



**2025 GT WORLD CHALLENGE AUSTRALIA POWERED  
BY AWS FINAL SPORTING REGULATIONS V2**

## CONTENTS

FOREWORD.....	4
1. REGULATIONS.....	5
2. GENERAL UNDERTAKING.....	5
3. GENERAL CONDITIONS.....	5
4. ELIGIBLE CARS.....	6
5. SERIES COMPETITIONS.....	8
6. THE TITLES.....	9
7. POINTS.....	10
8. ORGANISATION AND INSURANCE.....	12
9. OFFICIALS.....	12
10. CONDITIONS FOR THE PARTICIPATION OF DRIVERS AND COMPOSITION OF THE CREWS.....	13
11. COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY.....	16
12. PASSES AND ACCESS TO THE SITE.....	18
13. DRIVER DESIGNATIONS AND CHANGES OF DRIVER.....	18
14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS.....	19
15. UNSPORTING BEHAVIOUR.....	20
16. INCIDENTS AND SANCTIONS.....	21
17. BEHAVIOUR WARNING POINTS.....	24
18. PROTESTS AND APPEALS.....	25
19. MANDATORY EQUIPMENT.....	26
20. MANDATORY PIT STOPS, DRIVING STINTS AND COMPENSATION TIMES.....	28
22. LIVERIES – NUMBERS – GRAPHICAL CHARTER.....	31
23. ADMINISTRATIVE CHECKS.....	32
24. SEAN EDWARDS FOUNDATION TEST.....	32
25. BRIEFINGS.....	32
26. SCRUTINEERING.....	33
27. DATA LOGGER & ECU.....	36
28. WEIGHING.....	37
29. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT.....	38
30. BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING.....	43
31. PROMOTIONAL ACTIVITIES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS.....	47
32. GENERAL CAR REQUIREMENTS.....	47
33. GENERAL SAFETY.....	48
34. PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION.....	52
35. FUEL.....	55
41. FREE PRACTICE, PRE-QUALIFYING, QUALIFYING AND WARM-UP (If applicable).....	61
42. STOPPING A PRACTICE SESSION.....	64
43. GRID.....	65

44. STARTING DRIVERS .....	65
45. STARTING PROCEDURE.....	66
46. THE RACES.....	69
47. SUSPENDING AND RESUMING THE RACE.....	72
48. FINISH .....	75
49. PARC FERME .....	75
50. CLASSIFICATION .....	75
51. PODIUM CEREMONY AND PRESS CONFERENCES .....	76
APPENDIX 1 SUPPLEMENTARY REGULATIONS.....	77
APPENDIX 2 GT WORLD CHALLENGE POWERED BY AWS - SPORTING REGULATIONS 2025 .....	79
APPENDIX 3 GRAPHICAL CHARTER.....	83
PROVISIONAL CALENDAR AND TESTING DAYS .....	92
APPENDIX 6 PODIUM CEREMONY.....	95
APPENDIX 7 MANDATORY TECHNICAL EQUIPMENT – SUPPLIER DETAILS.....	96
APPENDIX 8 RADIO FREQUENCY .....	96
APPENDIX 9 OBLIGATIONS FOR TELEVISION .....	97
APPENDIX 10 USE OF THE CAMERA IMAGES .....	97
APPENDIX 11 PAID TESTING REGULATIONS .....	98
APPENDIX 12 PURGING OF TYRES .....	99

**GT CHALLENGE AUSTRALIA POWERED BY AWS  
FINAL SPORTING REGULATIONS V2 20/04/2025**

**FOREWORD**

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

SRO Motorsports Group (hereinafter referred to as "the Promoter"), will organise the GT Challenge Australia powered by AWS Series powered by AWS (hereinafter "the Series") reserved for FIA-homologated Grand Touring cars (hereinafter "GT3").

The Series comprises a title of the GT Challenge Australia powered by AWS Pro-Am and Am Cups for Teams and Drivers.

A title for Drivers entered into the Trophy Cup taking into consideration points collected within Sprint Cup.

The Australian GT Championship Awards (hereinafter referred to as "GT Challenge Australia Pro-Am and Am Cups for Drivers")

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

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

- (a) Each Championship has been sanctioned by Motorsport Australia as an Australian Championship.
- (b) Each Series/Cup had been sanctioned by Motorsport Australia as an Authorised Series.
- (c) SRO Motorsports Group has been appointed as the Category Manager by Motorsport Australia for the Championships/Series/Cup.

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GT Challenge Australia powered by AWS is part of the GT World Challenge powered by AWS, which comprises one title of GT World Challenge Winner for Manufacturers, combined with the GT Challenge Asia powered by AWS, GT Challenge Europe powered by AWS, and GT Challenge America powered by AWS as detailed in Appendix 2. Additional titles may be awarded by Motorsport Australia.

## **1. REGULATIONS**

**1.1** The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

**1.2** These 2025 GT World Challenge Australia powered by AWS Sporting Regulations are published by Motorsport Australia (Registration Number 2025/014) and come into effect on 1 January 2025. They replace all previous GT World Challenge Australia Sporting Regulations. Any subsequent Version of the Sporting Regulations published by Motorsport Australia will supersede the previous Version.

**1.3** The regulations governing the GT World Challenge powered by AWS Manufacturer's title are given in Appendix 2 to these regulations.

### **1.4 Reserved for future use**

**1.5** Any revisions to the Sporting Regulations communicated via an official Sporting Note, Technical Note or other Bulletin, or given for a specific Competition in the Appendix 1 Supplementary Regulations for an Event, will take precedence over the original regulation(s). The Drivers' Briefing Notes, associated presentations and any season Briefing Notes issued are formal documents which must be complied with.

## **2. GENERAL UNDERTAKING**

**2.1** All Manufacturers, drivers, Competitors and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the NCR, the relevant Technical Regulations, (Article 257A of Appendix J to the Code), Bulletins and Clarifications issued by the Stewards following a request from the GT Challenge Australia powered by AWS Sporting Board and SRO Technical Board during the season, and the present Sporting Regulations. Bulletins will be approved by Motorsport Australia.

## **3. GENERAL CONDITIONS**

**3.1** It is the Competitor's obligation to ensure that all persons concerned by their Entry observe all the requirements of the Code, the NCR, the CRSR, the applicable Technical Regulations, the present Sporting Regulations, the Supplementary Regulations for each Event as well as Bulletins and Clarifications issued by the Stewards following a request from the GT Challenge Australia powered by AWS Sporting Board and SRO Technical Board issued during the Series.

**3.2** Each Competitor must nominate a representative/s in writing on the Entry form. If a Competitor is unable to be present in person at the Competition, they must nominate their representative in writing to the Promoter. A person having charge of an entered car during any part of a Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

**3.3** Competitors must ensure that their car/s comply with the conditions of eligibility and safety and with the Technical Regulations throughout the Competition.

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

**3.5** All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear an appropriate pass. Any infractions may be subject to penalties.

**3.6** All drivers, Competitors and Officials participating in the Series must hold current and valid licences. For drivers in Pro-Am and Am Cup, the minimum requirement is an FIA International Grade C – Circuits (ITC-C) licence, or equivalent licence such as the International Licence for Drivers with Disabilities and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant International Speed Competition.

To be eligible to compete in the Trophy Cup, each Driver must be a minimum of 17 years of age and hold a current Motorsport Australia Circuit Licence without Provisional endorsement or higher.

Driver age and Licence requirements to be eligible to compete in any Invitational car are determined by the weight to power ratio of the car as calculated in accordance with the General Appendix – Competition Licence regulations of the Motorsport Australia Manual.

Each Competitor must be in possession of a valid International Competitor Licence for the Pro-Am and Am Cup and National Competitor Licence for the Trophy Cup. If the Entry is not made by a holder of a valid Competitor Licence, a Driver entered for that car will be considered to be the Competitor on condition that they hold a Competition Licence.

**3.7** Results remain provisional until all sporting matters and technical Scrutineering are completed. This includes the checking of any onboard cameras including the driver facing camera when applicable. Until the final classification is published, all Teams must have one nominated person available to be summoned to the Stewards to represent the Competitor and to sign for any decisions. The Team Messaging application must be monitored until the final classification is published.

Should the person designated as Team Manager for the Event not be available until results are final, the Team should nominate one or more additional personnel who are able to represent and sign for the Team. This person or people must be listed on the sheet that will be available at the Team Managers' administrative checks. Any changes or additional personnel after this point should be notified directly to the Stewards.

#### **4. ELIGIBLE CARS**

**4.1** Competitions are first and foremost reserved for the following categories of cars:

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.
- d) A forced air brake cooling system by means of air ducts, scoops and blowers will be authorised at certain Competitions for safety reasons. Teams will be notified a minimum of two weeks in advance.
- e) For cars homologated from 2022 onwards, only the springs approved by both the manufacturer and SRO are authorised for use. All cars homologated prior to 2022, as well as Evo cars homologated in 2022, 2023 or 2024, 2025 must use the springs as listed in their homologation file.
- f) For cars homologated from 2022 onwards, a minimum ride height and ride height points to measure these minima, agreed by both the manufacturer and SRO, will be used.

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

GT3 cars fitted with an endurance kit homologated by the FIA will be accepted at all Events. The full VO endurance kit does not need to be used. The endurance kit or elements from it should be those from the FIA VO Endurance from the same year as that of the model concerned (excepted ER, VF or VO on the existing VO).

Should there be no VO Endurance kit homologated for the year in question, the kit from the previous year should be used.

GT3 cars homologated by the FIA must be produced and sold as part of a customer racing programme, which must include the availability of a minimum of twenty cars available to be sold to independent Teams. The programme must include a customer client department for spare parts, service and on track assistance. A programme limited to former factory cars for sale in the following season will not be considered a genuine customer programme and will not be eligible for entry.

1. GT3 cars fitted with adaptations solely for the purpose of allowing their use by drivers with disabilities will be authorised. These adaptations must be registered and approved by the SRO Technical Board. Any such cars must carry the universal symbol approved by the FIA Disability and Accessibility Commission distinguishing them as a disabled driver, on both car doors, and at the front and rear of their car during both Competition and testing in accordance with Appendix L Chapter I Article 18.5.2 of the Code.

2. Cars with permission from the SRO Technical Board. The Technical Board may request that the Sporting Board determine if any such cars should be invisible in the results and whether they should be eligible for podiums and/or points.

3. GT3 Cars with national homologation by other ASN's and with permission from the Technical Director will be eligible for the Trophy Cup. This includes but is not limited to;

- GT3 cars from previous generations with current certification on-board fire suppression and fuel cells
- GT3 cars with permission from the SRO Technical Board with waivers
- Cars with permission from the SRO Technical Board to run in this category. If this includes changes to the homologation document, this must be indicated in the car name a. Written waiver(s) must include:

i. Manufacturer

ii. Model

iii. List of deviations from the original homologation

iv. The written waiver must be submitted to the Series Manager and Technical Manager prior to the event entry deadline

4. For the Invitational class only. GTC Cars from single-make series, including the Lamborghini Super Trofeo Huracan, Audi R8 Cup, Lamborghini Super Trofeo Gallardo, Porsche Cup and Ferrari Challenge. These Cars will run in the specification described in the technical regulations for the series in which the Cars compete, a copy of which must be supplied by the Competitor at scrutineering. Any variants must be approved by the Promoter / Technical Director and subject to BOP.

5. GT2 Cars according to the SRO GT2 homologation forms (for invitational class only).

**4.2** All Cars must be in conformity with all safety features according to Article 257A of Appendix J.

#### **4.3 Eligibility of Cars in the different Titles**

The GT Challenge Australia powered by AWS Series is intended for FIA GT3 Cars according to the FIA Homologation form.

a. The GT Challenge Australia powered by AWS Series is intended for current specification FIA GT3 Cars according to the FIA homologation form. The list of eligible Cars will be made available on request and published from time to time.

b. The Trophy Cup is intended for older (generally not current specification GT3 Cars) FIA GT3 cars according to the FIA homologation form. This may include GTC cars as approved by the Promoter.



c. The Invitational Class is intended for GTC and GT2 cars as defined by the applicable Technical Regulations. The Invitational Class is for cars, selected by the Promoter, which for any reason do not comply with the regulations for GT3. Entries to the Invitation Class is totally at the discretion of the Promoter. No points will be awarded to Invitation Class cars.

#### **4.4 Reserved for future use**

#### **4.5 Driver Cooling Systems**

4.5.1 In extreme heat, it is recommended that a Driver Cooling System be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2018 standard). Exceptionally, Driver cooling vests which are not FIA-homologated may be worn but shall be in addition to and worn over the top of the mandatory homologated underwear. They must include a base garment certified and labelled to ISO 15025 or SFI 3.3 standard; and any refuelling to an on-board system must comply with Article 5.8.6 of the FIA 8856-2018 standard.

4.5.2 The use of a Driver Cooling System may be mandated if the temperature is forecast to be above 30.1° C at any time during a race. Any such Cooling System must be able to reduce the driver's body core temperature and/or supply a constant stream of air to the driver's helmet at a reduced temperature relative to the ambient air surrounding the outside of the car. If the use of a Driver Cooling System is mandated for a particular race, Competitors will be informed by a Bulletin from the Stewards.

4.5.3 Substances which may circulate in any cooling system worn by a driver are restricted to water, or air at atmospheric pressure. Propylene Glycol will be permitted to be added to the volume of water used for the Driver Cooling System. This can be no more than 5% of volume of the water used. Water systems must not require the saturation of a garment in order to function.

4.5.4 The Driver Cooling System must be constructed in a manner which is to the satisfaction of the Technical Delegate.

4.5.5 If a car is homologated with an air conditioning unit it must remain operational and operate according to the Manufacturer's guidelines. Air conditioning and/or a driver cool system may be used.

### **5. SERIES COMPETITIONS**

5.1 Each Competition will have the status of a restricted International Speed Competition. Each Competition is registered on the annual calendar of the GT Challenge Australia powered by AWS Series and includes administrative checks, technical scrutineering, all practice sessions whether qualifying or not, and the race/s.

5.2 The Series is made up of Sprint Competitions

- Two races, each with a maximum scheduled duration of one hour. (For the avoidance of doubt, all races at the same Event are considered together to form a single Competition for the purposes of these regulations.)

Each Competition will be run according to the Schedule/Timetable for the Event and any Bulletin issued.

The Series may also includes a number of test sessions, as follows :

o Paid Test Sessions : a number of test sessions, which are not mandatory, to be held before a number of events. The full list is given in Appendix 4.

The present Sporting Regulations, as well as the specific details in Appendix 11 and any official communications from the Promoter, must be respected at all times during these tests unless otherwise specified.



**5.3** In all cases, the leader's car will be shown the chequered flag when it crosses the control line (the Line) at the end of the lap during which the prescribed period ends as specified in the Supplementary Regulations. If the leader is stopped, the chequered flag will be shown to the next-best placed Car running on the track.

**5.4** The Line is a single line which crosses both the track and the pit lane, (or as specified in the Race Directors Briefing Notes) except for the end of the race where a driver must take the chequered flag on the track in order for that lap to be taken into account when calculating the total distance covered by that car.

**5.5** The maximum number of Competitions in the Series is set at 6

**5.6** The definitive list of Competitions is published by the Promoter as early as possible each year. However, in case of Force Majeure, the Promoter reserves the right to modify the dates as well as the format of any Competition.

**5.7** A Competition may be cancelled in case of Force Majeure, or with the agreement of the Hosting ASN, the Parent ASN and the Promoter. A Competition may be postponed to a later date or split between two other Competitions.

**5.8** **Reserved for future use**

**5.9** **Reserved for future use**

## **6. THE TITLES**

**6.1** **The GT Challenge Australia powered by AWS Drivers' Titles will** be awarded to the driver(s) who have scored the highest number of points, taking into consideration all the results obtained in the relevant Cup during the Competitions run according to Article 5.2 which have taken place. The following Titles will be awarded:

- The GT Challenge Australia powered by AWS Pro-Am Driver(s) title
- The GT Challenge Australia powered by AWS Am Driver(s) title

The following title will be awarded in Trophy Cup (Subject to number of entries)

- The GT Challenge Australia powered by AWS Trophy Cup Driver(s) title

**The GT Challenge Australia powered by AWS Teams Titles** will be awarded to the Team which has scored the highest number of points, taking into account all the results obtained by the best-placed car of each Team in the relevant Cup in the Competitions run according to Article 5.2 which have actually taken place. Any other car entered by that Team in that Cup will be invisible as far as scoring points is concerned.

- The GT Challenge Australia powered by AWS Pro-Am Team title
- The GT Challenge Australia powered by AWS Am Team title

**6.2** **Reserved for future use**

**6.3** For each title, there will be a separate classification. A category will only be opened if there are at least three full-season entries received by the closing date. In any category or Cup, unless a minimum of three cars compete regularly during the season, each of which takes part in at least three Events, and with at least two cars entered in all Events, a title or trophy will not be awarded except on decision of the Promoter.

**6.4** **Eligibility for Points**

Drivers entered in a round of the GT World Challenge Australia powered by AWS Series will score points towards the GT Challenge Australia Series Drivers titles, with the exception of Drivers and Race-by-race Competitors in the final two Competitions of the season, who will not score points towards the Classifications unless they have been entered in at least one previous GT Challenge Australia Series Competition in the same category during the

season. The final decision on such cars and drivers will be down to the Sporting Board. For Teams refer to Article 11.2.

Subject to Article 7.7, points will be awarded to each Driver being classified for each race when the final result is published.

#### **6.5 GT Challenge Australia powered by AWS Drivers and Team Title Requirements:**

For Team titles, the name on the Competitor's licence will be used to determine points for each title, independently of the commercial Team name used in individual Events. Competitors may use different commercial Team names in different Events. In the case that a car is entered under a Driver licence, the Driver may designate a Team name to which the points will be designated. In all cases, a maximum of three cars may be entered under any one Team name per cup.

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

**6.7** Additional prizes and trophies may be awarded.

### **7. POINTS**

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

#### **7.2 Sprint Competitions with two one-hour races**

Points are awarded for each title according to the following scales:

**a. Qualifying**

After the Q1 session, the drivers and the Team of the car setting the fastest time in the GT Challenge Australia powered by AWS Pro-Am and Am Cups will be awarded one point.

After the Q2 session, the drivers and the Team of the car setting the fastest time in the GT Challenge Australia powered by AWS Pro-Am and Am Cups will be awarded one point.

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

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

In the case that a race is suspended and not resumed, points will be awarded equally to all drivers sharing one car.

**7.3 Reserved for future use**

**7.4 Reserved for future use**

**7.5 Reserved for future use**

**7.6 Reserved for future use**

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

- No points will be awarded to the Competitors or Driver crews if the leader has completed less than two laps,
- Half points will be awarded if the leader has completed two or more laps, but less than 75% of the original race time, and as long as the results include at least one lap which took place outside Full Course Yellow or Safety Car conditions.
- Full points will be awarded if the leader has completed more than 75% of the original race time and as long as the results include at least one lap which took place outside Full Course Yellow or Safety Car conditions.
- Points will be awarded equally to all Drivers, including any who did not comply with the minimum driving time.

The above-mentioned conditions will be based on the number of laps and/or time as shown on the published results as the basis for the final classification.

#### **7.8 Dead Heats**

Prizes and points awarded in accordance with the classification of each competition to Competitors who tie will be added together and shared equally.

**7.9** If two or more Drivers or Teams finish the season with the same number of points, the higher place in the Series will be awarded to:

- a. The holder of the greatest number of first places based on the final classification of the races which have taken place,
- b. If the number of first places is the same, the holder of the greatest number of second places, based on the final classification of the races which have taken place,
- c. If the number of second places is the same, the holder of the greatest number of third places based on the final classification of the races which have taken place and so on until a winner emerges.
- d. If the above-mentioned procedure fails to separate two or more drivers or Teams, then whoever finishes ahead in the final race of the respective season will be deemed to have finished ahead of the other in the Series.
- e. If points a – d still fail to determine a winner, the Sporting Board will take a decision.
- f. Special case: Drivers of the same Car, who have formed the same crew during all the Competitions in the Series in which they have scored points, and who finish with the same number of points, will share the same place in the Series. Examples: Drivers 1 and 2 of Car A will be classified equal first in the general classification of the Series; Drivers 1 and 2 of Car B will be classified equal second, and so on until the last classified crew finding itself in this situation.

Note : the number of first, second etc places are based on the final classification of the races which have taken place.

#### **7.10 Points for Qualifying**

Should an incident or other matter occur during the fastest lap in qualifying (or one of the lap times counted in the fastest average lap time) which gives rise to a penalty other than the disallowing or deletion of that lap time

(for example a drop of grid positions imposed in respect of a yellow flag infringement on that lap) the Stewards may, if they consider it appropriate in the interests of sporting fairness, refer the case to the GT Challenge Australia powered by AWS Sporting Board. The Sporting Board will decide if the point for fastest lap will be awarded to the Team and drivers in question, or whether it will remain unattributed, or whether it should be given to the Team and drivers setting the second-fastest lap.

## **8. ORGANISATION AND INSURANCE**

**8.1.** An application to organise the GT World Challenge Australia powered by AWS Series Event must be made to the ASN of the country in which the Event is to take place, which will apply to the parent ASN together with the Promoter.

**8.2** For each of the Events, an Organising Permit will be issued by Motorsport Australia, following receipt of all documentation applicable to the Series.

**8.3** The Permit of an Event will provide all Competitors, their personnel and their Drivers with certain public, property, professional indemnity and personal accident insurance.

### **8.4 Reserved for future use**

**8.5** Insurance arranged by the Organiser of an Event will be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.

**8.6** Drivers taking part in the Event are not third parties with respect to one another.

## **9. OFFICIALS**

**9.1** The following Officials may be appointed for the GT Challenge Australia powered by AWS Series :

- A Race Director and when applicable an Assistant
- A Deputy Race Director
- A Technical Delegate
- A Chair of the Stewards
- A Driving Standards Advisor
- Head of Sporting
- A Pit-lane Official
- A Data Technician

Other Officials will be appointed by the Organiser at each Round:

- A Clerk of the Course
- A Chief Scrutineer
- At least One Steward
- A Chief Medical Officer
- A Chief Timekeeper
- Safety Car and Start Car Drivers
- Chief Starter

**9.2** The role of the nominated Delegates is to help the Officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

The role of the Driving Standards Advisor (DSA) is to assist the Stewards and/or the Race Director in their decisions by providing advice on all questions pertaining to motorsport in general and in particular those relating to the behaviour of the Drivers on the track. As such, the DSA will attend all sessions in race control and may attend the meetings of the Panel of Stewards without having the right to vote.

The role of the Pit Lane Official (where applicable) is to assist the Stewards and the Race Director in terms of behaviour in the pit lane and will report either to the Race Director or directly to the Stewards.

The nominated Technical Delegate is responsible for scrutineering. In this respect he may carry out, or have carried out by Scrutineers, at his discretion, any checks to verify the compliance of the cars entered in the Event without prior request from the Stewards or Race Director. The Technical Delegate has full authority over the national Scrutineers.

