTC XtraCup
- 6: 1st, / Super Production
- 7: 1st, TC
- 8: 1st, Touring Cars (TCA - TCB)
- 9 : 1st, Marc Cars

10: 1st, Category 6 - Invitational

The team managers are responsible for ensuring that their drivers fulfil their obligations.
A fine of 1.000 euros will be imposed on any competitor who is absent except in a case of force majeure recognised as such by the Stewards of the Meeting.

APPENDIX 1**PART A**

- a) Name and address of the National Sporting Authority (ASN).
 - b) Name and address of the organiser.
 - c) Date and place of the Event.
 - d) Start of the sporting checks and scrutineering on..... (date) at.... (time).
 - e) Time and Location of the Briefing
 - f) Start time of the race(s).
 - g) Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.
 - h) Details of the circuit, which must include:
 - 1. location and how to gain access,
 - 2. length of one lap
 - 3. direction (clockwise or anti-clockwise),
 - 4. location of the pit exit in relation to the Line.
 - 5. Grade of the FIA circuit homologation
 - 6. Date of the expiry of the licence
 - i) 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, press conference, media centre and media accreditation centre.
 - j) List of any supplementary trophies and special awards in addition to those specified in these Sporting Regulations.
 - k) Amount of the Appeal and Protest fees
 - l) The names of the following officials of the Event, appointed by the ASN:
Steward of the Meeting,
Clerk of the Course,
Secretary of the meeting,
Chief National Scrutineer,
Chief National Medical Officer.
- Any other specific items.

PART B – List of Officials nominated by the Promoter and the Parent ASN**Permanent Chairman of the Series**

International Steward

Race Director

Deputy Race Director

Technical Delegate

Chief Scrutineer for the Series

Sporting Director

Pit Lane Officials

Chief Timekeeper

Safety Car Driver

Press Delegate

Composition of the Sporting Board for the event

PART C – Detailed timetable

PART D – Event Insurance

APPENDIX 2 – FIXED PENALTIES TO BE APPLIED DURING THE EVENTSection 1

Fines will be awarded according to the following provision:

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

Section 2

Fines will be awarded according to the following provision:

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

Section 3

Penalties will be awarded according to the following provision:

- First offence: Formal reprimand
- Second offence: Drive-through penalty
- Third offence: Stop and go penalty of 10 seconds

Section 4

Penalties will be awarded according to the following provision:

- First offence: Formal reprimand
- Second offence: 5 position grid penalty
- Third offence: 10 position grid penalty

Section 6

Penalties will be awarded for offences affecting the security of the event, according to the scale below

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

These penalties are given as guidelines. The Stewards of the Meeting may award any additional penalties allowed by the code as they see fit.

APPENDIX 3

The valid Graphical Charter for the 2016 SEPANG 12 HOURS is always the latest version, which will be distributed to the teams and which will replace the version hereunder.

2015 SEPANG 12 HOURS GRAPHICAL CHARTER

MANDATORY DECALS – RACING CARS

These decals will be produced and distributed to the teams by SRO.

SERIES SPONSORS RESERVED SPACES

41x41cm DOOR & BONNET PANEL
To be displayed on each door of the car and on the bonnet. These Stickers and Numbers will be provided by SRO.

138cmx17cm SEPANG 12 HOURS WINDSCREEN BANNER
This Sticker will be provided by SRO.