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

### **10.1 Driver Line-ups per Cup**

#### **a) The GT Challenge Australia powered by AWS Pro-Am Cup**

Driver categorisations will be applied and the following line-ups will be accepted :

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

#### **b) The GT Challenge Australia powered by AWS Am Cup**

Driver categorisations will be applied and the following maximum line-ups will be accepted :

- Bronze / Bronze

#### **c) The Trophy Cup (Subject to number of entries):**

Driver categorisations will be applied and the following maximum line-ups will be accepted :

- Silver / Bronze

#### **d) Invitational Class (Subject to number of entries):**

Driver categorisations will be applied and the following maximum line-ups will be accepted :

- Silver / Bronze

The Invitational line up must have permission from the Sporting Board.

Note; One Bronze Driver may be allowed to drive alone with permission from the GT Challenge Australia powered by AWS Sporting Board. In this case, additional time in the pit stop can be added by the Sporting Board. A Bronze driver, driving alone with permission must take part in Qualifying 1 and Qualifying 2. Decisions will be made on a case-by-case basis and evaluated before and during each Event, further conditions may be detailed in the decision.

Furthermore, the (non-exhaustive) criteria below will be used to consider the eligibility of a Bronze graded driver to enter GT Challenge Australia in any cup listed above.

- Drivers who are listed as Bronze on the FIA categorisation list but whose annual categorisation is under review or provisional (highlighted in yellow or blue)
- Current Bronze drivers who were previously graded or initially provisionally graded Silver (in the case of first-time grading)

- Any driver who is new to GT Challenge Australia, unless SRO holds recent relevant data on them proving their level of performance.

Should a FIA Bronze graded driver requesting entry to GT Challenge Australia meet any of the above criteria, the full line-up will be taken into account and limitations (co-driver imposition or weight added to the car) will be applied.

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

**10.1.2.** A car may only be entered in one Cup / Category. In the cases where a line-up is eligible for more than one Cup, the Competitor must inform the Organiser in which Cup they wish to compete before the end of Administrative Checks. Should the Sporting Board give permission for a Driver to race alone due to reasons of force majeure occurring after the Event has started, the car will remain in the category in which it was originally entered. A time penalty may be given which must be served at the start of the mandatory pit stop.

**10.2** The GT Challenge Australia powered by AWS is primarily intended for Driver crews competing together throughout the season to claim the title.

Except for cases of force majeure, accepted by the sporting board, changes of driver / lineup are not permitted in the final round:

Round 6 – Hampton Downs

The Sporting Board may decide to allow any such line-ups to compete but decide that they will be invisible in terms of the awarding of points or be subject to an additional penalty.

**10.3** a) At the end of the season, Platinum, Gold or Silver drivers classified alone in any driver titles in the GT Challenge Australia powered by AWS Series may be removed from the final classification.

b) At the end of the season, for reasons of force majeure accepted as such by the Sporting Board, a driver may be allowed to renounce the points he scored at one round in order to equalise his points with those of his regular co-driver(s) in the final classification. This would not affect the points of his team-mates, Team or Manufacturer.

#### **10.4 Driver Categorisation & Derogations**

##### **10.4.1 Categorisation**

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

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

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

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

##### **10.4.2 Temporary Categorisation**

The Stewards may give a temporary categorisation to drivers who announce themselves with their record of achievements after the Event has already begun. A fee of up to \$600 Australian dollars will be payable to the SRO Motorsports Fund for any such requests for late categorisation. Any such temporary categorisations will only be valid for that one Event and will not constitute an FIA categorisation.

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

#### **10.4.3 Derogations (Downgrades and Upgrades)**

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

Derogations downgrading a driver's categorisation may be given, taking into account the following criteria:

- Derogations will be given on a race-by-race basis and will be reassessed after each round. They will be monitored in accordance with Article 10.4.5 below.
- Derogations will normally only be given to drivers for whom data is available in SRO series, showing that they have competed at the level to which they wish to be derogated.
- Any driver who has received confirmation from the FIA that they will be downgraded for the following season may be considered for a derogation.

The following conditions apply :

- a) Any drivers given a temporary categorisation derogation downgrading their categorisation will be indicated in the entry list with an asterisk. Such derogations will only be issued on a race-by-race basis, to be reassessed after each Competition.
- b) Derogations upgrading a driver's FIA Categorisation will be indicated with a double asterisk on the entry list.

Note, An initial list of drivers who will be upgraded for the GT Challenge Europe powered by AWS will be issued after the FIA categorization process has been completed. The initial list of drivers may be used by SRO Motorsports Australia.

#### **10.4.4 Double Derogations**

No more than one derogation will be given to any line-up of drivers competing in any round of the GT Challenge Australia powered by AWS Series. There are no limits on the number of upgrades in a line-up. Except for cases of force majeure accepted as such by the Stewards.

#### **10.4.5 Penalties and Restrictions**

Drivers with derogations may receive additional restrictions on their driving time which will be decided by the GT Challenge Australia powered by AWS Sporting Board. A driver with a derogation may be awarded additional penalty weight, or a pit stop time penalty, or instructions on competing as Driver 1 or Driver 2, to be determined by the Sporting Board, and to be carried from the first instance of the derogation. Any such penalties may be set or adjusted at any time during the Event, up to one hour before the start of the race.

Any driver derogations may be associated with maximum or minimum driving times. These will be specified in the confirmation document issued by the Sporting Board.

Except in cases of force majeure accepted by the Stewards, failing to abide by these limits will result in the removal of the derogation and may include other penalties up to and including disqualification from the Competition.



The above-mentioned criteria concerning the driver performance may be adjusted or other criteria added if deemed necessary by the GT Challenge Australia powered by AWS Sporting Board during the season. Additionally, drivers whose categorisation is listed on the FIA website as Provisional or Under Review will be monitored and may be subject to additional time or weight penalties, on decision of the SRO Sporting Board, in accordance with articles 10.4.6 and 10.4.7.

#### **10.4.6 Monitoring of Derogations**

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

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

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

#### **10.4.7 Pit Stop Time Penalties**

Any driver with a derogation may be given a pit stop time penalty which must be served during the mandatory pit stop in accordance with Article 16.4.a. The mandatory pit stop time will be extended by the time of the penalty and any infractions will be notified to the Stewards.

#### **10.5 Reserved for future use**

#### **10.6 Provisional Categorisations**

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

### **11 COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY**

#### **11.1 Limitations on Entries**

The maximum number of full-season entries that will be accepted for the GT Challenge Australia powered by AWS Championship is 36. Should more than 36 entries be received, priority will go to the entry forms confirmed and accepted with Driver line-ups and payments in date order of receipt.

Race by Race Entries may be accepted at selected rounds where there is capacity available. Acceptance or rejection of an entry is entirely at the discretion of SRO.

**11.2** Race-by-race Competitors will not score points towards the Teams classifications in the final two Events unless they have been entered in at least one previous GT Challenge Australia Series Event in the same category during the season. Any such Competitors will be invisible as far as scoring points are concerned.

#### **11.3 Conditions of Entry**

Full-Season and race-by-race Entries are accepted.

Application forms to enter the Series on either a full-season or race-by-race basis will be issued by GT Challenge Australia powered by AWS and can be downloaded from the Teams section of the website or provided in the relevant Team Information.

**Competitors in the GT Challenge Australia powered by AWS Championship**

Applications to compete in the GT Challenge Australia powered by AWS must be submitted to the Promoter, on the entry form available on the Series website or relevant Team Information sent out by the Series Manager. The Official opening date for entry into the Championship is 17<sup>th</sup> December 2024. The entry form must be submitted with the 2025 confirmed Driver line ups and payment made by 11<sup>th</sup> March 2025. The entry fee is set as:

**The full-season entry fee for Pro-Am and Am is set at \$58,000 (fifty eight thousand Australian dollars) per car +GST.**

This season entry fee includes mandatory entry in all the Official Competitions in the 2025 GT Challenge Australia Series including testing at New Zealand. There is an additional mandatory Sustainability Fee \$792 + GST.

**Race by Race entries Pro-Am and Am are set at \$11,000 (eleven thousand Australian dollars) per car + GST per Competition.** There is an additional mandatory Sustainability Fee \$132.

The deadline for entries is fourteen days before the start of the Competition in question.

**Trophy and Invitational Cup**

**The full-season entry fee for Trophy and Invitational Cup is set at \$45,000 (forty five thousand Australian dollars) per car +GST.**

This season entry fee includes mandatory entry in all the Official Competitions in the 2025 GT Challenge Australia Series. There is an additional mandatory Sustainability Fee \$792 + GST.

**Race by Race entries for Trophy and Invitational Cup are set at \$8,000 (eight thousand Australian dollars) per car + GST per Competition.** There is an additional mandatory Sustainability Fee \$132.

a) Entries are not transferable, and Entry fees are not refundable, subject to the NCR. All fees listed above are plus GST.

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

c) The application shall include:

1. confirmation that the applicant has read and understood the 2025 NCR's, Circuit Race Standing Regulations, FIA ISC, the Technical Regulations and the Series Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them,
2. the name of the Competitor as it appears on the licence),
3. the name of the Official Team representative, authorised to sign on behalf of the Team,
4. a copy of the Competitors licence issued by the ASN,
5. the make and model of the competing car(s),
6. the category in which the car will compete,
7. the names of the Drivers,
8. for full-season Competitors only, an undertaking by the applicant to participate in every Event with the number of cars entered,
9. Fulfilled entry conditions as per 11.3 a)

d) Each Competitor must abide by the guidelines set down in terms of sponsorship from Series partners as regards pit garage decoration, car livery, Team and Driver overalls. The Promoter reserves space on the cars and overalls of all Competitors (refer Appendix 3). Sponsorship from companies associated with the manufacture, re-treading, sale or distribution of tyres must be approved specifically by the Promoter and this

may be denied. Specific competition numbers can be requested and may be accepted at the Promoter's discretion.

e) Each Team must sign the Team Commercial Agreement in two copies and return them to the Promoter before the start of the first Competition they attend at the latest. Failure to sign the Agreement may result in the Team in question being refused permission to take part in the Competition.

f) A Team is defined as the cars entered under a specific Competitor's licence. A Team may use a Commercial Team name which is different from the Competitor name.

g) Cars entered under different Competitor Licences should not have similar liveries (that is, overall design theme and layout). Should two Teams have liveries that cannot be easily distinguished by marshals and Officials, they will be requested to make sufficient alterations before the first Event in which they take part. Within any Team, Cars must have easily distinguishable features. Any logo on doors, bonnet or roof which could be confused with a car's competition number is prohibited.

h) The Competitor is responsible for advising the Series Managers in writing at least two weeks before the Event of any changes to their Entry. Any pairing changes are subject to approval by the Promoter and may result in a weight or time adjustment.

## **12 PASSES AND ACCESS TO THE SITE**

**12.1** Any participant present in any capacity whatsoever in the reserved areas must wear their pass (where applicable) in such a way that it is clearly visible. A pass may be used only by the person and for the purpose for which it was issued.

### **12.2 Reserved for future use**

### **12.3 Access**

Teams must not exclude participants with Full Access or Media passes from their pit garages or awnings and should not produce or distribute additional passes which supersede those passes distributed by the Promoter. Team members are restricted to the area of the pit wall opposite their pit allocation.

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

### **12.4 Armbands**

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

- One white armband for the car controller
- Three red armbands for mechanics
- Yellow armbands for Industry personnel on the pit wall or in the working lane

~~A maximum of two armbands may be worn at any time. However, a~~ A white armband may not be worn with any other armband. Armbands may only be worn on the arm. Penalties for any infractions may be imposed by ~~the Stewards. Race Director following a Judicial Hearing.~~

If authorised by the Race Director an additional crew member may be permitted to assist in a Driver change if deemed necessary. This member will be identified by wearing a fluorescent green vest.

### **12.5 Reserved for future use**

## **13 DRIVER DESIGNATIONS AND CHANGES OF DRIVER**

### **13.1 Driver Numbers and Limits**

#### **Events with two one-hour races**

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

When both Drivers have the same FIA Driver Categorisation, the Team may choose Driver 1 / Driver 2 and must confirm Driver 1 and Driver 2 by the deadline detailed on the Team Timetable. After this point, no changes may be made to the Driver order without the approval from the Stewards. In Am Cup, where both Drivers have the same FIA Driver Categorisation, the Team may choose Driver 1 / Driver 2. However, this may be amended by the Stewards or the SRO Sporting Board if they consider it appropriate to do so.

- In all other cases, Driver 2 will be the Driver of lower category according to the FIA Driver Categorisation.

#### **b) Single drivers**

In the GT Challenge Australia powered by AWS Series, one driver may be authorised to compete alone with permission from the GT Challenge Australia powered by AWS Sporting Board. This driver must be categorised as FIA Bronze. The driver will be considered both Driver 1 and Driver 2 in terms of Qualifying.

c) In the GT Challenge Australia powered by AWS Series, Driver 2 will be designated as the driver of lower categorisation, and Driver 1 will be designated as the driver of higher categorisation. If both drivers have the same categorisation, the team may choose which is Driver 1 and which is Driver 2.

In accordance with Article 41.7.2;

- Driver 1 will take part in Q1 which will set the grid for Race 2 and Driver 1 will start Race 2.
- Driver 2 will take part in Q2 which will set the grid for Race 1 and Driver 2 will start Race 1.

However, the orders listed above can be changed by the Stewards in a Bulletin.

### **13.2 Driver Changes**

- a) During any Competition, a Driver may not change from one car to another.
- b) Each Driver may only be nominated to drive one car.
- c) A change of Driver may only take place before the start of qualifying and with the consent of the Stewards.
- d) Any changes in the Driver order once published may only be authorised by the GT Challenge Australia powered by AWS Sporting Board following the submission of a written request from the Competitor. Such an authorisation will only be given in exceptional circumstances or in cases of Force Majeure. Failure to abide by the declared driving order will be reported to the Stewards who may issue penalties as they see fit.
- e) After the start of qualifying, any Driver changes will only be accepted in cases of Force Majeure and subject to the approval of the Stewards, who may impose any restrictions, conditions or penalties as they see fit.
- f) Should the Stewards give permission for a Driver to race alone due to reasons of force majeure occurring after the Event has started, the car will remain in the category in which it was originally entered. A time penalty may be given which must be served at the start of the mandatory pit stop.

### **13.3 Driving**

The Driver must drive the car alone and unaided.

## **14 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**14.1** The GT Challenge Australia powered by AWS Sporting Board, Stewards, Race Director or Head of Sporting 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 when requested.

The Stewards and/or Race Director may issue Bulletins and/or communications which will be posted on the Digital Notice Board without requiring individual signature by Competitors. These will be valid immediately on posting and Competitors will be responsible for monitoring such communications throughout each Event.

**14.2** All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the Officials, are posted on the Digital Notice Board for the GT Challenge Australia powered by AWS and any other Official noticeboard.

**14.3** All Teams must be connected and are required to monitor the GT Challenge Australia powered by AWS Team Messaging System at all times during the Event.

**14.3.1** In any session that a Competitor is participating in, they must monitor RMC and the Team Messaging System from 15 minutes before the session until the end of the session.

Race Control will not respond to enquiries about other Competitors. If a Team's car is directly involved in an incident, an incident report form can be filled in and sent via the Team Messaging Application.

As much detail as possible is required for an incident report form to be looked at by the Race Director and, if necessary, to help with any investigation carried out by the Stewards. An incident report must be fully completed or it will not be considered.

Examples of permitted reports to Race Control are:

- a) Any information requested by Race Control or the Race Director
- b) Reports of on-track issues, e.g. contact between cars, passes under yellow. These reports need time, location on track and the specific concern. Vague reports may receive lower priority. These reports do not constitute a formal protest.
- c) Requests for cars to be released from Parc Fermé conditions (after an incident)
- d) Driver ID transponder issues
- e) Informing Race Control of pit stop tolerance

**14.4** Any decision or communication concerning a particular Competitor will be given to them as soon as possible and receipt must be acknowledged. The GT Challenge Australia powered by AWS Team Messaging system may be used to send summons and documents and for Teams to confirm receipt.

**14.5** All Teams must have a radio tuned into the Race Management Channel (RMC), which will be used for communication from the Race Director to the Teams. Please see Appendix 8 for the provisional 2025 frequency. A radio check will take place at the start of each day and Teams must reply using the GT Challenge Australia powered by AWS Team Messaging system. Teams must be listening to the RMC 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 are not allowed to use this frequency for any other information. Information given on the Race Director's RMC is in addition to messages given on the timing screen. All such messages, whether written or oral, must be adhered to.

**14.6** Radio Communications between Team and Car: if so requested, each Team must provide the Promoter with the radio frequency and access codes used for the communication between the Team and the Driver in each Car. Each Team will authorise the Official TV production company to use selected recordings of radio conversation between the Team and Drivers. Such material may be used without limitation for the television coverage of the Event. If necessary, for safety reasons, the Officials of the Event may also listen to the conversations.

## **15 UNSPORTING BEHAVIOUR**

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

In particular, penalties may be imposed for offences affecting the security of the Event or Competition according to the scale below:

- Drop of grid positions
- Suspension from the next session
- Deletion of all qualifying lap times
- Stop and go penalty of a duration up to 5 minutes.

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

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

- Any unsafe actions in the paddock, including excessive speed or circulating in the opposite direction to any given circulation plan may be penalised.
- At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisation of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being reported to the Stewards and the Competitor may be penalised accordingly.

Each Team and Competitor must ensure that all their Team members and personnel within their entourage comply fully with any specific medical or safety Protocols set in place by the Promoter, Circuit or Motorsport Australia. Any failure to follow the instructions given will result in the Competitor being summoned to the Stewards and penalties may go as far as Disqualification from the Event and/or removal of some or all of the Team members or entourage from the venue.

## **16 INCIDENTS AND SANCTIONS**

**16.1** "Incident" means any occurrence or Series of occurrences involving one or more Competitors, Drivers and/or Team members, or any action by any Driver and/or Team member.

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

The Stewards may also investigate an Incident noted by themselves-

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

**16.3** a) It shall be at the discretion of the Stewards to decide if drivers and/or Team members involved in an Incident shall be penalised. In particular, the Stewards may decide to impose a lower level of penalty if no sporting advantage has been gained.

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

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

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

- a) A time penalty to be served at the next scheduled pit stop or to be added to the elapsed race time.
- b) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- c) A stop-and-go or stop-and-go with a prescribed stop time. The driver must enter the pit lane, stop outside their designated pit allocation and then re-join the race.
- d) A stop-and-go penalty to be taken at the start of a subsequent session, in which case the car concerned is not allowed to leave its pit lane working area at the start of the session until the specified penalty time has elapsed.
- e) A drop of grid positions at the driver's next race.
- f) Disqualification of the driver from the race or Competition of the Series.
- g) A stop-and-hold penalty during free practice and/or pre-qualifying. The car must be parked in the teams designated area of the working zone for the given time. The car is not in parc fermé and the driver may get out. The driver may be summoned to talk to the race director.
- h) Suspension of the Driver from the next race or Competition of the Series.
- i) Reprimand
- j) Warning

**16.5** Should any of the penalties under Article 16.4 b) or c) above be imposed and notified after the end of the race, or, for duration races, during the last 10 minutes, at the discretion of the Stewards, Article 16.6.2 and 16.6.2 below will not apply and an additional time penalty of a minimum of 30 seconds in case b) and a minimum of 35 seconds + the penalty time in case c) will be added to the elapsed time of the car concerned. The precise time penalty in respect of case b and case c for each Competition, according to the pit lane length, will be notified in a Stewards' Bulletin at the Event.

The Stewards may decide to alter the length of the time penalty to be given should circumstances such as a Full Course Yellow or Safety Car in the end phase of the race have grouped the cars together such that, in their sole determination, the standard penalty would be unduly harsh.

Fines will normally be imposed for matters relating solely to the conduct of a Driver or a Team member having no direct sporting application. These include missing a Drivers' briefing or press conference without Force Majeure or prior agreement, speeding in the pit lane during free practice or qualifying, or other items considered by the Stewards to fall under this category. ~~All fines will be paid to the SRO Motorsports Australia Fund as referred to in Appendix 5.~~

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.4.1.d of the Code.



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. 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 deletion of lap times by the Race Director or Stewards, or a drop of grid positions, the number of positions to be decided by the Stewards.

In cases of contact between cars of different categories, the Stewards may impose any penalty they consider appropriate to the circumstances. Where a Pro driver is considered to be responsible for causing a collision or other incident with an Am driver, the Stewards will normally impose a higher level of penalty than in a similar situation where the Am driver is considered to be responsible.

The Stewards may impose any penalty they consider appropriate to the circumstances.

#### **16.6.1 Time Penalty**

Should the Stewards decide to impose a time penalty as provided for in Article 16.4 a) the following procedure shall be applied during the Race(s):

At the car's pit stop, the Driver must enter the pit lane and stop in his pit stop position under Parc Fermé conditions for the given penalty time. No-one from the Team may touch the car during this period, and the Driver cannot open the door. Once the time has elapsed, the pit stop according to Articles 36-39 may begin. The mandatory pit stop time will be extended by the penalty time imposed.

If such a penalty is imposed after the mandatory pit stop has taken place, the time will be added to the race time after the chequered flag unless the car makes a further pit stop, in which case the penalty must be served as above at that pit stop.

In the case that a race is red-flagged and cannot be resumed before a penalty has been served, the time will be added to the elapsed race time of the car concerned.

#### **16.6.2 Drive-Through Penalty**

Should a drive-through penalty be imposed, the following procedure shall be applied:

- a) No penalty can be taken by a Team until it has been notified, either on the timing monitors or via RMC and followed up by a document issued by the Stewards.
- b) From the time the 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
- c) However, unless the car was already in the pit entry road for the purpose of serving its penalty, it cannot carry out the penalty after the Safety Car or Full Course Yellow procedures have been deployed. In this case, the number of times the Driver crosses the Line behind the Safety Car or during a Full Course Yellow procedure (or crosses the Line at the end of a Safety Car period when the Safety Car has returned to the pit lane) will be added to the maximum number of times he may cross the Line on the track. At the end of a Safety Car period drivers must pass the green flag at the Line before entering the pit lane to serve a penalty (i.e. they may not follow the Safety Car into the pit lane).
- d) The car must drive through the pit lane, respecting the pit lane speed limit, without stopping or slowing except for force majeure, and rejoin the track.

#### **16.6.3 Stop-and-Go Penalty**

Should a stop-and-go penalty be imposed, the following procedure shall be applied :

- a) No penalty can be taken by a Team until it has been notified in writing, either on the timing monitors or by a document issued by the Stewards.
- b) From the time the 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

- c) However, unless the car was already in the pit entry road for the purpose of serving its penalty, it cannot carry out the penalty after the Safety Car or Full Course Yellow procedures have been deployed. In this case, the number of times the Driver crosses the Line behind the Safety Car or during a Full Course Yellow procedure (or crosses the Line at the end of a Safety Car period when the Safety Car has returned to the pit lane) will be added to the maximum number of times he may cross the Line on the track. At the end of a Safety Car period drivers must pass the green flag at the Line before entering the pit lane to serve a penalty (i.e. they may not follow the Safety Car into the pit lane).
- d) The penalty is to be served in the respective Team's pit box. Teams are responsible for ensuring that the car stops for the period notified.
- e) Whilst a car is stationary in the pit lane as a result of incurring a stop-and-go penalty, it must not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 33.11 (c). If the Driver is unable to start the car alone, it may be evacuated to its pit garage by its mechanics.
- f) When the prescribed stop time has elapsed, the Driver may re-join the track. The stop-and-go penalty cannot be combined with a pit stop, either mandatory or optional.

**16.7** The penalties given in these regulations are guidelines only. The Stewards may impose any penalty or combination of penalties specifically set out in these Sporting Regulations or available to them under the Code which they deem to be appropriate in the event of any breach of regulations. In addition, the Stewards may issue suspended penalties at their discretion.

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

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

#### **16.8 Reserved for future use.**

### **17. BEHAVIOUR WARNING POINTS**

Drivers involved in Incidents of any kind, or who have been reported for unsportsmanlike behaviour or driving standards, may, in addition to their penalty, be awarded Behaviour Warning Points (BWP) by the Stewards.

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

- |                         |  |
|-------------------------|--|
| • formal reprimand      | 1 Behaviour Warning Point  |
| • drive-through penalty | 1 Behaviour Warning Point  |
| • stop and go penalty   | 2 Behaviour Warning Points   |
| • causing a collision   | 1 or 2 Behaviour Warning Points depending on the severity of the offence |

Other offences may give rise to BWP as decided by the Stewards.

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

The number of BWP will be calculated per Driver:

- A Driver with 3 points will receive a 5-place grid drop for the Car in which they are driving for the next race
- A Driver with 4 points will receive a 10-place grid drop for the Car in which they are driving for the next race
- A Driver with 5 points or more will receive a minimum of a drive-through penalty for the Car in which they are driving, to be applied at the next race.

The 5- or 10-place grid drop will be applied to the next race at which the Driver takes the start, with the following exceptions :

- Should the Driver not be entered in the next Event, the penalty will be applied to the first race at the next Event.
- During the final Event of the season, if the Driver will not be starting another race, the penalty will be applied to the next Race.

The drive-through penalty will be applied at the race as defined above, to be taken within the first five laps. In case of safety car or FCY during that period, the penalty must be served as soon as possible after the end of the intervention. Should the Race be red-flagged before the penalty can be served, it will be added as a time penalty using the standard conversion rates at that track.

After one of these penalties has been imposed, the driver's score will be reset to zero.

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

For each round in which the Driver participates but gains no additional behaviour warning points, two points will be deducted.

Negative scores will not be considered.

## **18. PROTESTS AND APPEALS**

**18.1** Protests must be made in accordance with the Code. Protest, appeal fees and the Right to Review deposit are set by Motorsport Australia.

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

**18.3** In accordance with Article 12.3.4 of the Code, appeals may not be made against any element of decisions resulting in the imposition of any of the following penalties:

- Drive-Through or Stop & Go penalty (including those imposed during the last laps of a race, or after the race, and converted to a time penalty);
- Time penalty (whether imposed during or after the race);
- Drop of grid positions; including starting at the back of the grid;
- Disallowance or Deletion of practice or qualifying lap times;
- Drop of finishing position in a race;
- Starting a race from the pit lane;
- Reprimand.
- Obligation to start a race from the pit lane;
- Behaviour Warning Points
- Balance Of Performance

**18.4** Where the Stewards consider that they are able to make a decision during a race without reference to images from any on-board camera, the availability of such images to a Competitor after the race will not be deemed to constitute the discovery of a significant and relevant new element in relation to any subsequent petition for review of that decision under ISC Article 14.

## **19. MANDATORY EQUIPMENT**

### **19.1 Data Acquisition System**

All Competitors must use the GT Challenge Australia powered by AWS Series data acquisition system as defined by SRO and listed in Appendix 7. This system must be used throughout each Competition and must operate fully and correctly at all times, with all required data fully recorded and retrievable. It serves exclusively to store the data acquired, which may be checked at any point during any Competition. The weight of the system is included in the minimum weight of the car.

All costs connected with the checking, servicing and updating of the system are borne entirely by the Competitor.

Refer Article 27 for all information concerning the use of the Data Acquisition System.

### **19.2 Incident Camera**

It is the responsibility of each Competitor to obtain an onboard camera system and to install it in strict compliance with the relevant instructions.

The weight of the Incident Camera system is included in the minimum weight of the car.

The camera must face the front of the car and show the track. If the camera is linked to a data acquisition system then the competitor must ensure that the video camera footage includes a visual indication of brake application.

If a data acquisition system is not linked to the camera then the car must be fitted with a separate red light fitted to the dashboard, in clear view of the video camera, that indicates when the brakes are applied.

The data from the onboard camera system may be used by the Stewards, Race Director, or Promoter to investigate incidents. All data from onboard camera system(s) is/are property of the Promoter and will be returned to the team after the Event.

The Incident Camera must operate correctly as soon as the car leaves its garage or Team awning. The GT Challenge Australia powered by AWS Series Officials may recover the footage after all practice sessions and races.

The Incident Camera must be installed in a manner such that the camera image shows both the whole steering wheel and the area ahead of the car (viewed through the windscreen). The Technical Delegate shall be entitled to require modifications to the camera's position and the angle of view.

The Competitors shall bear the related cost as it is their responsibility to ensure the cameras are in working order and correctly positioned. No parts or equipment obstructing the camera's view shall be installed between the camera and steering wheel and the camera and windscreen.

The video files must be in MP4, AVI or MOV formats. If video software is used, this must include a track map. All SD cards must be emptied before the start of each session and be of sufficient capacity to record the entire session. The date and time on the camera must be correct.

Any personal onboard cameras may also be approved for use (see Article 28.6). All teams must complete and sign the onboard camera form and have the location, installation and fixing approved by the Technical Delegate.

Official TV onboard cameras requested by the Promotor have priority. The Competitor must obtain written permission from the Promoter and from the Technical Delegate for each camera using the onboard camera

form. The installation must be present at the time of Scrutineering. At the sole discretion of the Technical Delegate any camera considered unsafe must be removed by the Team.

Cameras transmitting live video footage are not authorised. Cameras affixed to helmets are not authorised.

If necessary, the Stewards or Race Director may ask to see the images from any such personal camera even if the car is in Parc Fermé. The images must not be distributed, shared or uploaded on the internet unless specifically authorised by SRO.

### **OBLIGATIONS FOR TELEVISION**

All cars may be required to be fitted with a television onboard camera when so requested (see Article 28.5).

For this installation Teams must abide and help TV personnel. Once the onboard cameras have been installed Teams must request permission from the TV provider personnel if they wish to move the camera.

The onboard cameras supplied by the TV provider cannot be obstructed.

The Teams must include the Driver names and car number on the dashboard at their own cost.

The above information may be changed during the season by means of a Sporting Note or Bulletin

### **19.3. Transponder**

Each Competitor must use the driver timing transponder specified by the Promoter (Dorian Electronic Self Identification Module) throughout the Competition. 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.

To ensure that the proper Driver is shown at all times, the Driver ID must not be changed before the car is stationary for a pit stop and must be correctly changed before the car crosses the pit exit timing loop.

Teams are responsible for making sure the correct driver is shown at all times on the timekeeping system. If an incorrect driver ID is recorded at pit entry or pit exit, a penalty may be imposed by the Stewards.

Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the Competitor to fit these in the Car in the position and manner specified. The Modules must be in place and functioning correctly for all Series qualifying and practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised licensed Timekeepers.

A Driver Identifying Transponder will be required. It is the Competitor's responsibility to ensure that these are used correctly and that the Driver in the Car is shown correctly on the timing screens for every session during each round.

Competitors may not place electronic timing equipment within five metres of the official Start and/or Finish Line or any other official timing lines at any Event or test session/day. Any such equipment placed within these zones will be removed.

Refer to Appendix 7 for details of the compatible Transponders.

**19.4 Reserved for future use**

**19.5 Reserved for future use**

**19.6 Reserved for future use**

**19.7 Reserved for future use**

**19.8 Reserved for future use**

**19.9 Reserved for future use**

**19.10 Reserved for future use**

**19.11 TYRE PRESSURE MANAGEMENT SYSTEM**

All cars must have a Tyre Pressure Management System installed, connected to the data logger and properly calibrated. Any failure to do so will be reported to the Stewards. It must be operational throughout every session and any failures will be reported to the Stewards.

**19.12 Reserved For Future Use**

**19.13 Reserved For Future Use**

**19.14 Reserved For Future Use**

**19.15 Reserved For Future Use**

**19.16 ADR unit**

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

**19.17** In case of failures of any essential mandatory sporting and technical equipment (data logger, TPMS, transponder, etc) which is essential for the good running of the race, teams may be ordered to adjust, replace or repair any such equipment under the aegis of the technical delegate and scrutineers, during any pit stop. Any such interventions will override the standard pit stop procedures in articles 37- 39 and will only take place further to instructions from the Technical Delegate

**20. MANDATORY PIT STOPS, DRIVING STINTS AND COMPENSATION TIMES**

In each Race, each car must perform a mandatory pit stop of a duration made up of the following elements:

- The minimum pit stop time
- Any Compensation time
- Any additional time attributed to the pairing or Driver

These three elements will be added per car to give a total amount.

Before the start of the Event all Competitors will be notified of the Mandatory Pit Stop Time (if applicable including the above compensation and/or additional times) via an Event Bulletin.

Timing for the pitstop begins when the car triggers the timing loop at pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.

The pit stop must be carried out in front of the designated pit or allocated area of each Team under the responsibility of the designated Car Controller.

There will be a one-second tolerance on the minimum pit stop time, which can be used once in each Event. Should the tolerance not be used during an Event, it is considered to have lapsed and cannot be carried over to the next Event.

**20.1 Mandatory Pit Stop for Competitions with two one-hour races.**

A mandatory pit stop for changing the Driver is to be carried out during each of the two races. The mandatory pit stop is subject to a Mandatory Pit Stop Time with any relevant compensation time added and where applicable any additional time attributed to the pairing or Driver.

For Competitors entered in the Am Cup, Trophy Cup and Invitational Class, the car must cross the pit entry line from 25 minutes 00.00 seconds after the Official start of the race until 29 minutes 59.99 seconds after the Official start of the race.

For Competitors entered in the Pro-Am Cup, the car must cross the pit entry line from 30 minutes 00.00 seconds after the Official start of the race until 34 minutes 59.99 seconds after the Official start of the race.

Only one Driver change may take place during the race. Any pit stop with a driver change taken before the start of the pit window will be reported to the Stewards and may not count as the mandatory pit stop.

- a) Should a car perform its mandatory pit stop having entered the pit lane before or after the relevant time as detailed above, it will be reported to the Stewards.
- b) Except for single-driver cars, a driver change must take place during the mandatory pit stop. Only one driver change may take place during each race. Except for cases of force majeure recognised as such by the GT Challenge Australia powered by AWS Sporting Board, during the mandatory pit stop, a solo driver competing in the AM category may have to get out of the car and close the door before getting back in the car. This will be detailed in the conditions based on the decision from the Sporting Board to allow them to race alone.

**20.1.2** If the Safety Car is on track or a Full Course Yellow period is in operation at the time when the pit window is scheduled to open (25 minutes 00.00 seconds after the start of the race) the pit window may be delayed. If the pit window is delayed the Race Director will announce this on the Team Radio and where possible, on the timing monitors. If the pit window is delayed, once the green flag is shown at the end of the SC or FCY period, the pit window will open immediately and all cars must cross the line before entering the pitlane. The pit window duration will then remain open for 10 minutes (5 minutes for Am and 5 minutes for Pro-Am), as per the split for the different categories, for the mandatory stops to be completed.

Any pit stop with a driver change taken before the start of the pit window will be reported to the Stewards.

**20.1.3** If the Race Director decides for any other reason than given above that the pit window cannot be opened at the scheduled time then he may take the decision to delay the pit window. In this case, the Teams will be informed via the timing monitors and the radio. A new pit window will be communicated, which will be given in terms of the time remaining in the race.

**20.1.4** Should the Safety Car be called on track, or a Full Course Yellow period be declared, during the pit window, the Race Director may extend the time of the pit window by a time between one and three minutes. Any car considered to have slowed deliberately in order to avoid penalties in terms of the mandatory pit window or the minimum pit stop time will be reported to the Stewards.

## **20.2 COMPENSATION TIMES**

A compensation time will be allocated to cars and Drivers finishing in the top three places in each category of a race counting towards the GT Challenge Australia powered by AWS Series depending on the classification of the final results and determined according to the scale below. This compensation time is added to the minimum pit stop duration set for the following Race in the Series. The car is not under Parc Fermé conditions for this additional time.

The compensation times will feature on a specific Bulletin which will be drawn up after each Race. The compensation time will correspond either to the compensation time allocated to the car or to that allocated to any of the Drivers entered in the car, whichever is the greater.

Where the duration of the next race is one hour the scale of compensation time allocated to each car and to the Drivers for each race will be as follows:

1st + 15 sec.

2nd + 10 sec.



3rd + 5 sec.

The compensation times will be allocated on the basis of the final results of each race.

The compensation time applies only within a category. Cars and/or drivers moving to a different category for the next race will not take the compensation time with them, and the time is not re-allocated within the category.

This compensation time will be applied only for the following race. Compensation time will not accumulate from Event to Event. Compensation times will be carried from race to race. Should a car which is invisible in terms of points (see Article 6.4) finish in the top three, then compensation times will be applied both in terms of the position and in terms of the points received.

For example, the 'invisible' car finishes 3rd and receives the compensation time for third. But the car which finishes 4th and which takes the points for 3rd will also receive the compensation time for third.

This compensation time will be applied for the following race whether this is at the same or the next event.

Should, for any reason, the results of the previous Race remain provisional due to any unresolved judicial matters (such as an outstanding appeal) then the compensation time will not be applied to the pit stop during the following race(s) and shall only be applied to the elapsed race time of the provisional results for the race(s) after the judicial matters have been resolved and/or when the final top three places for ~~the that~~ previous race (s) ~~found~~ have been determined.

Compensation time may also be imposed in accordance with Articles 10.1c), 10.2, 10.4.5 and 13.2f).

Compensation time will be added to the relevant minimum pit stop time for the cars concerned. As an exception to this should the relevant pit stop not take place for any reason except the Competitor ignoring the pit stop obligation then the compensation time will be added post-race to the elapsed race time of the car concerned. Any Competitor who fails to respect the pit stop obligation may be disqualified from the race.

### **20.3 MINIMUM PITSTOP TIME**

A minimum pit stop time will be imposed for the GT Challenge Australia powered by AWS Series. The pit stop time will be issued in a Bulletin from the Stewards for each Event. Any car whose pit stop time is less than the given time between pit in and pit out will be given a penalty by the Stewards.

There will be a one second tolerance which may be used once during each Event. The tolerances will not be aggregated or carried over to the next Event.

A minimum pit stop time will be imposed for mandatory pit stops for all Cups.

The pit stop time will be issued for each Competition in an Event Bulletin from the Stewards. Any car whose pit stop time is less than its Mandatory Pit Stop time will be given a penalty by the Stewards.

Should the race length be adjusted in accordance with Article 5.2, the pit stop time will be adjusted by the same amount (increasing the length of a race).

Tyre changes are optional during the pitstop.

Teams must notify Race Control via the Team Messaging system if a pit stop is not to be considered their mandatory pit stop. Any additional pit stop times may be given in a Sporting Note.

There is no minimum time for additional stops for minor repairs or changing one tyre (due to a puncture) other than the delta of the pitlane.

- 20.4** Reserved for future use
- 20.5** Reserved for future use.
- 20.6** Reserved for future use.

**20.7 Amendments to driving stints and pit stop times.**

If the circumstances so require the Stewards have the discretion to adjust minimum pit stop times at any time during any Competition.

**20.8 Penalties for pit stop times**

If the pit stop time, measured between pit in and pit out, of any car is under the mandatory pit stop time for that car as published in the Bulletin for that particular race, the minimum penalties will be as follows :

- Under one second for the first time in an Event : use of the joker second
- Under one second for the second time and each subsequent time in an Event – Drive Through Penalty
- Between 1 second and 10 seconds : Drive Through Penalty
- Over 10 seconds : Stop and go penalty of the missing time.

If the mandatory pit stop commences (defined as the point at which the car crosses the Pit Entry line) after the Pit Stop Window closes (Article 20.1), the minimum penalty will be as follows:

- Drive through penalty.

**20.8.1** Any car considered to have slowed deliberately in order to avoid penalties in terms of the mandatory pit window or the minimum pit stop time will be reported to the Stewards.

**21. NUMBER OF CARS ALLOWED TO PARTICIPATE**

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

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

- 1) full Series Competitor
- 2) additional Entries from full-Series Competitor
- 3) race-by-race Competitor who has already taken part in a previous round of the GT Challenge Australia powered by AWS
- 4) any other criteria decided by the GT Challenge Australia powered by AWS Sporting Board.

**22. LIVERIES – NUMBERS – GRAPHICAL CHARTER**

**22.1** Each car will carry the competition number allocated by the Promoter. Competition numbers must be an integer between 1 and 999. Competition numbers will be unique during the Series and may not be reused by another Competitor. The number 1 will be reserved in priority for the leading Am driver in Pro-Am from the previous Series, if they do not want it, it will not be allocated.

Competition numbers and advertising on the cars must be in conformity with the Promoter's Graphical Charter for the Event and any requirements from the ASN must be clearly visible from the front and from each side of the car. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited. Additionally, each car must carry its competition number on the rear of the car. The numbers will be provided by the Promoter.

Cars must be presented to the scrutineers as per the Graphical Charter (See Appendix 3)

**22.2 Reserved for future use**

**22.3** The third competition number may be placed either on the roof or the bonnet depending on the Team's preference. This choice must be notified to the Promoter

**22.4** If it is impossible to identify a Car from its competition numbers by day or by night, it may be stopped by the Race Director or the Clerk of the Course or at the request of the Technical delegate.

**22.5** Each car and Driver must adhere to the Promoter's Graphical Charter for each Competition in terms of the decoration of the car, Driver overalls, as well as the restrictions noted in Article 11.3. Any infractions will be reported to the Stewards. Refer Appendix 3.

**22.6** Each car and driver must adhere to the Pirelli Graphical Charter issued before the start of the season. Any infractions will be reported to the Stewards. Please see Appendix 3 and the Pirelli Appendix to the Graphical Charter which is available to download from the Teams website.

**23. ADMINISTRATIVE CHECKS**

**23.1** At each Event, the Secretary of the Event will check the licences of all Teams and Drivers, who must send copies of licences in advance, as well as signing any waivers requested by Motorsport Australia and approved by the Promoter. All Competitors and Drivers with a licence issued by an ASN other than Motorsport Australia must have authorisation to compete abroad from their ASN. Any Driver or Team failing to complete their administrative checks during the allotted time will be reported to the Stewards.

Any Driver or Team who is unable to attend at the given time must inform the Stewards in writing. This can be done with a request form or email to your Series Manager.

The list of Competitors and Drivers and cars authorised to take part in the Competition will be published before the start of the Free Practice Session. Teams and Drivers who are not in compliance with Article 22.5 will not be listed.

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

**23.3** Each Competitor must confirm in writing their Official representative(s) for the Event.

**24. SEAN EDWARDS FOUNDATION TEST**

All Drivers taking part in the GT Challenge Australia powered by AWS Series must complete the Sean Edwards Foundation assessment test before taking part in their first Competition of the season. Furthermore, the Stewards may insist that any driver take the test at any point during any Event.

Team Managers may be requested to attend various sporting workshops and complete e-learning or online tests.

**25. BRIEFINGS**

**a) Team Managers' Briefing**

A Team Managers' briefing may be held before the first on-track session and before the Drivers' briefing. If such a briefing is included on the Team Timetable, all Competitors' appointed representatives must be present throughout the briefing. Any representatives unable to attend must inform the Stewards in writing (via a request form to your Series Manager). Should any Competitors fail to be represented during the Briefing, they will be reported to the Stewards.

If no Team Managers' Briefing is scheduled, then all Team Managers must attend the Drivers' Briefing.

**b) Drivers' Briefing**

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 SR's of the Competition. A physical briefing may be replaced by a video conference.

All Drivers entered in the Competition must be present throughout the briefing, as well as their Team Manager(s) or Competitors' Representatives unless they have attended the Team Managers' Briefing in a) above. Any Driver unable to attend must inform the Stewards in writing (via a request for to the Series Manager).

Except for Force Majeure, any non-attendance for any part of the briefing may result in a penalty from the Stewards according to the Event regulations.

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with Article 12.4.1.d of the International Sporting Code. Any Driver seen to be using a mobile phone during the briefing for any purpose other than taking a photo of the presentation will be considered to be absent and will be reported to the Stewards.

A driver cannot take part in any on-track session until given the respective drivers' briefing or, where agreed by exception, received a personal briefing from the Race Director.

Additional briefings for Bronze and inexperienced Drivers may be organised and will be advised in the Supplementary Regulations or in a Bulletin at the Event.

Briefings for refuelling personnel may be organised at any Event. If any such Briefing is scheduled, then it will be mandatory for all relevant team personnel

In exceptional circumstances, the Drivers' Briefing will not be held. It will be the responsibility of the Team Managers to inform their Drivers of the information provided by the Race Director in the Team Managers' Briefing. In this case the Team Manager must sign a confirmation document that all the Drivers have been briefed.

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

**26. SCRUTINEERING**

**26.1** Each Competitor must have all documents required by Article 3.6 (as appropriate) and the various documents relating to their cars', available for inspection at any time during the Event. Each Car must bear identification stickers clearly visible from the front, rear and from each side of the car.

**26.2** Each Competitor must present a technical passport / ASN log book (with first pages completed and pictures added) and homologation form for each of their cars entered in the Competition. The technical passport will be established the first time a Car is presented for scrutineering.

Each team must present their homologation forms when attending initial scrutineering at each Event. Failure to do so will be reported to the Stewards.

**26.3** Cars must be presented to the Pre-Event Scrutineering at the time indicated on the Scrutineering Timetable with the above-mentioned documents and 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,

- with ballast, ready for sealing,
- 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, twisted wire must be installed joining at least two screws retaining the compressor housing on each turbo charger so that these parts cannot be separated. Wire ends must be long enough to allow the plaques and seals to be affixed.
- 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 dry-weather tyres.

### **26.3.2 Reserved for future use**

### **26.6.3 Tyres for Scrutineering**

Unless otherwise specified, cars selected after qualifying or races will be scrutineered with the tyres on which they have finished their qualifying or race.

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

**26.5** Any breaking of a seal during the Event must be requested in writing, and approved by, the Technical Delegate.

**26.6** Reserved for future use.

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

Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2018. Helmets and clothing must pass Scrutineering before every round of the GT Challenge Australia powered by AWS Series. The driver does not need to be present when his equipment is presented. Drivers may be requested to present any or all equipment to the ASN at any time during any Event. Driver overalls must be checked for conformity to Article 22.5 and Article 11.3 g).

**26.8** Reserved for future use

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

**26.10** Pre-event Scrutineering of the car and of the Drivers' equipment and sporting checks for the Competitors will take place in accordance with the Schedule/Timetetable for the Event or any instructions received by Officials.

If so requested, any Competitor unable to attend at the given time must request permission in writing to the Stewards, who may grant permission for a waiver for delayed scrutineering if they are satisfied that special circumstances justify this. Competitors who do not keep to the time limits and who have not been granted a waiver for delayed scrutineering may be given a penalty.

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

Fines may be accompanied or replaced by an obligation to accomplish some work of public interest in accordance with article 12.4.1.d of the International Sporting Code. ~~All fines will be paid to the SRO Motorsports Fund.~~

**26.11** No car and no Driver may take part in the Competition until they have successfully completed all scrutineering checks. For the avoidance of doubt, successfully completing scrutineering checks are once the Stewards of the Event have received an official document that the Scrutineers have completed their checks.

**26.12** The Scrutineers may:

- a) Check the eligibility of a car or of a Competitor at any time during an Event, and may conduct checks without prior request from the Race Director or Stewards.
- 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 should the car return to Parc Fermé under its own power, and 2.5 kg should it be brought back by circuit equipment or marshal's intervention. The fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.
- e) Check the air restrictor diameters:
  - 1) Competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J to the Code and in Article 4.1 1 b), and modifications throughout the season made by the SRO Technical Board.
  - 2) The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout the season made by the SRO Technical Board, at all times and in all temperatures.
  - 3) The restrictors to be checked and marked must be accessible during the scrutineering of the cars.
  - 4) The information entered on the technical passport for each Competition is the responsibility of the Competitor, who will sign it after having filled in all requested information.
  - 5) Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number will also appear in the technical passport. The diameter must be engraved on the restrictor. It will be up to the Competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

**26.13** Before the end of the Pre-Event Scrutineering, at each Competition, the cars must be presented in race condition but without fuel for weighing in the Scrutineering garage. The restrictor plates will be identified before the first Official session.

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

**26.15** Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval before taking part in any further track session.

**26.16** With the exception of the races, the Technical Delegate 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.

**26.17** The Race Director or on request from the Technical Delegate may require that any car involved in an accident be stopped and checked at any time.

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

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

**27. DATA LOGGER & ECU**

**27.1** A data-logger with additional sensor must be installed in each Car at all Competitions in accordance with Article 19.1. SRO Data Technicians will check all data loggers prior to the first practice. Cars without dataloggers or with loggers which are not working correctly are not in conformity with the regulations may be reported to the Stewards. It is the responsibility of each competitor.

**27.2** The data-logger is also a scrutineering device and data will be used for scrutineering purposes. The reference engine data will be the data collected during the 2025 SRO Official BOP test or those collected during other tests and races with the current BOP decisions.

**27.3** Only the Data cards supplied with the Data Logger or by the GT Challenge Australia Data Technician are authorised to be used during the Event.

No data, memory cards or similar storage media may be extracted or removed from the datalogger system during the Event. This can only be done by the GT Challenge Australia Data Technician or Scrutineers working for the Technical Delegate. The removal, extraction or manipulation (manually, electronically or in any other form) of data or memory cards or similar storage media or the data logger constitutes a breach of these regulations and will be reported to the Stewards.

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

**27.4** Information on the installation and use of the data logger is available on the Teams Sections of the Series website.

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

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

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

**27.6** The data logger must work throughout the Competition, including during every practice. Controls may be carried out at any time during the Event.

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

The failure of the data logger or data card to operate fully and correctly or to record and store for retrieval all required data, will be considered a sporting infringement, and penalties will be imposed by the Stewards.



**27.7** SRO reserves the right to install antennas on the roof of any car and has priority on this space. The GPS antenna of the data logger must be mounted on the roof and no other antenna can be within 30 cm of this. If necessary, the SRO Technical Department can require Competitors to remove other antennas from the roof.

**27.8** All Manufacturers or tuners must provide the SRO Technical Board with a reference ECU unit with the homologated maps, which can be placed in any of their cars competing in the Competitions in the Series. Each manufacturer will also supply any technical means needed to swap the ECU belonging to a Competitor with the reference ECU as supplied. The SRO Technical Board or the Scrutineers will not be held responsible for any consequences linked to a change of ECU and any subsequent failure.

**27.9** Each data logger will be associated with a specific chassis and will be noted as such during initial scrutineering. Any changes after that point must be requested in writing one week before the start of the event in question and agreed by the Technical Director or Technical Delegate.

## **28. WEIGHING**

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

To identify which Driver is on board the car, an identification mark required by the Organisers of the Event in agreement with the Stewards and the Technical Delegate must be visible.

**28.2** Should the weight of a Car be less than that specified on the Balance of Performance table for that Competition, the Competitor concerned may be penalised in accordance with Article 28.8, save where the Stewards are satisfied that the deficiency in weight results solely from the accidental loss of a component of the car.

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

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

**28.5** A car must carry an Official television on-board camera and its equipment if so requested. The weight is included in the weight of the car as specified on the Balance of Performance sheet for that Competition. All cars must be prepared to allow the installation of the camera according to Appendix 9. Competitors are responsible for the camera installed and any non-accidental damage may be reported to the Stewards.

**28.6** Competitors may fit one or more personal cameras inside the car. Any official onboard cameras have priority. The Competitor must obtain written permission from the Promoter and from the Technical Delegate for each camera. The installation must be presented at the time of scrutineering. Any cameras considered unsafe will be removed.

The weight of the complete equipment is not included in the minimum weight of the car. Cameras transmitting live video footage are not authorised. Cameras affixed to helmets are not authorised.

The images from any such personal camera should not be presented by the Team to the Race Director or Stewards to support any sporting matters, except when a Competitor has lodged a relevant formal protest.

If necessary, the Race Director or Stewards may ask to see the images from any such personal camera, even if the car is in Parc Fermé. If necessary, SRO, the Race Director or the Stewards may requisition the images. In particular, they may request that the images be downloaded during a pit stop and supplied to the Officials. The

images are not authorised to be distributed, shared or uploaded on the internet unless specifically authorised by SRO.

**28.7** The average weight of the drivers in any car competing in the Series 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 required 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 FHR, at the time of the administrative checks. Note that seat inserts for the driver are not part of the driver weight and should not be included in the declared weight. Seat inserts are not included in the minimum weight of the car.
- a) ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W). If any Drivers are given permission to race alone, the driver's weight will be rounded up.
- 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 Free Practice.
- 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. Penalties may go as far as deletion of laps in qualifying or disqualification from the race.
- vi. The Driver Ballast is not included in the minimum BOP weight of the car.
- vii. If the average weight of the driver(s) is over 85 kg, up to a maximum of 5 kg may be removed from the minimum BOP weight of the car according to the following table :

Average Weight	Amount to be removed
85 kg	0 kg
86 kg	1 kg
87 kg	2 kg
88 kg	3 kg
89 kg	4 kg
90 kg	5 kg
91 kg	5 kg
92 kg upwards	5 kg

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

**28.9** The ballast carried by each car may be published by the Stewards.

## **29. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT**

### **29.1 Tyre Supply**

Only tyres from the Official Pirelli distributor for the GT World Challenge Australia, approved and registered by the Promoter and sold at Series Events, will be accepted. Tyres must be ordered and paid by the deadlines set by Pirelli, failing which tyres will not be supplied. For the purposes of this Article, 'Event' means any official test session or round of the Series held during the year.

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.

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

Teams must adhere to the limits detailed in the technical booklet issued by Pirelli and received from the Promoter before the first Series Event, as well as to any other Technical Bulletins received during the season. Any failure to do so may be penalised by the Stewards.

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

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.

Tyres may only be fitted for the Competition. Tyres are not allowed to be pre-fitted for the next Competition.

## 29.2 Dry and Wet weather tyres

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

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

Tyre width:

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

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

## 29.3 Control of tyres

1. The control of the tyres will be carried out according to a process defined by the Promoter.
2. The outer sidewall of all tyres which are to be used at a Competition must be marked with an FIA style barcode as identification.
3. Other than in cases of Force Majeure (accepted as such by the Stewards), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Technical Delegate prior to the end of initial scrutineering.
4. A used tyre is one that has been registered for a previous Competition with the same car competition number. For race-by-race Competitors, this is considered to be any previous Event in which the car was entered. Used tyres must be presented to the Pirelli for checking and re-registration following the process defined by the Promoter and Pirelli. Pirelli maintains a list of the tyres which have been recorded during the season. Used tyres must be taken to Pirelli for re-registration before any new tyres are fitted.
5. The use of tyres without appropriate identification is strictly forbidden during the whole Competition.
6. Any marking applied by Pirelli on the tyres must not be removed by the team.

7. Cars must access the grid with the tyres nominated for that event unless the race is declared WET.
8. Note that modifications to the tyres are prohibited by the sporting and technical regulations. Tyres must not be subject to any deformation or impact. Replacing the air within the tyre is permitted but any process that results in a deformation of the tyre profile/sidewall, as shown in Appendix 12, is strictly forbidden.

#### **29.3.1 Carryover Tyres**

Full-season and Race by Race Competitors in the GT Challenge Australia powered by AWS Series must follow Article 29.3 for carry over tyres. No tyres from paid test sessions can be carried over to an event. A tyre is acceptable as a carryover if it is a used tyre as defined by 29.3.

Carry over tyres for Events can only be used in Free Practice 1, Free Practice 2 (where applicable) and Pre-Qualifying.

#### **29.4 Tyre-heating/cleaning devices**

All tyre-heating devices are forbidden. **For the avoidance of doubt, tyres can be placed in the sun, outside a team's own garage. However, they cannot be covered by blankets, or placed next to heaters. Any Team placing tyres on or near any source of heat, will be reported to the Stewards.**

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

Heat retention devices and compounds are prohibited at any time. The only exceptions are the use of domestic water / detergents for cleaning purposes and lubricants applied to the tyre bead for fitting purposes. During an Event, any tyre may only be cleaned using a manually operated handheld tool/s such as a flat scraper. The use of any electrical or mechanical device, such as a heat gun, to aid the cleaning of a tyre is only permitted for the following purposes:

- Teams are allowed to scrape away a section of "rubber build up", such as stones and pick up, from the inside shoulder of each tyre, up to a maximum of 50 mm from the inner edge of each tyre, over the full circumference.
- Additionally, a maximum of 50 mm wide "build up" across the tread profile may be removed from each tyre to allow the tyre tread depth to be measured at a maximum of 2 locations on any 1 tyre.

#### **29.5 Joker Tyres**

Each car competing in the GT Challenge Australia powered by AWS Series has an allocation of one joker tyre per Competition, which can be used to replace any tyre which has been damaged or is otherwise unusable.

The use of a joker tyre will only be authorised once the damaged or unusable tyre has been taken to the Technical Delegate. Once the Technical Delegate agrees that the tyre to be replaced may no longer be safely used, they will sign the joker tyre form that must be presented at the same time. It must include the reference of the damaged tyre and the reference of the tyre replacing it. The form must be signed by the Technical Delegate before submission to Pirelli. If no joker tyre is requested during a Competition, the joker tyre allocation for that Competition is considered to have lapsed and cannot be carried over to the next Competition.

##### **a) All Cases**

Apart from the joker tyre, any additional tyres may only be issued with the agreement of the Stewards, on submission of a dossier from the Competitor explaining the situation and with confirmation from Pirelli that the original tyre(s) may no longer be used. Should the Stewards agree such a request, they may impose any penalty they consider appropriate.

#### **29.6 Tyre Limitations – General**

The penalty for non-compliance with tyre limitations is Disqualification from part or all of the Competition as determined by the Stewards.

The unique reference numbers/barcode on the nominated tyres for each car will be recorded either by tyre marking, on a Series form or by electronic means in the tyre supplier's work area by the Technical Delegate or their nominated representative. The onus is on the Competitor to ensure that each nominated tyre has been recorded in accordance with the Series issued procedure.

The tyres nominated for an Event can be used in any combination provided that there is compliance with all other Series regulations and relevant technical forms.

#### **29.6.2 Change of Chassis & Car Number**

Throughout the season, tyres are registered to a specific car number, via the barcodes which are allocated by Pirelli.

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

**29.7 Reserved for future use.**

**29.8 Reserved for future use.**

**29.9 Reserved for future use.**

#### **29.10 Tyre limitations: (dry-weather tyres)**

Event	Competitions
<b>Official Test and Media Day</b>	2 New Sets of Tyres. One used set previously bought from Pirelli in 2024 or 2025.
<b>Phillip Island (2 x 1 hr)</b>	5 New Sets of Tyres
<b>Sydney Motorsport Park (2 x 1hr)</b>	4 New Sets of Tyres and 1 carry over
<b>Queensland Raceway (2 x 1 hr)</b>	4 New Sets of Tyres and 1 Carry over
<b>Sandown (2 x 1 hr)</b>	4 New Sets of Tyres and 1 Carry over
<b>The Bend (2 x 1hr)</b>	4 New Sets of Tyres and 1 Carry over
<b>Hampton Downs (2 x 1hr)</b>	5 New Sets of Tyres

GT3, Trophy and Invitational Race by Race Entries; Entitled to 5 new sets at the first event.

GT3, Trophy and Invitational Race by Race Entries returning is as the above table.

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

Carry over tyres can only be used up until qualifying. They cannot be used in qualifying or the races.

**29.10.2** Due to custom restrictions, no tyres can be imported into New Zealand. This includes wet tyres etc. Therefore for this event there will be a separate allocation.

**29.11 Tyre Limitations for Wet Weather Tyres**

There is no limitation on the number of wet-weather tyres that can be used during any Competition.

For free practice, pre-qualifying and qualifying, wet-weather tyres may be used only after the track has been declared wet by the Race Director, his Deputy or the Clerk of the Course.

For the race, it shall be the choice of each Competitor to change tyres from dry to wet (or wet to dry). It does not require the Race Director to declare a “wet track”.

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

Any infractions will be penalised by the Stewards.

**29.12 Camber and Pressure**

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

For all Competitions, the maximum negative value for the camber of both rear wheels of the car may be monitored in static condition at any time during the Event, including in Parc Fermé after qualifying and the race(s), and must not exceed -3.5 degrees (subject to any change notified by Bulletin.)

These figures may be altered for any race, in particular should there be any changes to the circuit configuration. Any such changes will be announced before the Event but values may be further modified by Stewards’ Bulletin during an Event.

Any car failing to abide by these values will be reported to the Stewards, who will give any available sporting penalty, including a stop-and-go penalty to be taken at the start of the next session, deletion of qualifying laps or a time penalty after a race

**29.12.2** The minimum tyre pressure of the tyres, when measured on the grid, prior to race start, must be a minimum of 1.40 bar (subject to any change notified by Bulletin).

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

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

**29.13 Force Majeure**

In cases of Force Majeure and subsequent calendar changes, the precise information concerning tyre use at any particular Event will be determined by the Sporting Board and approved by the Stewards, which may amend or supersede the information on tyre limitations given in article 29.

**29.14 Tyre Limitations for Media Day and Paid Test Sessions**

Tyres for paid test sessions must be in conformity with the principles laid down in Article 29.1, namely either new tyres or used tyres from previous Events of the GT Challenge Australia powered by AWS Series.

For the Media day at Phillip Island, Teams are allowed to use a maximum of two new sets and one used set of tyres that have been bought from Pirelli in 2024 or 2025.

These tyres may only be used in the Media day sessions.

New dry-weather tyres purchased for use during these sessions cannot be marked for use during the Event which the test precedes or any subsequent Event. They may be used for subsequent paid test sessions.

#### **Tyre Limitations for Paid Test Sessions**

The number of new dry-weather tyres will be limited per car, with a maximum of one set of new tyres for paid test sessions lasting up to two hours, and two sets of tyres for sessions lasting between three and four hours. If there are multiple sessions taking place on the same day, the total duration of all the sessions will be calculated in order to give the maximum number of tyres.

Total Duration of paid testing per day	Maximum new sets of tyres
<= 2 hours	1 set
>2 hour but <= 4 hours	2 sets
>4 hours but <= 6 hours	3 sets
>6 hours but <= 8 hours	4 sets
>8 hours	TBC

The price per car and the instructions for any such tests will be made available before the relevant Event.

#### **29.15 Cold Weather Provisions**

In case of exceptionally cold temperatures (track temperature under 10° Celsius, measured one hour before the pit lane opens for the race), there will be two formation laps behind the leading car. The race timing will start at the start of the first formation lap.

### **30. BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING**

#### **30.1 Balance of Performance**

Due to the nature of the cars and the choice of circuits, a specific Balance of Performance can be carried out for cars taking part in the GT Challenge Australia powered by AWS Series .

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

All Manufacturers whose cars will be competing in the 2025 season must enter at least one of their cars in these sessions for the purposes of Balance of Performance testing. The SRO Technical Board may refer any Team which does not attend to the Stewards, except for force majeure accepted as such by the Board.

Additional performance tests may be carried out at any point during any Event and Teams will be required to allow their cars to take part in these tests if selected. At the request of the Technical Director, the official SRO Balance of Performance driver may be required to complete a number of laps in any cars entered in the Event during the Bronze Test, free practice or pre-qualifying session. Competitors must allow this to take place. The BOP Driver will be added to the authorised drivers for the cars in question via a Bulletin from the Stewards and will be subject to the same Scrutineering and Administrative Checks as all other drivers.



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

The SRO Technical Board reserves the right to adjust the Balance of Performance until;

- 120 minutes before the start of race 1.

Teams will be notified of any such changes during the Event via a Bulletin from the Stewards.

If the Stewards are satisfied that any Competitor or Manufacturer has provided information which was misleading or has inappropriately influenced the BOP process before or during an event/competition or where a Competitor's or Manufacturer's subsequent performance is higher than the expected outcome of the process, they may impose sanctions or penalties before, during or after any Competition.

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

Cars must comply at all times during each Competition with the information and instructions given in the Balance of Performance document for the Event (the current version of which will be validated by the Stewards for each Competition via a Bulletin) including the following notes in Articles 30.1.1 and 30.1.2, which may be expanded or replaced by information in the document for any individual Event.

Should a car not be in conformity it will be reported to the Stewards who may apply a penalty up to and including disqualification from the competition.

#### **30.1.1 BOP**

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

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

Article 507 of Article 257A of Appendix J to the International Sporting Code states; *Only sensors listed in the homologation form may be installed in the car during competitions; their make and type are free.*

*Unless otherwise indicated on the homologation form, their use is mandatory.  
Sensors marked "Restricted" may only be installed and used if the authorization is mentioned in the relevant sporting or supplementary regulations of the competition or the championship.*

All restricted sensors (in accordance with Article 507 of Article 257A of Appendix J to the International Sporting Code, and identified as either banned or banned /optional in the car's homologation file) are forbidden to be used in the GT World Challenge Events, including any official paid test sessions and the prologues held at the start of the Event or during the season.

The following sensors are not allowed at any Event or official test session :

Pitot Pressure  
Laser ride Height  
Tyre surface Temperature  
Track surface Temperature  
Ground Speed (Correxit)  
Damper force  
ARB Drop Link  
Fuel flow meter

These notes will always be superseded by the most recent notes given in the BOP document valid for each Event. Other changes may feature in a Bulletin.

#### **30.1.2. Boost control:**

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

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

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

### **30.2 Official Test Sessions**

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

#### **Tyre Limitations for Official Test sessions (including Media Day)**

For the Media Day at Phillip Island, Teams are allowed to use a maximum of one used sets of tyres that have been bought from Pirelli in 2024 or 2025. These tyres may only be used in the paid test session. Teams are allowed to use 2 new sets of tyres bought from Pirelli at the Official Test Day.

Additional testing may be permitted throughout the Series. This will be notified by the Promoter in Appendix 4.

### **30.3 Pre-Event Paid Test Sessions**

Additional paid private testing sessions may be authorised by the Promoter before certain Events. Any such pre-event paid test sessions will be open to all Competitors but will not be mandatory. These sessions will not be considered as part of the Event. Please see Appendix 4 for the provisional schedule. Please see Article 29.14 concerning limitations on tyres for these paid private test sessions.

The price per car and the instructions for any such tests will be made available before the Event.

### **30.4 Reserved for future use**

**30.5** Pre-Event test sessions (mandatory or non-mandatory) will not be regarded as being part of any Event or Competition, and Drivers and cars which are not registered for the Series may be permitted to take part at the sole discretion of the Promoter.

**30.6** Reserved for future use

**30.7** Reserved for future use

**30.8 Hardship Laps**

In exceptional circumstances, Teams may request a hardship lap in order to check a car after significant repairs or other issues. Any such requests must be made to the Stewards. If authorised, any such laps will be scheduled, when possible, at the end of a session and will consist of a single lap from pit out to pit in without crossing the timing line. Hardship laps will not be allowed at the start or end of paid test sessions.

**30.9 Private Testing**

**a) Definition and Limitations**

Private testing on any circuit which will host a Series Competition is forbidden as from 10 days before the start of each Event (the day when Administrative checks start) and until the date scheduled for that Event. For example, you are allowed to test at Queensland Raceway, one day before the Phillip Island Competition. But you are not allowed to test at Phillip Island the day before the Phillip Island Competition.

This may be changed via a bulletin or specifically stated within the dates listed in Appendix 4.

Private testing means any testing carried out by any Team entered in the GT Challenge Australia powered by AWS and any Driver(s) entered for any Event, with GT3 cars homologated by the FIA and/or Trophy Cup.

This applies to all full-season Competitors in the GT Challenge Australia powered by AWS Series.

For race-by-race Competitors, the same rules on private testing above apply.

Note : Private testing at a circuit on the calendar may be authorised if the circuit configuration used is significantly different from that being used for the GT Challenge Australia powered by AWS Event. 'Significantly', in this instance, would normally mean using fewer than half the same corners.

**b) Participation in other series**

Participation in Competitions counting towards other Championships or series is not considered as private testing. This includes any official test sessions and all official practice sessions. However, participation in any additional (optional) sessions during these Competitions is not authorised.

**c) Development test sessions**

Development test sessions organised by the official tyre supplier, Pirelli, are not considered as private testing. Permission will be granted for Teams and drivers, nominated by the car Manufacturer of reference, to take part in any such tests when requested by Pirelli to the GT Challenge Australia powered by AWS Sporting Board.

**d) Coaches / Instructors**

Drivers working as coaches must request permission from the GT Challenge Australia powered by AWS Sporting Board for any activity with GT3 cars at circuits on the 2025 calendar and may be given restrictions on their track time.

**e) Permission and Breaches**

Written permission for any testing during the season must be obtained from the GT Challenge Australia powered by AWS Sporting Board.

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

### **31. PROMOTIONAL ACTIVITIES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS**

**31.1** In order to retain a level of equality between Teams and Drivers, the following restrictions apply during all Events:

- a) Additional laps with the race cars and drivers entered in the Competition are only authorised as part of media activities to aid the promotion of the Event, including tracking laps for photo shoots, filmed laps for TV programmes or other activities organised by the Promoter
- b) Promotional activities with road cars may be organised by Teams for their VIP guests or Media with permission from the Promoter. Promotional activities with any car entered in a round of the Series may be organised with permission from the Promoter. Drivers competing in the GT Challenge Australia powered by AWS Series may take part in any such permitted activities.
- c) Promotional activities with race cars which are not eligible for the Series, may be authorised with permission from the Promoter. Drivers competing in the Series may take part in such permitted activities.
- d) There are no restrictions on Drivers and Teams competing in other races taking place at the same Event, so long as this does not impact on their participation in the mandatory elements of the main Series Competition, including briefings, podiums, press conferences etc.
- e) **Reserved for future use**

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

**31.2** Cars are expected to remain at the track from the time they are scheduled to undergo Scrutineering on the Team Timetable until the end of the Competition. Exceptions, as specified in advance by the Promoter, may include Parades, Car Exhibitions and Demonstrations taking place outside the circuit or neighbouring areas. Should a Parade be scheduled as part of any Event, any cars not attending will be under Parc Fermé conditions while the remainder of the cars are absent. Cars not attending any mandatory Parades for which they are required will be reported to the Stewards. Any car requiring to leave the track at any other time must request permission from the Promoter. If granted, the car must be checked by the Scrutineers on its return.

**31.3** Autograph sessions may be scheduled during any Event at the time given in the Official Timetable. Drivers are expected to attend any such sessions, dressed in Team uniform, at the scheduled time, and to make themselves available for the full duration.

**31.4** Pit walks may be scheduled during any Event. The time will be listed in the Schedule/Timetable for the Event or advised by the Promoter. Cars must be on display in their pit garage for the whole period. Garage doors must be up. Cars must not be manoeuvred during the pit walk. Under no circumstances can refuelling take place during this period. Teams may place their Tensa barriers at the front of the garage. Any infringements will be reported to the Stewards.

### **32 GENERAL CAR REQUIREMENTS**

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

- legible messages on a pit board;
- body movement by the Driver;

- lap trigger signals from the pits to the car.

Lap marker transmitters must 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 must 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 3 dB point, and must 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;
- Telemetry: one way (Car to pit) telemetry is allowed.

IMPORTANT: no item, installation or antenna is permitted which may interfere at any time with the Official data logger, timing, GPS, radio or TV systems.

No equipment may be positioned on top of the pit wall or any adjacent structure, unless securely fixed to the satisfaction of the Officials.

Electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter.

### **33. GENERAL SAFETY**

**33.1** Official instructions will be given to Drivers by means of the signals set out in the Circuit Race Appendix, Track Control and Flag Signalling of the Motorsport Australia Manual. Competitors are responsible for observing and complying with these at all times and must not use flags similar in any way whatsoever to these. Unless specified otherwise in Supplementary Regulations, at circuits where flag signals are supplemented by light panels/signals, both means of signalling will be deemed to have regulatory value. For reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels/signals, drivers must comply with the requirements of the signal with the highest level of safety.

b) If any driver's fastest sector time up to that point in any session or race is set while yellow flags are displayed in that sector, this will automatically be deemed to be a breach of Article 2.5.5 b) of Appendix H to the Code and will be penalised accordingly, unless it is clear that the car had already passed the location of the incident which caused the yellow flags before those flags were displayed, or that it was the first lap for that car in the race or session.

**33.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position and in accordance with the instructions of the marshals. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

**33.3** Any Driver intending to leave the track must signal their intention to do so in good time, making sure that they can do this without danger.

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

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

**33.6** Repairs to a car may only be carried out inside or outside the pits, on the working lane, on the starting grid or as provided for in Article 47.

On the starting grid before the three-minute signal, the team may check and adjust tyre pressures and cover the car in case of rain.

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 re-join the session.

**33.7** The Teams must make at least two fire extinguishers of 4.5 kg capacity or 9kg with a single fire extinguisher available at each pit garage and ensure that they work properly.

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

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

**33.10** Drivers must use the track at all times and may not leave the track without a justifiable reason.

The lines defining the track edges are considered to be part of the track but the kerbs are not. However, any part of a kerb which is contained between these painted lines is considered as part of the track. 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.

The Race Director (or driving standard Steward) will monitor track limits.

Drivers consistently crossing the 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) deleted during qualifying and may receive a drive-through penalty during the race. The Stewards can apply any other penalty available.

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

Notifications will be for the car, not the Driver.

The Race Director and/or the Stewards may use any video, electronic or other means to assist them in reaching a decision, in addition to or instead of Judge of Fact reports.

**33.11**

a) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap(s) 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, Officials or other authorised personnel in the execution of their duty;
- Drivers when driving or under the direction of the marshals or officials;
- Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.

b) At any time during a Competition, a car may join the track, including the pit lane and the grid, only after the Driver has started the engine alone and unaided, and leaving the 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 permitted. 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 re-join the track and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for Force Majeure.

**33.12** Drivers taking part in any session(s) must always wear the clothes, underwear, helmets, and FIA-approved head restraint specified in Appendix L to the Code and Article 26.7.

**33.13** A Driver coming into the pits must not unfasten their safety harness or racing net until their car is completely stopped in front of the pit garage. After a pit stop, the Car must only start moving after the Driver's safety harness and racing net have been fastened. It is the car Controller's responsibility to ensure that a Driver's safety harness is properly fastened before the car leaves its working area to enter the track.

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

For the avoidance of doubt, the dispensation granted under Article 33.13 for the adjustment of safety harness belts does NOT extend to the positioning of belts in relation to the FHR. The driver must ensure that the harness and FHR are correctly positioned before leaving the working area and that the fitting of the harness and FHR meets the standards laid out in the International Sporting Code Appendix L Chapter III Article 3 at all times when the driver is seated in the car either on track or moving in the pit lane.

**33.14** Extrication and Recovery exercises may take place before the Competition. Selected Teams will be notified by the Stewards and must make their car and any required personnel available at the stated time.

**33.15** If a Driver has serious mechanical difficulties during practice or the races, they must leave the track or return to the 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, the pit lane or the pit exit road.

**33.16** The car's regulatory lighting system must function at all times during the Competition. Any Car that does not present the minimum illumination listed below, may be stopped by the Race Director for repairs:

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

I. The Rain Light must have a flashing frequency of 4Hz (0.125 seconds on followed by 0.125 seconds off)

II. Direction indicators must be present on each side at the front and the rear of the car. They must simultaneously flash when under Full Course Yellow. They must have a flashing frequency of 4Hz (0.125 seconds on followed by 0.125 seconds off)

**33.17** Drivers are not allowed to flash their headlights (main beams) as a warning or indication more than 3 times in succession between any two successive corners. Any car reported to have exceeded this number of flashes will be given a warning. A second infraction for any car during the same session will result in a drive-through penalty.

**33.18** During any period of mandatory lighting:

In terms of a failure of any part of the obligatory lighting, including the illuminated door panels, the Race Director, or at the request of the Technical Delegate, may stop a car using the mechanical flag should they consider that this is causing an immediate safety issue.



Should they consider that the failure is not causing an immediate safety issue, the Team will be informed and they must make the repair at the next scheduled pit stop, and will be not allowed to leave until the Technical Delegate has given their approval.

The following principles apply throughout any Event :

One front headlight not functioning	Repair at next pit stop
Both front headlights not functioning	Mechanical flag to stop
One rear light not functioning	Repair at next pit stop
Both rear lights not functioning	Mechanical flag to stop
One or both direction indicators not functioning	Repair at next pit stop
One stop light / brake light not functioning	Repair at next pit stop
Both stop light /brake lights not functioning	Mechanical flag to stop
Rain light not functioning in rain conditions	Mechanical flag to stop
Number illumination not working	Repair at next pit stop
Flashing indicators not working under FCY/SC	Repair at next pit stop
Rain light functioning but not flashing	Repair at next pit stop

Note : in case of the number illumination not working, Teams may add LED lights under the supervision of a Technical Scrutineer, to see if this fixes the problem. If the number still does not show up sufficiently, the car may receive a black/orange flag to stop. Any such additional LED lights must be removed when the backlit numbers are no longer in use.

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

Once a session or a race has been declared Wet, it remains Wet for the remainder of the Race. However, instructions will be issued from Race Control to indicate when lights can be switched off. Should conditions improve sufficiently, the Race Director may also instruct that rain lights must be switched off. Any use of the rain lights when not authorized may be reported to the Stewards.

**33.20** For Competitions with night running, the following additional lights are authorised:

- a maximum of four additional lights are allowed in the front bumper or front fascia. They must be installed symmetrically and in pairs. The additional lights must be of ECE homologated type.
- 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 or equivalent which must be approved by the Scrutineers. These may be placed on the roof, on the rear view mirrors, on the windscreen pillar, behind the passenger side of the windscreen or in any other location such as the radiator grille, 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 as identification lights is forbidden.

The obligatory period of illumination will be announced by the presentation of the "LIGHT"- panel by the Race Director and where possible over the RMC and on the timing monitors.

When lights are mandatory (in wet conditions and in the mandatory night period) main beams must be switched on at all times that the car is moving; the additional lights may be flashed if needed, subject to the same limitation as for flashing headlights in Article 33.17. All lights must be accepted by the Technical Delegate.

**33.21** A maximum of four working Team members per participating car are allowed on the pit wall signalling area reserved for the Team during practice and the race/s. People under 16 years of age are not allowed in the

pit lane, on the pit wall or on the grid, except during the 'pitlane walkabout' or the 'grid walk' when they may be allowed if accompanied by an adult and if authorised by the circuit. Personnel must adhere to the regulations concerning clothing and helmets.

**33.22** Animals, except those which may have been expressly authorised for use by security services or registered guide or assistance dogs, are forbidden in the pit area, on the track and in any spectator area

**33.23** The Race Director, the Stewards or the Chief Medical Officer can require a Driver to undergo a medical examination at any time during an Event. This examination may include, if appropriate, a test for alcohol or any drugs. Any Driver or Team member suspected of being under the influence of alcohol or drugs at an Event may be Disqualified from the Event and required to leave the venue. Refusal to cooperate with any medical examination or alcohol or drugs test will result in Disqualification and the requirement to leave the venue.

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

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

**33.26** The use of Fans and/or Blowers is not authorised at any time in the pit lane or on the grid.

#### **34. PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION**

**34.1** The allocation of pit garages, where available, will be made by the Promoter who may use whatever criteria they deem suitable taking into consideration commercial, sporting or other factors.

- 1) Specific requests from the Promoter or Event Organiser will take priority
- 2) The Pro-Am Team which is currently leading the GT Challenge Australia powered by AWS
- 3) The Am Team which is currently leading the GT Challenge Australia powered by AWS

Please note, the above criteria is based on Team points only.

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

The Promoter retains the right to override or cancel the above-mentioned pit garage allocation due to commercial, sporting or other reasons.

When the number of pit garages is lower than the number of cars entered, the Competitors will have to share pit garages.

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

**34.2** The installation of Teams and their equipment in the pit lane and working lane will take place subject to the approval of the Race Director and/or the Pit Lane Supervisor nominated by the promoter or the category management, whose decision is final.

**34.3** The working area for each Team will be in front of the allocated pitlane space or where applicable their allocated pit garages and will be the only working area for all of its cars. The limits of the area allotted to each Team may be indicated or marked on the ground by the Pit Lane Official or Category manager in consultation with the Race Director.

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

**34.4** For the avoidance of doubt and for description purposes, the pit lane will 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”. It is prohibited to work outside of the allocated working area.

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

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

**34.6** Smoking, making fire and welding are all strictly prohibited in the pit garages as well as within a six-metre radius or any other area deemed by the Organiser. No welding operations can be carried out within this perimeter, and devices generating sparks will be prohibited in this area.

**34.7** LPG gas cylinders and accessories are strictly prohibited 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.

**34.8** An inventory may be carried out on the pit garages and surrounding areas. All damage caused will be invoiced to the Competitor.

**34.9** Teams must be considerate towards other Series taking part in the same Event. Equipment must not be left outside the garages between GT Challenge Australia powered by AWS sessions. Unless otherwise indicated by the Organisers or Stewards, garage doors must be opened before the start of the first track session of each day and left open until the end of that day’s track action, in accordance with the Official Timetable.

**34.10** **Reserved for future use.**

**34.11** A speed limit of 40 km/h will be enforced in the pit lane. Any Driver exceeding the limit above will be reported to the Stewards.

For pit lane speeding offences up to 52 km/h, a decision will be automatically issued by the Stewards without summoning the Competitor to a hearing. However, if the Competitor believes they have clear evidence to suggest the penalty imposed is inappropriate they may submit any evidence for consideration in accordance with Article 16.7 above.

Penalties will normally be imposed according to the following schedule:

- During the free practice and pre-qualifying sessions:

Between 40.01 and 40.99 km/h : on-screen and/or radio warning

From 41.00 km/h : a fine of ~~\$100 AUD~~ **25 AUD** per kilometre over the 40.0 km/h limit, with the speed being rounded up to the next full kilometre per hour

- During the qualifying sessions:

From 40.1 km/h : a fine of ~~\$100~~ **25 AUD** per kilometre over the 40.0 km/h limit, with the speed being rounded up to the next full kilometre per hour

During the race for a first offence :

Between 40.01 and ~~41.99~~ 45.00 km/h: 5 second time penalty to be taken at the next pit stop

Between ~~42.00~~ 45.00 and 45-50.00 km/h: a 10 second time penalty to be taken at the next pit stop

~~From 45.01 km/h to 50.00 km/h: a 15 second time penalty to be taken at the next pit stop~~

- From 50.01 upwards : a drive-through penalty.
- Any further offences will be penalised at the discretion of the Stewards.

Should it not be possible to take any of the time penalties during a pit stop they will be added to the elapsed time of the car concerned.

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

**34.13** Any Driver intending to start the race from the pit lane may not drive the car from the Team's designated pit garage area until the pit exit is closed and must stop in a line in the fast lane. Such cars are not required to adhere to the mandatory timings and instructions given for cars on the grid unless otherwise specified by the Race Director or Stewards.

**34.14** No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the Driver sitting in the car behind the steering wheel in the Driver's normal position, and under its own power.

**34.15** A maximum of two minutes before the start of any practice session or qualifying session, teams will be given the instruction of FAST LANE OPEN, at this time, 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 in garage order and after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or race management channel RMC. Should it not be possible to give this instruction, cars should not move until the light at pit lane exit is green. Once the pit lane exit is green, cars may be allowed to drive from their allocated working area.

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.

**34.16** It is the responsibility of each Competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those rejoining from the working lane; this includes any part of a car in the fast lane overlapping one in the working lane. Once a car has left its garage or pit stop position it should blend into the fast lane as soon as it is safe to do so, and without unnecessarily impeding cars which are already in the fast lane.

Cars must move completely from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop. Cars may only leave the fast lane to move into the working lane a maximum of three pit garages / working areas before their own working area, and must join the fast lane a maximum of three pit garages/working areas after their own working area.

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

**34.18** During any practice, qualifying or race, cars may only leave their working area when they are ready to re-join the race. They must proceed down the pit lane respecting the pit lane speed limit. Except for safety reasons, they may not stop in the fast lane or proceed at low speed. Cars in either the fast lane or working lane

may not overtake other cars in the fast lane except in exceptional circumstances e.g., a slow car with an obvious mechanical problem, a stopped car, an obstacle.

**34.19** At all times when the Cars are allowed onto the track:

- a) Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.
- b) Officials will have free access into the pits.
- c) No tools or equipment may be left in the working area once a pit stop is over. During the Event, the cars must be parked with the front facing towards the pit lane at all times when in the pit garages.
- d) 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 must be at an angle of 45 degrees, nose towards the fast lane, facing pit exit. For qualifying all cars must start Q1 and Q2 at 45 degrees, nose towards the fast lane, facing pit exit. During any session cars should stop parallel to the pit building for any pit stops or stoppages.

Any changes to this Article according to the specific layout of each individual circuit will be given in the Briefing Notes from the Race Director or in extenuating circumstances released over RMC.

- f) At all times, cars must be pushed in front of the pit/garage and the engine must be restarted by the Driver alone, and the car must leave the working area with no external assistance.
- g) During Qualifying, any car which stops around the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to take part in the rest of the session. This applies even if the car, for any reason, is returned to the Team. Cars which are able to re-join after external assistance and return to the pit lane via the track may take part in the rest of the session. Authorised external assistance may include transporting a car to a suitable location around the track from which the driver will be allowed to attempt to rejoin the session safely.
- h) During any race, a car which is removed from the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to rejoin the race. This applies even if the car, for any reason, is returned to the Team. Cars which are able to rejoin the track after any authorised external assistance and return to the pit lane via the track may take part in the rest of the race. Authorised external assistance may include transporting a car to a suitable location around the track from which the driver will be allowed to attempt to rejoin the race safely.
- i) 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 and the car may rejoin the race if it is able to do so.

## **35. FUEL**

**35.1** Only the fuel supplier designated by the Promotor, and only the fuel purchased from Race Fuels according to the method indicated in Appendix 7 may be used by any Competitor at any point during the Competitions, from free practice onwards at each event. The specification of the fuel is given in Appendix 7. No other fuel is authorised for use in the cars entered in the Competition.

The onus will be on the Competitor to ensure that there are no residual traces of non-approved fuels remaining in tanks/fuel systems at an Event.

**35.2** All fuel used during each Competition or test session must be purchased from the official fuel supplier. Fuel samples will be checked at random.

Any infractions will be reported to the Stewards with penalties which may go as far as disqualification.

In addition to samples taken by the Technical Scrutineers, the official fuel supplier (or its nominated representative) may take fuel samples for commercial purposes after free practice sessions 1 or 2. Any cars selected will be placed in Parc Fermé conditions in the technical bay after the sessions and teams will be notified by means of the Timing Screen and/or the Team Messaging Application. The nominated representative from the official fuel supplier will be accompanied by an SRO Official to take the samples. Any refusal to comply with this procedure or any breach of Parc Fermé conditions will be reported to the Stewards. Any issues arising from the subsequent analysis of such samples will be dealt with by the Promoter. Correlations between the amount of fuel purchased and the kilometres driven on track during the Competition may also be analysed.

**35.3** Refuelling is not allowed during any session or race, including the gap between Qualifying 1 and Qualifying 2.

**35.4** Refuelling may only take place in the team's allocated area in the paddock or garage, under full security procedures. Teams must abide by the Rules and instructions issued at each Event.

**35.5 General fuel precautions**

When refuelling in the paddock, pit garage or undertaking any activity with fuel, each Competitor must comply with the following procedure:

- a) The car's engine must be switched off
- b) At least 1 crew member must be designated as a fire attendant and in possession of at least 1 x 4.5 kg dry powder fire extinguisher;
- c) The designated fire attendant must not perform any other task during the refuelling procedure; and
- d) A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling point of the car.

Any unsafe handling may be reported to the Stewards.

**35.6** The autonomous supply tank must remain at atmospheric pressure and at ambient pressure.

**35.7** Heating and /or cooling systems cannot be used to influence the fuel temperature when fuel is stored, when it is transported, when it is stored in the autonomous supply tank and when it is in the car.

**36. PIT STOPS - GENERAL**

Note: Pit stop procedures may be altered by the Safety Protocol in operation at an Event. In this case, the procedures laid out in a Sporting Note or Bulletin will apply.

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

During the mandatory pit stop during the race, the Driver being replaced may help the replacement Driver to install himself in the car but cannot work on the car.

**36.2** For any pit stop, mechanics working on the car must be over the line before touching the car. Should a car overshoot its pit garage, it may be pushed back to its location by the mechanics, under supervision of the marshals with yellow flags.

**36.3** Only the car controller and the replacing **Driver** are allowed in the working area before the car has stopped and a maximum of one lap before the pit stop of the car.

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

No personnel may hold panels on the working lane or stand behind stationary panels. No lollipops or panels may be fixed or shown from the pit wall towards the pit lane. 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.

The use of any pit booms are prohibited.

**36.5 Number of personnel**

No more than three mechanics may be in the working lane at any one time. One of the mechanics may help the Drivers during the Driver change operation.

A car controller (the 4th 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.

At any point during a session, if necessary, a maximum of 4 mechanics may push the car into the garage from the working lane. They are not required to wear an armband. The car controller must not be one of the 4 mechanics. An additional person may be authorised in a Bulletin.

**36.6 Clothing**

Each Competitor must ensure that their mechanics, car controller and any personnel in the working zone or on the pit wall wear suitable clothing, it is strongly recommended that shirts with long sleeves, long trousers and closed shoes are worn during all official sessions.

It is strongly recommended that anyone in the working zone wears full fireproof suits and helmets.

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

**36.8** During any pit stop, without exception, the Driver is obliged to turn off the 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.

Other than for tuning or regulating, the car's engine may be restarted only when the car is about to join the track and is in contact with the ground, on all four wheels, **with all work completed on the car and mechanics behind the line as per Article 36.1**. The car must leave the working area with no external assistance.

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

**36.10** During sessions, cars may be placed on skates in the working lane when they need to be moved with the exception of the end of the qualifying session(s) (see Article 41.6 c)) Skates may not be placed under the car while it is being refuelled.

**36.11** All personnel in the working lane during pit stops must wear an armband.

**37 REFUELLING**



### **37.1 REFUELLING ONE HOUR RACE**

#### **37.1.1 Free practice and pre-qualifying**

Refuelling during the free practice and pre-qualifying sessions is forbidden for all cars.

#### **37.1.2 Qualifying**

Refuelling in the qualifying practice session is forbidden for all cars.

#### **37.1.3 Races**

Refuelling is forbidden during the races.

### **37.2 Reserved for future use**

### **38. TYRE CHANGES**

#### **38.1 Two One-Hour Race**

Tyre changes are optional during the pitstop.

#### **38.2 Reserved for future use**

#### **38.3 Tyre Change Procedure**

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

- 1 Car Controller (white armband)
- 3 Mechanics working on the car (red armbands)

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 line designating the start of the working lane or on the pit wall.

A maximum of three mechanics clearly identified for the whole procedure wearing red armbands (the same three mechanics must carry out the whole operation having no possibility to swap their armband) are allowed to carry out any operations needed to change the tyres using no more than two wheel guns or torque wrench. These three people may enter the working area and start these operations only once the car has stopped in front of the pit garage with the engine off and where applicable refuelling has finished.

- They must:

- bring no more than two wheel guns onto the working area. For the avoidance of doubt, no more than two wheel removing tools may be brought into the working area.
- take the new wheels from inside the garage and place the replaced ones inside the pit area (i.e. behind the line) on the ground or on a stand without taking them from or handing them to any other personnel
- 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 floor near the car. No mechanic may carry more than one wheel at any time.
- not throw the wheels or drop them,
- take the equipment back inside the pit (i.e. behind the line).

- The Driver exiting the car, or a mechanic, may assist the Driver replacing him.
- Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car as will a Driver who performs any work on the car.
- One of the mechanics wearing a red armband may bring and connect the air hose to the air jacks, 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. Removing a tear-off film is considered to be cleaning the windscreen.
- A Data Technician may download data from the car by cable, card or data stick, without performing any other task. They do not require an armband as long as they do not perform any other task. If they are in the working lane, they must be dressed in accordance with the regulations.
- 1 'tyre' technician and 1 'brake' technician wearing a yellow Industry armband, 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.
- Electric or pneumatic wheel guns are authorised for changing tyres.

**38.4** The car cannot leave the pit working area until all personnel and equipment are no longer in the working area. For the purposes of this article, 'personnel' includes the tyre change and, where applicable, refuelling and other pit stop personnel but does not include the Car Controller (who may be in the working zone for the release of the car).

Due to pit lane restrictions cars may be requested to be pushed back into the fast lane. Personnel must push the cars from the front of the car and not pull the car from the wing. Cars may then leave when personnel are returning to the line. Where applicable this will be confirmed in the Briefing Notes for the Event.

For the avoidance of doubt, the limitation on the number of wheel guns applies to all sessions and races. It further applies irrespective of whether a team changes tyres or simply removes and replaces the same tyres. The maximum number of wheel guns stated must not be exceeded in the working zone at any time, whether the additional wheel guns are used or not.

Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a Driver if he performs any work on the car. A penalty may be imposed on a Team for any additional Team member in excess of the persons authorised above.

## **39. OTHER OPERATIONS IN THE PITS**

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

For free practice, pre-qualifying and qualifying these operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane. Whenever possible, all cars will park parallel. Unless there are extenuating circumstances, a Bulletin will be issued by the Stewards and the Race Director will advise during the Team Managers' Briefing.

**39.2** During the race, only the following operations may be carried out in the working area of 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 without using tools
- repairs to the car without using tools

*In sprint competitions (except during qualifying);* These operations must be carried out in the pits/working area of the pit lane. When carrying out these operations cars must be parked parallel.

Any other operations must be carried out in the pit garage. If the Team does not have a designated pit garage an arrangement will be specified in an Event Bulletin.

The car must be pushed into the pit garage by no more than four mechanics. They are not required to wear an armband. The car controller must not be one of the 4 mechanics. An additional person may be authorised in a Bulletin.

At the end of the operations the car must be pushed out of the pit garage and restarted in accordance with Article 36.8. At all other times, the following apply :

Personnel authorised in the pit lane working area after tyre changes, for maintenance, repairs and Driver changes:

- 1 Car Controller.
- A maximum of 3 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 Data Technician does not require an armband.
- The Driver exiting the car may assist the Driver replacing him.
- Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a Driver who performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the Team wearing a yellow Industry armband may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 12.4.
- If authorised by the Race Director an additional crew member may be permitted to assist in a Driver change if deemed necessary. This member will be identified by wearing a fluorescent green vest.
- If authorised by the Race Director, an additional crew member may be permitted to assist in pushing a car back into the designated pit garage at specific events. This will be notified via an Event Bulletin.

### **39.3 Reserved for future use**

### **39.4 Pit Stops after Damage during ~~aces~~ any session**

Should a car suffer damage during *any session the race* and repairs need to be carried out in the garage, the car must stop parallel outside their garage and must be pushed *on skates* into the garage immediately after entering the pit lane. The car cannot be driven directly into the garage at any time during any session. After the repairs have been completed, the car may be pushed out *on skates* and placed parallel to the pit building. The Team may then proceed with a standard pit stop in accordance with Articles 37 and 38 above.

*See Article 41.6 (c) for regulations during qualifying.*

## **40. REPLACEMENT OF MECHANICAL PARTS**

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

- The engine, i.e. the turbo(s), the cylinder head(s), cylinder head cover(s), oil pan and engine block, parts that may be attached by means of seals. Changes of individual parts of the engine that may be attached by seals, such as the turbo(s), may be subject to lower penalties at the discretion of the Stewards.
- The chassis or the monocoque structure.

Changes which take place before Qualifying may be subject to lower penalties, at the discretion of the Stewards. Changes after the start of Qualifying will be subject to a minimum penalty of a drop of 10 grid positions and a maximum penalty of an obligation to start a race or races from the pit lane.

#### **41. FREE PRACTICE, PRE-QUALIFYING, QUALIFYING AND WARM-UP (If applicable)**

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

**41.2** No Driver may take the start of a race without having taken part in qualifying, except in a case of Force Majeure duly recognised as such by the Stewards. Drivers who set a lap time within 120% of the fastest lap time during the relevant session during pre-qualifying or free practice may be authorised by the Stewards to take part in the race.

**41.3** During the free practice, pre-qualifying and qualifying sessions and any warm-up if applicable;

- Controls on the tyre markings may be carried out before the cars take to the track under the orders of the officials, and there will be a green light and a red light at the pit lane exit.
- Cars may only leave their working area according to the procedure detailed in Article 34.15. Cars may only leave the pit lane when the green light is on at the start or restart of a session.
- A blue flag or a blue flashing light, where possible and necessary will be shown at the pit lane exit to warn Drivers leaving the pit lane if cars are approaching on the track.

**41.4** Qualifying will take place as follows :

- a) Q1: 10 minutes for the first period
- b) Q2: 10 minutes for the second period

The gap between Q1 and Q2 will be a minimum of 5 minutes but in cases of force majeure this can be altered.

In accordance with 41.6 c), a qualifying session is defined as starting from the green flag for the start of the first session until the end of the final session if multiple qualifying sessions are combined into one session.

Should either or both Drivers not be able to set a lap time during the qualifying session the Team may be allowed to start at the back of the grid at the discretion of the Stewards.

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

#### **41.5 Reserved for future use**

#### **41.6 Event format for Two-one-hour races**

There will be two free practice session of 60 minutes. There will be one pre-qualifying session of 60 minutes – except at circuits with time constraints. No additional time will be added if there are any unforeseen stoppages. There will be no Parc Fermé after free practice unless requested by the Race Director or Stewards.

##### **a) Free Practice**

The list of Competitors, cars and Drivers authorised to take part in the Competition will be published after the close of the administrative checks and scrutineering.

##### **b) Pre-Qualifying**

This session is considered a pre-qualifying session for the races. In the case that, for any reason, a qualifying session cannot take place, or is stopped before times can be set, the best time from each relevant Driver during the pre-qualifying session will be used to set the grid. If Q1 is so affected, the best time from Driver 1 will set the grid for Race 2. If Q2 is so affected, the best time for Driver 2 will set the grid for Race 1.

**c) Qualifying**

No Driver may take the start of either race without completing one timed lap (not including in and out laps) in either the Q1 or Q2 qualifying practice sessions, except in a case of force majeure duly recognised as such by the Stewards.

Drivers who set a time within 120% of the fastest time during free practice may be authorised by the Stewards to take the start of the race.

For any exception to the above criteria, permission must be requested from the Stewards for any such Drivers to be allowed to take the start of the race.

Only in the most exceptional circumstances can a delay or other difficulty on race morning result in a change to the starting time of the races.

There will be two qualifying practice sessions of a minimum of 10 minutes each (this may be amended in a Bulletin). Driver 1 must take part in qualifying session 1 and Driver 2 must take part in qualifying session 2.

**For Sprint competitions the following principles will apply:**

- The starting order for Race 1 will be determined by the best qualifying time of qualifying 2.
- The starting order for Race 2 will be determined by the best qualifying time of qualifying 1.
- The Driver who took part in qualifying 2 must take the start of Race 1.
- The Driver who took part in qualifying 1 must take the start of Race 2.

This order may be reversed by a Bulletin from the Stewards.

One Bronze Driver may be allowed to drive alone with permission from the GT Challenge Australia powered by AWS Sporting Board. In this case the driver must take part in Qualifying 1 and Qualifying 2.

Before the green flag at the start of qualifying session 1, all cars must be parked in the working lane at an angle of 45 degrees, nose towards the pit exit, as per the Team Timetable.

**Qualifying**

There will be a minimum 5-minute break between qualifying session 1 and qualifying session 2 but in cases of force majeure this can be altered. Directly after the chequered flag is shown for qualifying session 1 the break will begin. Qualifying session 2 will start when the green light is switched on. The exact start time of qualifying session 2 will be announced on the timing monitors and/or over RMC.

During the break all cars will be considered to be under Parc Fermé rules and no work may be done on the cars except for change of Driver and tyres. No refuelling is allowed. No laptops or computers are allowed to be connected to the car. No data transfer may be carried out. If this is not respected it will be notified as a violation of the Parc Fermé rules and will be reported to the Stewards.

Any car which is pushed into its pit garage during the sessions in which it is allowed to participate will have all of its times deleted until that point and will not be able to take any further part in that qualifying session.

For any repair work to the car, the team must seek permission from the Technical Delegate.

If the car needs to be repaired during Q1, all lap times up until that point will be deleted and the car can no longer participate in Q1.

If the car needs to be repaired during Q2, all lap times up until that point will be deleted and the car can no longer participate in Q2.

During any qualifying session or combination of qualifying sessions, the following principles will apply:

- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of Q1 to the end of Q2. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the team/pit to the car.
- No blowers or fans may be used on or near the car.
- Skates may be used to move cars in the working lane during or between the sessions. However, no skates may be used at the end of the session to move the car into Parc Fermé.
- No external batteries may be plugged in

**Only the following work can take place on the car:**

- Cleaning windscreens (inside and outside)
- Cleaning rear view mirrors
- Changing tyres
- Changing Drivers
- Checking and adjusting tyre pressures
- Engine fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
- Removing dirt or grass from the radiator
- Adjusting rear view mirrors or other similar adjustments for safety reasons
- Repair of genuine accident damage with the approval of the Technical Delegate.

Should any other work be performed on the car, all lap times set until that point during the qualifying session or combination of qualifying sessions (i.e. from the start of Q1 up until that point) will be disallowed.

These restrictions and permissions also apply during any red flag procedure during qualifying.

After the completion of Q2, all cars will be immediately under Parc Fermé conditions. Cars will be selected for Scrutineering by the Technical Delegate. Cars selected will be directed to the GT Challenge Australia powered by AWS technical bay. Skates must **NOT** be used to put the cars into the garages. The Technical Delegate may seal the doors and bonnet.

Should the Teams not be working from the pit garages, alternate arrangements will be given via Briefing Notes or an Event Bulletin.

**41.7 Reserved for future use.**

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

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

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

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

**41.10** The Race Director, the Deputy or the Clerk of the Course may interrupt practice as often and for as long as necessary to clear the track or to allow for recovery of a car.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the Driver concerned may have times from that session deleted (in substitution or in addition to other available penalties) and may be prohibited from taking part in any other practice session that day.

If any qualifying practice session or period of a session is subject to repeated interruptions the Race Director may, depending on the constraints of the Event timetable and with the agreement of the Stewards and Organiser, decide that the session or period will not be resumed.

However, if repeated interruptions to any qualifying session or period mean that the majority of cars/Drivers have not been able to set a qualifying time the Race Director may, if the Event timetable permits it and with the agreement of the Stewards and Organisers, extend the length of the session or period by up to 5 minutes to allow further opportunity for times to be set. This time may be adjusted by Bulletin from the Stewards.

Should circumstances arise during any qualifying session where not all cars/Drivers have set a qualifying time and for which specific provision is not made elsewhere in these regulations, then the starting order of any cars/Drivers which have not set a qualifying time will (subject to receiving permission from the Stewards to start the race) be determined by the Stewards.

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

**41.12** All cars abandoned on the circuit during the free practice sessions will be brought back to the paddock as soon as possible and may participate in the remainder of the session. However, during qualifying, if a car is brought back to the paddock on a truck or other recovery vehicle it will be placed in Parc Ferme and not be allowed to take any further part in that qualifying session or combination of qualifying sessions.

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

**41.14** In all qualifying sessions, the Driver designations as Driver 1 and Driver 2 must be in accordance with the Driver order declared by the Team before the end of Administrative checks. Changes to this order once published may only be authorised by the Stewards in accordance with Article 13.2 d). Only one Driver may compete in any one qualifying session. No Driver may compete in more than one qualifying session except in the case referred to in Article 10.1(c). Any changes from the declared order will be reported to the Stewards and the qualifying times may be deleted.

## **42. STOPPING A PRACTICE SESSION**

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 their absence, the Deputy or the Clerk of the Course will order a red flag and the abort lights (if available) to be shown at the Line. Simultaneously, red flags will be shown at all the flag posts. If red lights are available, these will be switched on as well.

When the red flag is deployed, all cars must immediately reduce speed to 80 km/h and proceed back to its working area in the pit lane (or any other place indicated by the Race Director) with extreme caution and no overtaking.

Any cars already moving towards the pitlane exit will be held at the red light until the session is restarted. Cars held at the pitlane exit may be pushed (not driven) back to their garage location by the mechanics, under supervision of the marshals with yellow flags.

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



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

**42.1** The fastest lap set so far in the session by the car determined to have been responsible for causing an incident or situation which resulted in a red flag will normally be deleted. Should the Competitor consider this to be unjustified, due to exceptional circumstances, they may present their case to the Stewards, in which case the decision of the Stewards will not be subject to any further appeal.

#### **43. GRID**

**43.1** The starting grid for the Race will be drawn up according to Article 41.6 (c).

Once the grid has been established in accordance with the Articles above, Grid Place penalties (if any) will be applied to the cars in question in the order in which the related offences were committed.

**43.2** Reserved for future use

**43.3** Reserved for future use

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

**43.5** Any Driver who has not qualified for a race and who has failed to set a time in either of the free practices at that competition within 120% of the fastest time in the relevant session may nevertheless be allowed by the Stewards to take part in the warm-up (if applicable) and/or in the race(s). Where such a Driver has set a lap time within the 120% limit in a free practice session, or warm-up during a previous Competition this may be taken into consideration.

Should more than one Driver be accepted in this manner, the Stewards will determine their grid order. In neither case may a Team appeal against the decision of the Stewards.

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

**43.7** Any car which has not taken up its position on the grid by the time the 2-minute signal is shown will not be permitted to do so and must start from the pit lane.

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

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

If one or more cars are withdrawn, after the final grid is issued, the grid will not be closed up.

#### **44. STARTING DRIVERS**

##### **44.1 Events with two one-hour races**

Driver 2 must take the start of Race 1. Driver 1 must take the start of Race 2.

Any unauthorised changes to this order will be reported to the Stewards and may be subject of available penalties.

For the avoidance of doubt, the Driver of qualifying 1 must take the start of Race 2. The Driver of qualifying 2 must take the start of Race 1. Any unauthorised changes to this order will be reported to the Stewards.

**44.2 Reserved for future use****44.3 Reserved for future use****45. STARTING PROCEDURE**

**45.1** Unless specified otherwise in the Supplementary Regulations, the start procedure for each race will be a rolling start as described in the FIA International Sporting Code.

Competitors must be present (where applicable) in the Pre-Grid area twenty-five (25) minutes (latest) or outside of their garages (allocated pitlane space) at the specified time on the Team Timetable before the start of qualifying and the Race. If all the cars are located in the pit garages the Pre-Grid will not be compulsory.

The Race Director will stipulate in the Drivers' Briefing whether the competitors are to go from the Pre-Grid area to the pit lane or directly to the grid (in which case Art. 45.11 d) will apply).

At circuits where the cars go from the Pre-Grid area, at a time stated by the Race Director, the cars will leave the Pre-Grid area and travel directly to the grid.

If cars are situated in garages, where possible, at 10 minutes prior to the start of the formation Lap, the pit lane will be opened and all cars will leave the pit lane and complete 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 lap.

Any changes to the above will be issued in a Bulletin from the Stewards.

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 and, if able to do so, must start from the pit lane after the start has been given and the complete field of cars has passed the exit of the pit lane or, where the pit exit is immediately before the Line, the whole field has crossed the Line after the start. The starting procedures will then continue with Article 45.4 onwards.

Where cars are instructed to go directly from the Pre-Grid to the grid, any car which enters the pit lane must start the race from the pit lane.

If cars are instructed to drive straight through the pit lane and go directly to the grid, any car which stops in its working area must start the race from the pit lane

**45.2** A maximum of 5 minutes after the pit lane opens, the pit lane will close. A warning signal, and where possible, instruction from the Race Director on RMC will announce the closing of the pit lane exit two minutes beforehand.

Any car which is still in the pits can start from the pit lane, 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, such 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, such cars will join the race as soon as the whole field has crossed the Line after the start. Or as instructed by the Official at Pit Exit.

The remainder of the starting procedure will take place in accordance with the Official Timetable of the Event until the 5-minute signal.

**45.3** No tyres or wheels are permitted on the starting grid unless permission has been given from the Race Director. Tyres changes on the grid are prohibited unless approved by the Race Director which will be announced

in an Event Bulletin. If permission is given and wheels changes are allowed on the starting grid, then it must be completed, prior to the 3-minute signal. Wheels may only be brought onto the grid before the pit lane closes; this may be altered by a Bulletin from the Stewards depending on the Official Timetable of the Event.

**45.4** The approach of the start will be announced by signal boards showing a minimum of three minutes, two minutes, one minute and thirty seconds before the start of the formation lap, each of which will be accompanied by an audible warning signal where possible.

- When the three-minute signal is given, no more work can be performed on the car. All cars must be resting on their wheels on the ground and the wheels must have been tightened.
- After this three-minute signal is given, wheels may only be removed in the pits, except under Article 45.11.
- A penalty may be imposed on any Driver whose car did not have all its wheels fully fitted and/or did not have the car on the ground at the three-minute signal.
- Everybody except Drivers, Officials and maximum one (1) Team technical staff must leave the grid
- When the one-minute signal is given, engines must be started, and the last mechanic must leave the grid.

**45.5** Thirty second signal: 30 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.

The starting procedure of a Competition may be modified by the further supplementary regulations or by Bulletin from the Stewards.

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 crossing Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Race Director's briefing notes for the Event, must drop to the back of the grid and start the race from there.

Any Driver who is delayed leaving the grid should not overtake another moving car if 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 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, unnecessarily overtook another car during the formation lap.

Weaving is allowed on the formation lap up until the corner which will be indicated by the Race Director during the briefing. After this corner, no weaving is allowed and cars must line up two-by-two.

In accordance with Article 29.15, should the track temperature be lower than 10°C, there will be two formation laps.

The speed of the Official Leading Car should be around 80 km/h during the formation lap.

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

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

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

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

Any divergence from the prescribed instructions before the start is given will result in the Driver(s) being referred to the Stewards who may issue a penalty.

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

**45.8** There will be a rolling start as described in the FIA International Sporting Code. Race timing will commence at the point that green flag has been waved. This will also be the start of the formation lap. The start procedure will be detailed in the Race Directors Briefing notes and may be changed in a Race Director Note or in an Event Bulletin. Should an additional formation lap be carried out, Article 45.9 will apply.

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. In cases where two formation laps are scheduled in accordance with Article 29.15, the race timing will commence at the start of the first formation lap.

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

The car on pole position will set the pace and the cars will continue for another formation lap.

**45.10** A penalty may be imposed by the Stewards for a false start if so reported by Start Line Judges, Judges of Fact, the Race Director or the Starter.

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

- a) If it starts to rain five minutes 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 three-minute point.
- 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 and where possible information will be given over RMC. Once the start time is known, at least five minutes' warning will be given.
- c) If the race is started behind the Safety Car, Article 46.8 will apply.
- d) In certain cases, according to the Supplementary Regulations of the Event or by decision of the Race Director and the Promoter, a shortened starting procedure may be stipulated.

In this case, a Bulletin will be issued by the stewards detailing the starting procedure.

**45.12** The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the FIA International Sporting Code, the NCR or these Sporting Regulations relating to starting procedure may result in any penalty up to and including the disqualification of the car and Drivers concerned from the Competition.

## **46. THE RACES**

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

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

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

### **46.4 Full Course Yellow**

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

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

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

Waved yellow flags and "FCY" boards will be shown at all marshal posts, at the Line and at pit exit.

At this point, all cars must be at 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards, is forbidden. Cars must proceed at a constant speed in single file.

Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards and a penalty may be imposed.

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

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

The exact procedure will be detailed in the Race Directors Briefing Notes.

### **46.5 Safety Car**

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

### **46.6 Safety Car intervention after FCY**

At the start of any Incident which may need the Safety Car to be deployed, a Full Course Yellow period may be declared before the Safety Car is deployed. In this case, the Safety Car will join the track, with its lights on and the SC boards will be shown. The Safety Car will signal to the cars on track (green lights – see Race Director briefing) to overtake the SC until it has the leader. From this point onwards it will proceed according to Article 46.7.

**46.7 Safety Car Procedure** (in accordance with Appendix H of the ISC, Article 2.10, varied only in respect of the flag signals shown at the end of the intervention period which will be as detailed below.)

When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and “SC” boards and (where possible) 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 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 Safety Car line 1;
- Any car leaving the pits may be overtaken by another car on the track before it crosses the Safety Car line 2;
- 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 first Safety Car line;
- Any car stopping in its designated garage area whilst the Safety Car is using the pit lane may be overtaken;
- If any car slows with an obvious problem.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the Safety Car is deployed will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

When ordered to do so by the Race Director or, the Deputy, or 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 re-joining 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, the Deputy or 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 the Deputy or the Clerk of the Course in the absence of the Race Director) calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At the moment the Safety Car switches off its lights, the "SC" boards (lights) at the marshal posts will be withdrawn, yellow flags will continue to be displayed and no cars can weave once the lights are switched off. In the event that the Safety Car lights appear to be extinguished prior to the turn specified in the Race Director Briefing and Notes, cars are required to remain within the safety car procedure regulations until confirmation that the safety car is entering the pitlane, this will be confirmed on the radio/and or the timing screen. 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, yellow flags will be withdrawn from flag posts and waved green flags with green lights will be shown at the Control Line only. These will be displayed until the last car crosses the Line.

The lead Car Driver may accelerate or maintain the speed set by the Safety Car, but not slow down up to the Line. A Car may not overtake nor overlap another until it has crossed the Line after the signal to restart has been given unless a car slows with an obvious problem and a car cannot avoid passing it without unduly delaying the remainder of the field.

Each lap completed while the Safety Car is deployed will be counted as a race lap.

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

#### **46.8. Starting the race behind the Safety Car**

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

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

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

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

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

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



Any driver delayed in this way who is unable to re-establish the original starting order before he has crossed Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Race Director's briefing notes for the Event, must drop to the back of the grid and start the race from there.

#### **47. SUSPENDING AND RESUMING THE RACE**

##### **47.1 Suspending the race**

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director / 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, cars must slow to a maximum of 80 km/h and overtaking is forbidden. The pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in single file and will be placed under Parc Fermé conditions.

The Safety Car will be placed in front of the cars lined up behind the red flag line.

The red flag line will be defined in the Race Director Briefing Notes.

While the race is suspended:

- Subject to the approval of the Stewards and the constraints of the event timetable, the length of the race suspension may be added to the remaining time for the race,
- Only Officials are allowed on the grid
- Following instructions from the Race Director on RMC, the Drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars.
- No Driver changes are permitted
- The Drivers must obey the marshals' instructions at all times

a) For cars on the grid

All interventions on the cars are prohibited on the grid, unless authorisation is given from Race Control, who may authorise checks on tyres and covering the car in case of rain. If authorised, this may be carried out by a maximum of two Team members.

b) Any cars which were in the pit lane, or had committed to the pit lane by leaving the track, before the red flag was declared and which have already left their working area to go to the pit exit, or are waiting at pit exit, will, when it is safe to do so, be allowed to leave the pit lane and complete one slow lap of the track to join the back of the field.

Any cars which were in the pits before the signal to suspend the race was given (i.e. they have crossed the pit entry timing loop), may complete their refuelling, driver change and/or tyre change but no further work may take place. As soon as any refuelling, driver change and/or tyre changes are completed and all equipment is removed they will be in Parc Fermé conditions. At any point after the three-minute signal and before the green flag, any such car may move to the end of the pit lane and after receiving a green flag or light at pit exit, may join at the back of the line of cars behind the Safety Car. If cars have started any further work (Article 39) then this work must stop at the Red Flag and may only resume once the three-minute signal has been given.

c) Any cars which entered the pit lane after the red flag signal was given must proceed to their working area under Parc Fermé conditions. Once the three-minute signal is given for the race to resume, work may commence on these cars. They may move to the end of the pit lane when the race has been resumed, and may

join at the end of the first lap after the race has been resumed. This also includes any cars pushed off the grid after the 5-minute signal.

d) Special Case for one-hour races : Should a red flag be deployed during the mandatory pit window, or during the time originally scheduled for the pit window if this has been delayed, all cars must return to the pit lane, where they will be under Parc Fermé conditions until the Race Director instructs otherwise. The race will be restarted using the race order at the end of the last full lap before the opening of the pit window, with the second driver behind the wheel. Further instructions will be given by the Race Director

On the instructions of the Race Director, cars which have not made their pit stop will be released from Parc Fermé only to change their driver.

Specifically, under these circumstances, the resumption procedure described in Article 47.3 below will be amended as follows :

- The Race Director will announce a time warning of at least 5 minutes
- The Safety Car will be positioned at the pit exit with its lights illuminated
- The pit marshals will call the cars forward from their pit boxes according to the grid provided by the timekeepers
- Once all cars are in position, the Safety Car will proceed on track and all cars will follow in single file.

The Safety Car will leave the track and the race will be resumed as described in Article 46.7.

Should it not be possible to resume the race, the final classification will be that of the race order at the end of the last full lap before the opening of the pit window.

If the Race Director instructs that the mandatory pit stop be executed whilst the race is suspended, any additional time penalties attributed to any cars with derogations (see Article 10.4.7 and 20.1 – 20.4), to solo drivers or Platinum/Bronze pairings (see Article 10.1) as well as any time penalties or compensation times which may have been awarded (see Article 16.6 and 20.2), will be added to the race time at the end of the race.

However, should it not be possible to resume the race, these penalties will be applied to the final classification of the race, namely the race order at the end of the last full lap before the opening of the pit window.

## **47.2 Reserved for future use**

## **47.3 Resuming the race**

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

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

The Race Director, for safety reasons, may decide to authorise a tyre change from dry-weather to wet-weather tyres. If authorised, this must take place before the three-minute signal.

From the 3-minute signal, the cars on the grid are no longer under Parc Fermé conditions and Team members may access the grid only to assist the Driver, check tyres and brakes, bring and connect an external battery only for the purpose of restarting the engine and, if authorised by the Race Director, to change the tyres.

A Team may, with permission from the Race Director, remove a car from the grid. In this case, they will be allowed to rejoin the race with the cars according to Article 47.1 c).

When the three-minute signal is given, the cars must be resting on their wheels. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race. A penalty will be imposed on any Competitor whose car was not resting on its wheels or did not have all its wheels tightened at the three-minute signal.

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

For cars in the pit lane, the provisions of Article 47.1 b) and c) must be followed.

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

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

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

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

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

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may overtake only to re-establish the order they were in before the race was suspended. Any driver delayed in this way who is unable to re-establish the correct order before crossing Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Race Director's briefing notes for the Event, must drop to the back of the grid and resume the race from there. During this lap, Article 2.10 of ISC Appendix H and Article 46.7 above will apply.

Any Driver who is delayed leaving the red flag line should not overtake another moving car if stationary after the remainder of the cars had crossed the red flag Line, and must form up at the back of the line of cars behind the Safety Car. If more than one Driver is affected, they must form up at the back of the field in the order 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.

With the exception of cases where a red flag is deployed during the mandatory pit window (see Article 47.1), if the race cannot be resumed, the final classification will be that of the race order at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

**47.4** A car which is judged by the Race Director and/or the Stewards to have been responsible for causing an incident or situation which resulted in a Red Flag may be given a penalty up to and including disqualification from the Race.

**47.5** Reserved for future use.

#### **48. FINISH**

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

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

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

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

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

At the end of each session, no Driver may cross the Finish Line more than once.

#### **49. PARC FERME**

**49.1** Only those Officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such Officials. Pirelli representatives, or TV representatives, who will be named in a Stewards Bulletin, may enter Parc Fermé in order, respectively, to check tyre pressures or to access any television onboard cameras which may have been fitted to any car.

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

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

**49.4** Unless otherwise specified, the Parc Fermé will last for a maximum of one hour from the chequered flag for the qualifying session or either race. After this time, any cars which have not been chosen for further examination by the Technical Delegate or ordered by the Stewards will be released by way of an official communication from the Race Director or Stewards via Team Radio and/or the Team Messaging application.

**49.5** Requests for early release from Parc Fermé after qualifying or the race(s), due to exceptional circumstances, must be submitted in writing and only with agreement from the Technical Delegate. For races, these requests will only be considered if the car is not, or will not be, classified.

#### **50. CLASSIFICATION**

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

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

**50.2** If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car (unless under SC). Note also

that the driver must pass the chequered flag on the track for the final lap to be taken into account (see Article 5.4).

**50.3** Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

**50.4** The final classification will be published and posted by the Organiser on either the Digital or the Official Notice Boards or both, as soon as possible after the race. These will be the only valid results, subject to any amendments which may be made under the Code, the NCR and these Sporting Regulations.

## **51. PODIUM CEREMONY AND PRESS CONFERENCES**

**51.1** There will be a podium ceremony after every race. Where there are at least five cars entered in a Cup and at least three cars finishing, the drivers finishing in 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium and abide by the podium procedure determined by the Promoter. When there are fewer than six cars entered or fewer than three cars finishing in a Cup, but more than one, then only the winning drivers and Team representative will attend.

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

### **Race 1 and Race 2**

1: 1st, 2nd and 3rd, GT Challenge Australia powered by AWS Pro-Am Cup

2: 1st, 2nd and 3rd GT Challenge Australia powered by AWS Am Cup

3: 1st, 2nd and 3rd GT Challenge Australia powered by AWS Trophy Cup

**51.2** The Competitors and Drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement will result in penalties at the discretion of the Stewards.

**51.3** A fine will be imposed on any required 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.

The Team Managers are responsible for ensuring that their Drivers fulfil their obligations.

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

**51.4** Reserved for future use.

**51.5** Reserved for future use.

**51.6** Reserved for future use.

**51.7** Reserved for future use.

### **51.8 Media Obligations**

Teams and Drivers are obliged to take part in any media activities which are included on the Official Timetable for the Event. Any Driver or Competitor who is absent may be reported to the Stewards who may, except in cases they recognise as force majeure, impose any penalty they consider appropriate.

## APPENDIX 1

### SUPPLEMENTARY REGULATIONS

Supplementary Regulations from Motorsport Australia will be applicable here. The below template does not need to be followed.

#### PART A

1. Name and address of the National Sporting Authority.	
2. Name and address of the Organiser.	
3. Date and place of the Competition	
4. Grade and expiry date of the License of the Circuit.	
5. Time of the administrative checks	Date and Time:
6. Start of the scrutineering	Safety Scrutineering: Technical Scrutineering:
7. Start of the Drivers' Briefing	Date and Time:
8. Location of the Drivers' Briefing	
9. Start of the Team Managers' Briefing	Date and Time:
10. Location of the Team Managers' Briefing	
11. Start time and duration of the races.	<u>Race 1:</u> <u>Race 2:</u>
12. Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.	
13. Details of the circuit, which must include:	
- Location and how to gain access	
- Length of one lap	
- Direction (clockwise or anti-clockwise)	
- Location of pit exit (in relation to the line)	
- Length of the pitlane	
- Pole Position (left/right)	
- Penalty area	
- Finish control line	
- Start Line (in relation to the control line)	
- Starting Signal	
- Starting Mode	Rolling Start
- Pit Lane Speed Limit	
- Maximum number of cars in compliance with the track licence allowed to take part in:	
14. Precise location at the circuit of:	
- Stewards' office	
- Race Director's office	
- Administrative checks	

- Scrutineering, flat area and weighing	
- Parc Fermé	
- Official Notice Board	
- Team Relations Office	
15. List of any supplementary trophies and special awards.	
16. The names of the following officials of the Event, appointed by the ASN:	
-National Steward	
- Clerk of the Course	
- Secretary of the Event	
- Chief National Scrutineer	
- Chief National Medical Officer	
- Any other officials and functions	
17. Any other specific item:	

**PART B (To be completed by the Promoter)**

**1: Organisation and Management of the Competition**

2: List of Officials nominated by the Promoter

3: Composition of the Sporting Board for the Competition

4: Details of Appeals, Protests and Fines

5: Other information including link to the Digital Notice Board (if applicable).

**PART C – Detailed timetable**

**PART D – Event Insurance**



## **APPENDIX 2**

### **GT WORLD CHALLENGE POWERED BY AWS - SPORTING REGULATIONS 2025**

#### **FOREWORD**

The GT World Challenge powered by AWS is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), the International Series General Prescriptions and the present Sporting Regulations specific to the Challenge, as well as the latest regulations of each of the Competitions which make up the Challenge.

SRO Motorsports Group, the Promoter, will organise the GT World Challenge powered by AWS (hereinafter "the Challenge") reserved for FIA-homologated Grand Touring cars.

The Challenge comprises one overall title for the GT World Challenge powered by AWS Manufacturers and one Customer Performance Award for Manufacturers.

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

Within these Sporting Regulations, terms referring to natural persons are applicable to all genders.

#### **REGULATIONS**

**A.** 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.

These Sporting Regulations come into force on January 1<sup>st</sup> 2025 and replace all previous Sporting Regulations regarding the Challenge.

#### **GENERAL UNDERTAKING**

**B.** All Manufacturers, drivers, Competitors and Officials participating in the GT World Challenge powered by AWS 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 to the Code), Bulletins and Clarifications from the SRO Technical Board and SRO Sporting Board issued during the season, and the present Sporting Regulations and its appendices. Bulletins will be approved by the parent ASN, which is the RACB (Royal Automobile Club of Belgium).

#### **CONDITIONS**

**C.** It is the Competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations as well as Bulletins and Clarifications from the SRO Sporting and Technical Board issued during the season. If a Competitor is unable to be present in person at an Event, he must nominate his representative in writing to the Stewards. 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.

#### **ELIGIBILITY**

**D.** The GT World Challenge powered by AWS is open to Manufacturers and their Teams and Drivers, competing in a number of Sprint and Endurance Events for GT3 cars organised by SRO Motorsports Group during one calendar year. The Events qualifying for the 2025 season are listed in Appendix 4. Any changes will be subject to the approval of the Sporting Board.

A number of eligible Events for 2025 are further subdivided into four groups as follows :

- GT Challenge America powered by AWS
- GT Challenge Europe powered by AWS
- GT Challenge Asia powered by AWS
- GT Challenge Australia powered by AWS

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

Some Events, such as the Meguiar's Bathurst 12 Hour, are not included in the continental series, and only count towards the GT World Challenge powered by AWS Manufacturer title.

**E.** Entry in the GT World Challenge powered by AWS and payment of the entry fee allows a Manufacturer to score points from the cars entered in any of the rounds making up the Challenge.

It additionally renders the Manufacturer's FIA GT3 cars eligible to take part in the PRO category of the GT Challenge Europe powered by AWS Endurance Cup, including the CrowdStrike 24 Hours of Spa, on condition that at least one car is entered in the Pro category of the GT Challenge Europe powered by AWS on a full-season basis and takes part in all Rounds, except for cases of force majeure accepted as such by the Sporting Board.

**F.** Eligible cars are GT3 cars with an FIA homologation as defined by the applicable Technical Regulations (Article 257A of Appendix J to the Code), which are entered regularly in each qualifying Competition in accordance with the specific Sporting and Technical Regulations applying to that Event.

## **ENTRIES**

**G.** Manufacturers wishing to enter the GT World Challenge powered by AWS must complete and return an Entry form and pay the Entry Fee for the 2025 season.

Entries for the 2025 GT World Challenge powered by AWS must be submitted at the latest by the closing date for entries which is January 17<sup>th</sup> 2025. Entry forms are available from SRO Motorsports Group.

**Entry in the GT World Challenge powered by AWS: €120 000 (one hundred and twenty thousand euros) excluding Taxes, payable to SRO Motorsports Europe Ltd.**

Please note that payment of the entry fee does not include the entry fee for the Competitor in any of the individual Competitions or Series. No refund or transfer of entries is possible within the various SRO Series.

Each entry must include confirmation that the applicant has read and understood the Sporting Regulations of the GT World Challenge powered by AWS on behalf of everyone associated with its participation in the Challenge, and to observe them.

## **POINTS AND TITLES**

**H.** There will be one Title and one Award:

### **a) Point Scales**

For Both the Title and the Award, points will be scored in accordance with the final classification of each Race counting towards the GT World Challenge powered by AWS.

For Sprint Events lasting 90 minutes or under, points will be scored using the following points scale per race :

1st: 25 points

2nd 18 points

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

For races lasting over 90 minutes but under 24 hours, points will be scored using the following points scale per race :

1st:	50 points
2nd	36 points
3rd:	30 points
4th:	24 points
5th:	20 points
6th:	16 points
7th:	12 points
8th:	8 points
9th:	4 points
10th:	2 points

For the CrowdStrike 24 Hours of Spa, points will be scored using the following points scale per race :

1st:	100 points
2nd	72 points
3rd:	60 points
4th:	48 points
5th:	40 points
6th:	32 points
7th:	24 points
8th:	16 points
9th:	8 points
10th:	4 points

**b) GT World Challenge Manufacturer Title**

Manufacturers will score points based on the Overall results of the rounds of the 2025 GT World Challenge powered by AWS.

The GT World Challenge points will be calculated as follows:

- Points will be awarded based on overall classification of each round.
- A maximum of two cars per Manufacturer will score points.
- The points will be added over the season.
- Cars from Manufacturers not entered in the 2025 GT World Challenge powered by AWS will be invisible
- Third, fourth etc cars from Manufacturers in the top ten will be invisible
- Points from cars which are invisible will be redistributed to the next eligible car.

**c) Customer Performance Award**

Manufacturers will score points from their best-finishing GT3 car in each category in each race. Points will be multiplied by the number of cars in that category on the official entry list for the Event. Only the actual points and positions will be counted; points will not be redistributed from cars which are not competing towards the GT World Challenge powered by AWS.

A separate Award will only be presented if the Manufacturer winning the Customer Performance Award is different from the overall winner of the 2025 GT World Challenge powered by AWS.

**TROPHIES**

- I. The following trophies will be awarded :
- One Trophy for the winning Manufacturer;
  - One Trophy for the winning Manufacturer in the Customer Performance Award, on condition that it is awarded to a different Manufacturer.

**DEAD HEAT**

- J. Prizes and points awarded to Competitors who tie will be added together and shared equally.

If two or more Manufacturers finish the season with the same number of points, the higher place in the Challenge shall be awarded to:

- The holder of the greatest number of first places, taking into account all categories at all Events
- If the number of first places is the same, the holder of the greatest number of second places,
- If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- If no winner emerges, the Manufacturer scoring the highest in the final race of the season will be declared the winner.

Note that results in any e-sports competitions do not count towards the GT World Challenge manufacturers title or the provisions in Article K; similarly, no points are allocated at the six- or twelve-hour results at the CrowdStrike 24 Hours of Spa.

**PRIZE GIVING**

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

**CALENDAR**

- L. The definitive lists of Events counting towards the 2025 GT World Challenge powered by AWS for GT3 cars will be published by SRO Motorsports Group before January 17<sup>th</sup> 2025. However, in case of force majeure, SRO Motorsports Group reserves the right to modify this date as well as the format and number of the Events

Any individual Event of the GT World Challenge powered by AWS may be cancelled in case of force majeure, or with the agreement of the ASN of the organiser and SRO Motorsports Group.

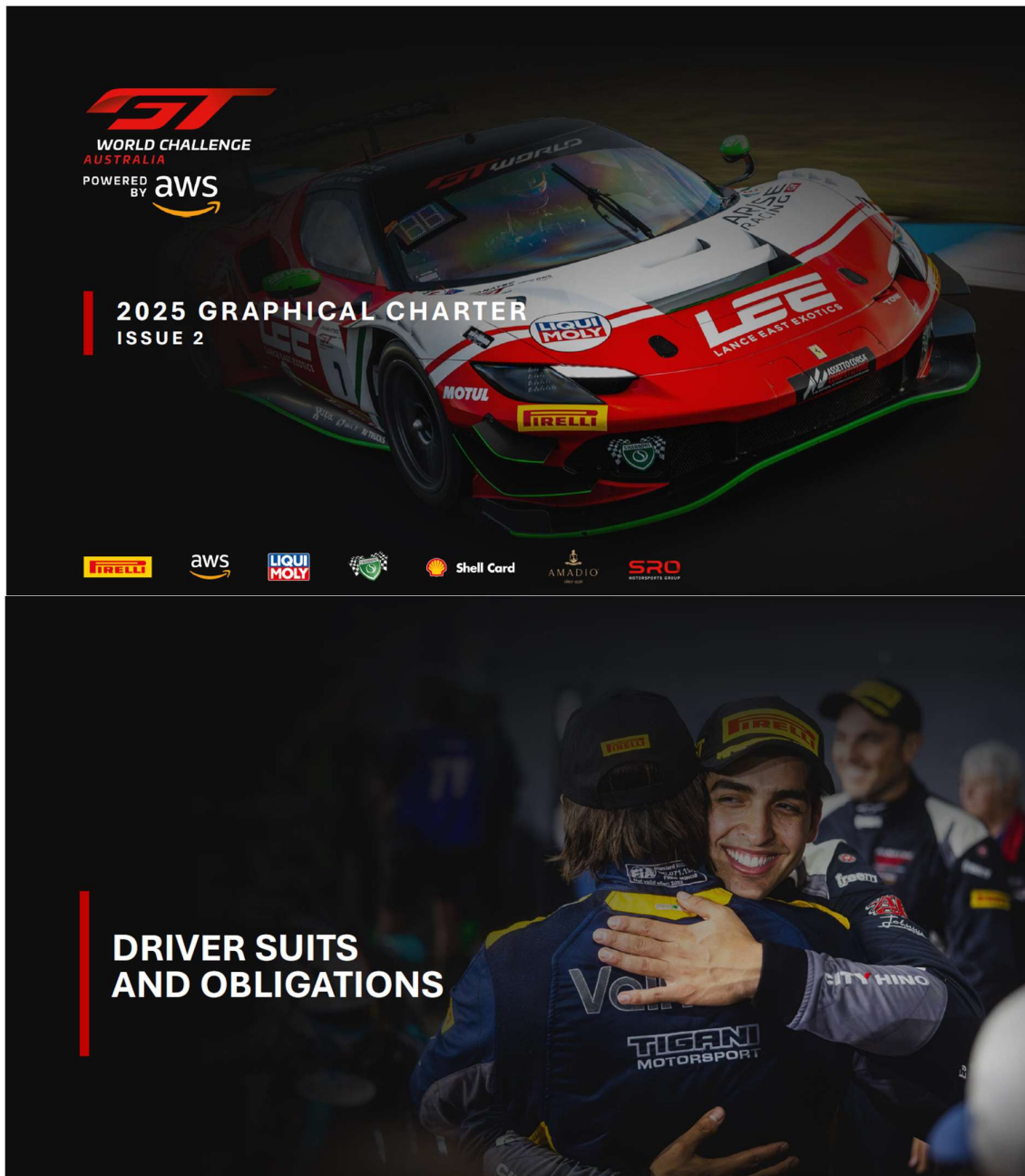
**LIVERY AND SPONSORSHIP**

- M. All cars entered in the GT World Challenge powered by AWS must abide by the Graphics Design Charter given in the specific regulations for each Continental series. SRO Motorsports Group reserves space on the cars of all Competitors.

## APPENDIX 3

### GRAPHICAL CHARTER

The valid Graphical Charter for the GT Challenge Australia powered by AWS is always the latest version, which will be distributed by the Promoter to the Teams and which will replace the version hereunder.



2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

DRIVER SUITS



NOTES



Space for the GT World Challenge Australia powered by AWS logo **MUST BE** reserved on the left side of the chest and the right shoulder above Pirelli as indicated on the given illustration.

Dimensions: 12.0 x 9.4cm



Space for the PIRELLI logo **MUST BE** reserved on the right side of chest and right arm below the GT World Challenge Powered by AWS logo as indicated on the given illustration.

Dimensions: 10.5 x 3.3cm.

Pirelli patches will be provided by Pirelli to SRO for distribution to teams and **MUST NOT** be replicated or produced by teams.

2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

DRIVER OBLIGATIONS



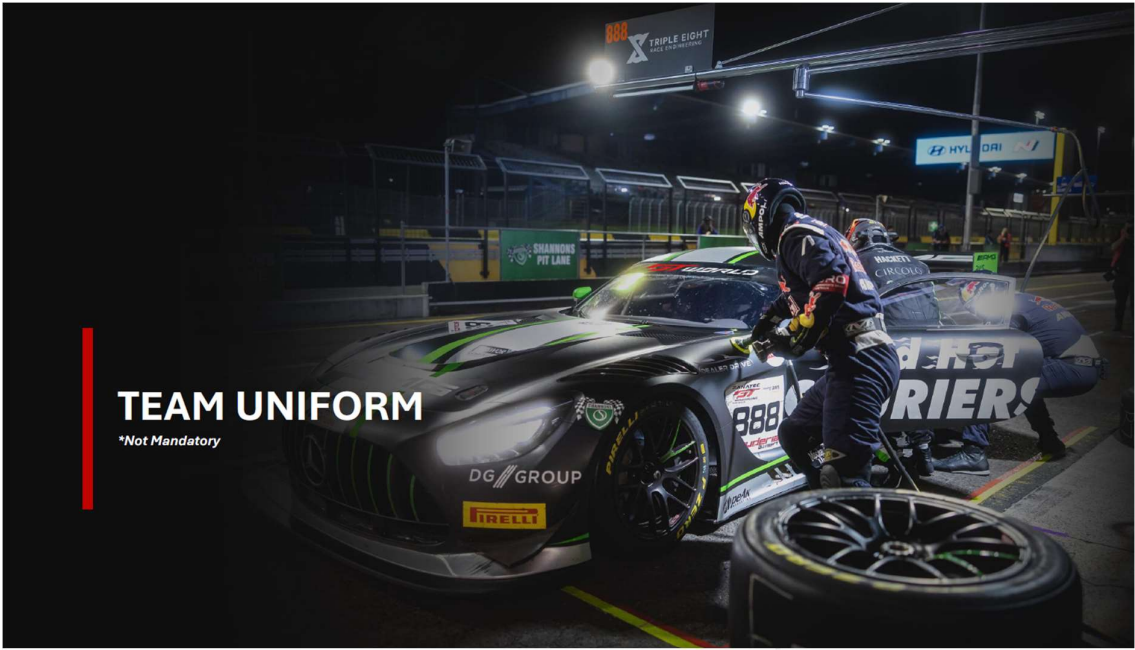
MANDATORY

The GT World Challenge Australia powered by AWS logo and the Pirelli patches **MUST BE** displayed on the drivers' suits as mentioned in this document, namely on the right arm and left-hand side of the chest, during the podium ceremonies and press conferences (where applicable).

The **PIRELLI CAP** **MUST BE** worn by the drivers from the time it is given to them in the podium parc fermé, throughout the podium ceremony and during the press conferences (where applicable).

Pirelli caps will be provided by Pirelli to SRO for distribution to teams and **MUST NOT** be replicated or produced by teams.





**TEAM UNIFORM**

*\*Not Mandatory*

2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

**MECHANIC SUITS**



**NOTES**



**\*NOT MANDATORY\***

If the Series logo is used, space for the GT World Challenge Australia powered by AWS logo MUST BE reserved on the left side of the chest and the right shoulder above Pirelli as indicated on the given illustration.

Dimensions: 12.0 x 9.4cm



Space for the PIRELLI logo **MUST BE** reserved on the right side of chest and right arm below the GT World Challenge Powered by AWS logo as indicated on the given illustration.

Dimensions: 10.5 x 3.3cm.

Pirelli patches will be provided by Pirelli to SRO for distribution to teams and **MUST NOT** be replicated or produced by teams.



2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

TEAM UNIFORMS



OPTION 1 : CHEST



If the Pirelli logo is used, it must be placed on team members' uniforms in one of the following locations:

- Right-hand side of the chest (as shown in Option 1), or
- Right-hand sleeve (as shown in Option 2)

OPTION 2 : SLEEVE



If the GT World Challenge Australia powered by AWS logo is used, it must be placed on team members' uniforms in one of the following locations:

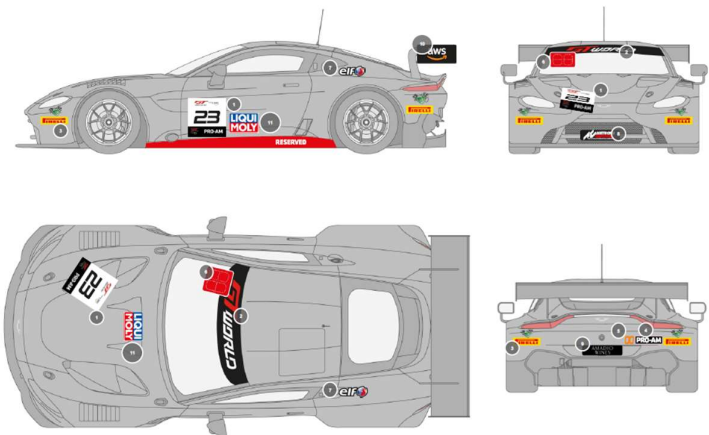
- Left-hand side of the chest (as shown in Option 1), or
- Right-hand sleeve (as shown in Option 2)

Pirelli patches will be provided by Pirelli to SRO for distribution to teams and **MUST NOT** be replicated or produced by teams.



2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS - GRAPHICAL CHARTER

CAR DECALS FOR ALL ROUNDS



- 1 RESERVED DOOR PANELS – 340 x 350mm  
To be placed on each door and bonnet or roof.
- 2 GT WORLD WINDSCREEN BANNER – 1500mm x 190mm  
To be placed on the top of the vehicle windscreen.
- 3 PIRELLI STICKERS & RESERVED SIGNAGE  
To be placed on the four corners of the car.
- 4 CLASS STICKERS  
PRO-AM / AM / BN / TROPHY  
To be placed on the right hand rear bumper.
- 5 SMALL RACE NUMBER  
To be placed on the right hand rear bumper, left of the class sticker.
- 6 LUMIRANK POSITION PANEL  
Teams to supply and fit in cars at all events.
- 7 ELF STICKER  
To be placed adjacent to the fuel tank cap.
- 8 ASSETTO CORSA  
To be placed on the front number plate.
- 9 RESERVED (TBC)  
To be placed on the rear number plate.
- 10 AWS WING PLATE  
To be placed on each side of vehicle wing.
- 11 LIQUI MOLY  
To be placed on each door and bonnet.

SRO will provide these stickers on request, however, if teams wish to produce their own, the dimensions are given on the following pages and logos may be obtained on request.  
Please note that the Pirelli stickers must not be produced by the teams.  
Each Team must comply with this Charter.

2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS - GRAPHICAL CHARTER

DECALS

DOOR PANEL NUMBERS  
TYPEFACE: UNIWARS Semi Bold

FOR CARS WITH 1 OR 2 DIGIT RACING NUMBERS > horizontal scale 80%, italicised at +7 degrees

0123456789

Dimensions:  
148mm Height  
Black

FOR CARS WITH 3 DIGIT RACING NUMBERS > horizontal scale 50%, italicised at +5 degrees, manually increased boldness

0123456789

Dimensions:  
148mm Height  
Black

REAR BUMPER SMALL NUMBERS

TYPEFACE: UNIWARS Semi Bold

Horizontal scale 50%, italicised at +5 degrees, manually increased boldness

0123456789

Dimensions:  
75mm height / Pantone Neon 804C

UNIWARS Semi Bold typeface is available in the Adobe Creative Cloud fonts library.

2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

## DECALS



### CATEGORY STICKERS: GT WORLD CHALLENGE powered by AWS

<b>PRO-AM</b> Dimensions: 300x90mm	<b>AM</b> Dimensions: 300x90mm	<b>INV</b> Dimensions: 300x90mm	<b>TROPHY</b> Dimensions: 300x90mm
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### WINDSCREEN BANNER: GT WORLD CHALLENGE powered by AWS



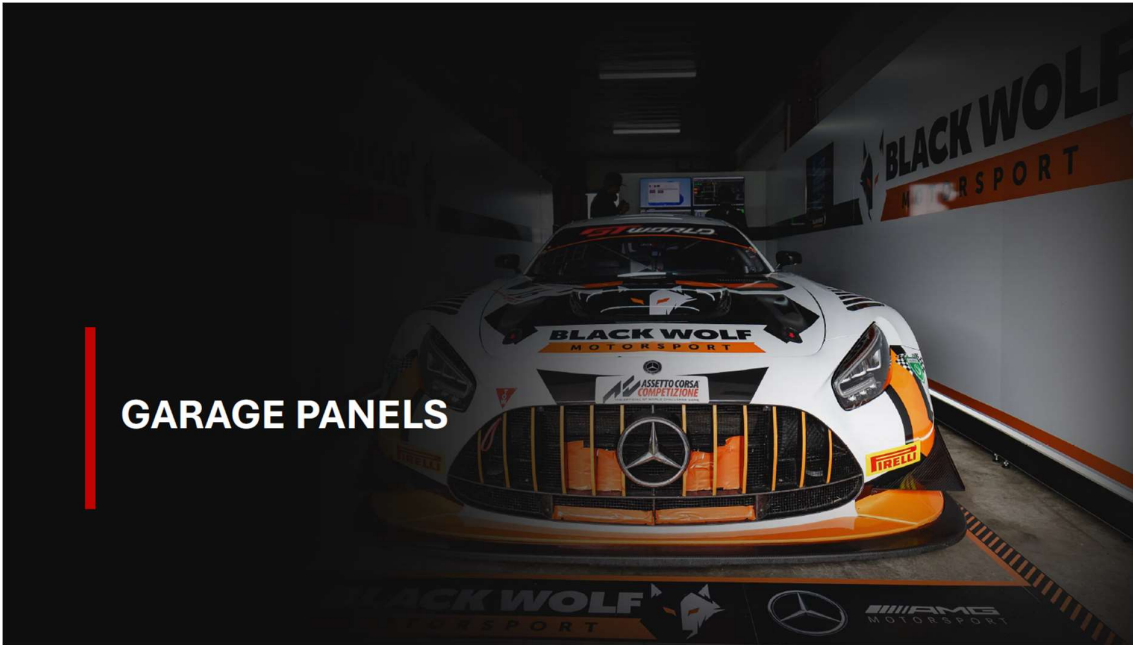
2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

## DECALS



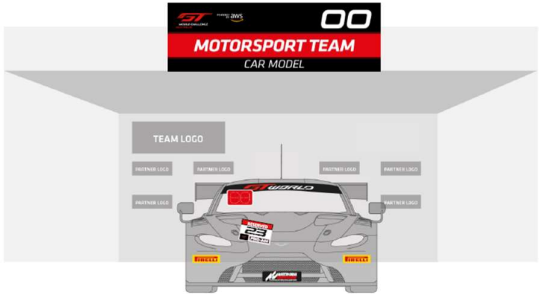
### PARTNER LOGOS

<b>ASSETTO CORSA</b> Front Plate Dimensions: 335x90mm 	<b>ELF</b> Dimensions: Maximum length: 126mm Maximum height: 50mm 	<b>PIRELLI</b> DO NOT PRODUCE WILL BE PROVIDED BY SRO 
<b>RESERVED</b> Rear Plate Dimensions: 335x90mm 	<b>GT WORLD</b> Dimensions: Windscreen: 1500x190mm 	<b>AWS WINGLETS</b> Dimensions: 240x144mm or 180x108mm according to car model. 
<b>FRONT &amp; REAR QUARTER</b> 195x140mm 	<b>LIQUI-MOLY</b> Sticker: 200x130mm 	



2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

**GARAGE PANELS**



**GARAGE PANELS**



Dimensions: 2220mmx710mm

The pit panels will be produced and affixed by SRO or their nominee at each Event.










2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

# GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS LOGO EMBROIDERY GUIDELINES




## OVERALL COLOUR CONTROL


To ensure the legibility of the GT World Challenge Australia powered by AWS logo and a maximum contrast between the logo and driver suits, the following guidelines must be observed:

		Embroidered on white race suits, the Pantone® positive version of the master logo must be used. File: GTWC-Aus-AWS_PMS_POS.eps	<b>Colour spectrum</b> Pantone® 485C Pantone® 432C Pantone® 1375C Black
		Embroidered on a black race suit, the Pantone® negative version of the master logo must be used. File: GTWC-Aus-AWS_PMS_NEG.eps	<b>Colour spectrum</b> Pantone® 485C Pantone® 1375C White
	 	Embroidered on a bright coloured race suit or lighter shades of black, the ~ mono positive or negative version ~ of the logo must be used.  When choosing either the positive version or negative version, make sure it ensures the best possible contrast when applied onto the race suit.  Files: GTWC-Aus-AWS_MONO_POS.eps GTWC-Aus-AWS_MONO_NEG.eps	<b>Colour spectrum</b> Black White


**DO NOT:**



DO NOT embroider the master logo on any suit other than Black or white



DO NOT embroider the master logo on grey



**DOWNLOAD**  
GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS LOGO SET



2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

**GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS**

**SERIES NAMING REQUIREMENTS**



SERIES NAMING REQUIREMENTS FOR YOUR COMMUNICATION

Please refer in your communications (Facebook , Instagram, Twitter, Press Releases, all Media mentions) to GT World Challenge Australia only.

USE:	DO NOT USE:
<p>GT World Challenge Australia powered by AWS</p> <p>GT World Challenge Australia</p> <p>#GTWorldAus</p> <p>#GTWorld</p>	<p><del>GTWC</del></p> <p><del>GT World Challenge</del></p> <p><del>GTWCA</del></p> <p><del>FGTWC</del></p> <p><del>FGTWCA</del></p>

**\*\*Please share any press releases you are preparing with our Media Team, so they can be shared across the GT World Challenge Australia channels.**

2025 GT WORLD CHALLENGE AUSTRALIA POWERED BY AWS – GRAPHICAL CHARTER

**CONTACT**



CHARISE BRISTOW  
SERIES MANAGER  
+61 416 562 209  
CHARISE.BRISTOW@EXT.SRO-MOTORSPORTS.COM

**APPENDIX 4**

**PROVISIONAL CALENDAR AND TESTING DAYS**

**PROVISIONAL 2025 CALENDAR**

<b>R</b>	<b>Dates</b>	<b>Circuit</b>	<b>Country</b>	<i>Last date for testing</i>
R1	April 04-06	Phillip Island	Australia	Monday 24 <sup>th</sup> March
R2	May 02-04	Sydney Motorsport Park	Australia	Monday 21 <sup>st</sup> April
R3	May 30 – June 01	Queensland Raceway	Australia	Monday 19 <sup>th</sup> May
R4	July 25-27	Sandown	Australia	Monday 14 <sup>th</sup> July
R5	September 05-07	The Bend	Australia	Monday 25 <sup>th</sup> August
R6	October 31- Nov 02	Hampton Downs	New Zealand	Monday 20 <sup>th</sup> October

**Provisional Pre-Event paid test sessions**

The Entry prices, dates & driving times for the 2025 GT Challenge Australia powered by AWS Series pre-Event paid test sessions are listed below. Please ensure you fill in the test day entry form. You will not be able to participate in the testing if your payment has not been received.

<b>Duration</b>	<b>Dates</b>	<b>Circuit</b>	<b>Cost (Race by Race Only)</b>
2 x 1hr	Thursday 30 <sup>th</sup> October	Hampton Downs	\$2,100 + GST



## **APPENDIX 5**

### **GT CHALLENGE AUSTRALIA SPORTING BOARD – RULES AND REGULATIONS**

#### **Article 1 – Purpose**

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

#### **Article 2 – Members**

The GT Challenge Australia powered by AWS Sporting Board at each Event will consist of the following people or their representatives:

- The Permanent Chairman of the Stewards of the GT Challenge Australia powered by AWS Series
- The Race Director
- The SRO Technical Director
- The SRO Sporting Director
- The Series General Manager
- A Motorsport Australia Representative.

#### **Article 3 – Missions**

The tasks of the GT Challenge Australia powered by AWS Sporting Board will include:

- Issuing clarifications on the regulations and their interpretation
- Taking decisions on the application of the regulations at the Events, in order to respond to specific situations (e.g. shortening of grid procedures, Timetable issues)
- Responding to any situations involving the commercial management of the Series
- Deciding on the acceptance of requests for private testing including coaching and participants of other series, and on any penalties or restrictions in the GT Challenge Australia powered by AWS Series .
- Deciding penalties for drivers with derogations or drivers racing alone
- Deciding on exemptions for Driver Categorisations
- Deciding on any questions concerning points or the classification of the Series including attribution of the point for fastest lap in qualifying in case of penalty.

#### **Article 4 – Meetings**

Meetings of the GT Challenge Australia powered by AWS Sporting Board can be called at any point during an Event or can be convened by email between Events.

Decisions will be taken by majority agreement of the members. Two or more members may be authorised to take decisions on matters of derogations or permissions on behalf of the Board.

#### **Article 5 – Right of Protest**

Decisions taken by the GT Challenge Australia powered by AWS Sporting Board are final and not subject to protest or appeal.

## **SRO TECHNICAL BOARD – RULES AND REGULATIONS**

### **INTERNAL REGULATIONS**

#### **Article 1 – Purpose**

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

#### **Article 2 – Members**

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

- The Chairman of SRO
- Claude Surmont
- Ben McMellan

#### **Article 3 – Missions**

The tasks of the SRO Technical Board will include:

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

#### **Article 4 – Meetings**

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

Decisions will be taken by majority agreement of the members.

#### **Article 5 – Right of Protest**

Decisions taken by the SRO Technical Board are final and not subject to protest or appeal.

## **SRO MOTORSPORTS FUND**

### **INTERNAL REGULATIONS**

#### **Article 1 – Purpose**

All money collected in the form of fines from Competitors entered in Monochrome GT4 Australia Series will be placed in a Fund, the SRO Motorsports Fund further to Article 12.8.3 of the Code.

This Fund will be presented to a Charity at the end of the season.

The usage of the Fund in any given year will be announced to the Teams by means of a Bulletin from the SRO Sporting Board.

#### **Article 2 – Administration**

The SRO Motorsports Fund will be managed by the Chief Executive Officer of SRO Motorsports Australia. The balance of the account may be requested by Competitors in writing at any time.

## **APPENDIX 6**

### **PODIUM CEREMONY**

At the end of each Race a ceremony must be provided for the three first Drivers of the Series and categories in accordance with the conditions set out below.

#### **1. MASTER OF CEREMONIES**

A master of ceremonies will be appointed by the Series Promoter to conduct the entire podium ceremony

#### **2. PODIUM**

- a) **ROSTRUM AND DAIS**  
Trophies must be laid out on a table on one side of the podium. The champagne must be on the table.
- b) **FLAGS – Where possible;**  
Olympic Games style "flat flags" should be used. There must be a minimum space of 50cm behind the podium structure for the flag men.

#### **3. ANTHEMS (where possible)**

- a) A suitable sound system should be installed to ensure that national anthems, (initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast.
- b) The champagne shower must not start until the presenter has left the podium.
- c) A commentary of the podium ceremony should be broadcast to the general public from the platform on the podium.

#### **4. TROPHIES**

During the podium ceremony, the following Trophies will be awarded for race 1:

- a) Race winning PRO/ AM Drivers – Race winning AM / AM Drivers - Race winning TROPHY Drivers
- b) Second place PRO/ AM Drivers - Second place AM / AM Drivers – Second place TROPHY Drivers
- c) Third place PRO/ AM Drivers – Third place AM / AM Drivers – Third place TROPHY Drivers -

During the podium ceremony, the following Trophies will be awarded for race 2:

- a) Race winning PRO/ AM Drivers – Race winning AM / AM Drivers - Race winning TROPHY Drivers
- b) Second place PRO/ AM Drivers - Second place AM / AM Drivers – Second place TROPHY Drivers
- c) Third place PRO/ AM Drivers – Third place AM / AM Drivers – Third place TROPHY Drivers

## **APPENDIX 7**

### **MANDATORY TECHNICAL EQUIPMENT – GT CHALLENGE AUSTRALIA POWERED BY AWS – SUPPLIER DETAILS**

#### **TYRES**

PIRELLI is the sole tyre supplier for the GT Challenge Australia powered by AWS Series.

The specification of the 2025 Slick tyre is as specified by Pirelli.

Contact: GARA Tyres Australia Pty Ltd

Email: [sales@garatyres.com.au](mailto:sales@garatyres.com.au)

Mobile: +61 418 378 989

#### **FUEL**

Race Fuels is the sole fuel supplier for the GT Challenge Australia powered by AWS Series.

The mandatory fuel is: Elf Core 50

Contact: Sean Scott

Operations Manager – RaceFuels

Email: [sean@racefuels.com.au](mailto:sean@racefuels.com.au)

Mobile: +61 417 368 543

Office: +61 3 9706 5233

#### **DATA LOGGER**

The mandatory data logger is: **Motec BOP Logger Kit - Part# 18045GT**

**Motec Telemetry Enablement – Part# 29624**

Contact: Ty Anderson

Operations Manager – MoTeC Pty Ltd

Email: [ty.anderson@motec.com.au](mailto:ty.anderson@motec.com.au)

Office: +61 3 9761 5050

MoTeC Research Centre

121 Merrindale Drive

Croydon South, VIC 3136

#### **TRANSPONDER**

Driver identification system and transponders are required to be fitted in Cars for all sessions.

The transponder to be used can be sourced from Timetronics or Dorian Industries, the following items are mandatory for all GT Challenge Australia powered by AWS entries.

**Dorian TX16K-Multi-DDL (Timing Device)**

**Dorian RFID Head (Driver ID module)**

Contact: Ian

Dorian Industries Pty Ltd

Office: 03 9931 1371

Email: [ian@dorianindustries.com.au](mailto:ian@dorianindustries.com.au)

Contact: Ian Leech

Timetronics Pty Ltd

Office: +61 (0) 3 5443 6073

Mobile: +61 (0) 428 436 073

Email: [ian.leech@timetronics.com.au](mailto:ian.leech@timetronics.com.au)

#### **ONBOARD CAMERAS (ARTICLE 28.6)**

All cars must be fitted with a suitable camera, which must be checked by the Scrutineers for safety purposes.

## **APPENDIX 8**

### **RADIO FREQUENCY**

**GT3 RMC – 465.9125 / Tone 141.3      \*Note this is a listen only channel**

## **APPENDIX 9**

### **OBLIGATIONS FOR TELEVISION**

All cars may be required to be fitted with a television onboard camera when so requested (see Article 28.5). For this installation Teams must abide and help TV personnel. Once the onboard cameras have been installed Teams must request permission from the TV provider personnel if they wish to move the camera. The onboard cameras supplied by the TV provider cannot be obstructed. The Teams must include the Driver names and car number on the dashboard at their own cost.

The above information may be changed during the season by means of a Sporting Note or Bulletin.

### **AVAILABILITY OF TEAM PERSONNEL DURING SESSIONS**

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

## **APPENDIX 10**

### **USE OF THE CAMERA IMAGES**

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

#### **On request of an Official**

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

## APPENDIX 11

### PAID TESTING REGULATIONS

Paid test sessions will take place before a number of Events; these are not mandatory, and are open to all participants. All those entering the Paid Test Sessions must abide by the following regulations. Please note, the below are a draft and a set of testing regulations before each event with a circulation plan and other information circuit specific will be released the week of the event.

### GT CHALLENGE AUSTRALIA POWERED BY AWS OFFICIAL PAID TEST SESSIONS - RULES AND REGULATIONS

Paid test sessions will take place before a number of Events; these are not mandatory, and are open to all participants. All those entering the Paid Test Sessions must abide by the following regulations.

#### 1: ENTRY FEES / WAIVERS

Each car must complete an entry form and pay the entry fee before competing in the test.

#### 2: PIT LANE

Cars should be parked at 45° at all times and only parallel if doing a standard pit stop. For any other work, cars should be in the garages to leave maximum space for the other cars.

#### 3: CLOTHING

All team members in the working zone are strongly recommended to abide by the specifications of the Sporting Regulations in terms of clothing : flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets.

#### 4: REFUELLING

Refuelling is authorised inside the garage with full safety equipment (fully homologated fire suit, shoes, helmets, visors) including one member of staff with a fire extinguisher.

#### 5: TYRES

Tyres must be purchased from Pirelli or must be registered tyres from a previous event. The tyres used in the test session **MAY NOT BE USED DURING THE EVENT**.

Please note the limitations on new tyres purchased for this test session. Refer to the season Sporting Regulations (Article 29.14)

#### 6: PIT LANE SPEED

As a reminder, the pit lane speed limit is 40 km/h. Cars must respect this speed from pit in to pit out. In case of a red flag, cars must reduce their speed to 80 km/h and return to the pit lane.

#### 7: TIMEKEEPING

Please note that driver IDs will not be in use for this session and only team names will be shown

**APPENDIX 12**

**PURGING OF TYRES**

Pirelli informs all teams that modifications to the tyres are prohibited by the sporting and technical regulations. Tyres must not be subject to any large deformation or impact. Pirelli further informs all teams that purging, as shown below, is strictly forbidden :

