

Monochrome



# 2024 SPORTING REGULATIONS V2



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**MONOCHROME GT4 AUSTRALIA SERIES****SPORTING REGULATIONS V2 10/05/2024****FOREWORD**

The Monochrome GT4 Australia Series is organised pursuant to all Supplementary Regulations, Official Programmes, and Entry forms relating to any Competition shall clearly bear the following statement: "Held under the FIA International Sporting Code including Appendices and under the National Competition Rules of Motorsport Australia, as well as the Technical Regulations for GT4 Grand Touring Cars. It will be run in conformity with these 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 of these regulations.

SRO Motorsports Group (hereinafter referred to as "the Promoter"), will organise the Monochrome GT4 Australia Series (hereinafter "the Series") reserved for RACB-homologated Grand Touring cars (hereinafter "GT4").

The Series comprises the title of Monochrome GT4 Australia Series for Drivers in the Silver, Pro-Am and Am categories and one overall title for Teams.

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.

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

**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. The official language of the International Sporting Code is stated within that document.

**1.2** These Sporting Regulations come into force from 1 January 2024 and replace all previous Sporting Regulations regarding this Series.

**1.3** Not applicable

**1.4** These regulations are subject to changes and additional safety measures in accordance with any Safety Protocols issued by SRO and supplemented by regulations set by the various Governments and Motorsport Australia. Any such changes or measures will be communicated to the Teams through the Supplementary Regulation documents and/or Sporting Notes at each Event.

**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 Supplementary Regulations for an event, will take precedence over the original regulation(s). The Team Managers' and 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 Drivers, Competitors and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions of the Code, the NCR and the present Sporting Regulations, together with any supplements or amendments of the Code, the GT4 Technical Regulations issued by the RACB, Bulletins and Clarifications from the SRO Sporting Board issued during the season. Bulletins will be approved by the parent ASN, which is the 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 applicable Technical Regulations, the present Sporting Regulations, the Supplementary Regulations to each Competition as well as Bulletins and Clarifications from the SRO Sporting Board issued during the season.

**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 any Competition, they must nominate a representative in writing to the Stewards. 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 cars 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 (where applicable) and clothing at all times. Any infractions may result in penalties.

**3.6** All Drivers, Competitors and Officials participating in the Series must hold current and valid licences. Each Driver must be a minimum of 16 years of age and hold the minimum of an FIA International Grade D (ITC - D) licence or a current Motorsport Australia Circuit Licence with a provisional endorsement (refer Motorsport Australia General Appendix competition licences), 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 Competition.

Note: For a Competition conducted at Mount Panorama, the minimum licence requirement is FIA International Grade D (ITC-D) or Motorsport Australia Circuit Licence without a provisional endorsement.

**3.7** Results remain provisional until all sporting matters and Technical Scrutineering are completed. This includes the checking of any onboard cameras 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 issued.

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 Competitor. 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 GT4 Grand Touring cars homologated by the RACB for SRO as defined by the applicable Technical Regulations. GT4 Cars are only eligible if presented with a GT4 homologation file and SRO GT4 Certificate.

In exceptional circumstances, the Promoter reserves the right to accept "Guest" cars, whose Technical Form is temporary or incomplete, or which are out of homologation.

**4.2** All cars must be in conformity with the list of safety features according to Technical Regulations for GT4 Grand Touring Cars.

**4.3 Reserved for future use.**

#### 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 connection 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 for the time of any 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 Eligibility Scrutineer.

**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 National Competition.

Competition means any race registered on the annual calendar of the Monochrome GT4 Australia Series including administrative checks, Technical Scrutineering, all free practice and qualifying sessions and the races.

**5.2** The Championship is made up of Competitions consisting of;

- Case A: two races, each with a maximum duration of one hour. (For the avoidance of doubt, all races at the same Meeting are considered together to form a single Event/Competition for the purposes of these regulations.)
- Case B: one qualifying race, with a maximum duration of one hour and one final race with a maximum duration of three hours

Competitions run according to Case A are considered "Sprint Competitions"

Competitions run according to Case B are considered "Endurance Competitions"

The length of the race may be modified. Any such modification, along with any resulting changes in other Articles, will be specified in the Supplementary Regulations for the Event

**5.3** In all cases, the leader will be shown the chequered flag when their car crosses the control line (the control line referred to in these regulations as 'the Line' will be defined in the Race Director Briefing Notes) at the end of the lap during which the prescribed period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.

**5.4** The Line is a single line which crosses both the track and the pit lane, 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 rounds.

**5.6** The definitive list of Competitions is published by the Promoter before April 1st 2024. However, in case of force majeure, the Promoter reserves the right to modify this date as well as the format and number of the Competitions.

**5.7** A Competition may be cancelled in case of force majeure, or with the agreement of the Motorsport Australia and the Promoter. Claims for loss or damages by Competitors shall be excluded in all such cases.

**5.8** Competitors are responsible for ensuring there are no travel or other restrictions which would affect their participation in any event they enter.

## **6. THE TITLES**

**6.1** The Monochrome GT4 Australia Series will include three Cups:

- Pro-Am
- Silver
- Am

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

**6.3** For each title, there will be a separate classification. In any category, unless a minimum of three cars compete regularly during the season, each of which takes part in at least three Competitions, and with at least two cars entered in all Events, a title or trophy will not be awarded.

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

Teams and Drivers entered in a round of the Monochrome GT4 Australia Series will score points towards the Monochrome GT4 Australia Series Teams and 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 Monochrome GT4 Australia Series Competition during the season. The final decision on such cars and drivers will be down to the Sporting Board.

Drivers with a licence not issued by Motorsport Australia will be eligible to score points

**6.5** **Monochrome GT4 Australia Series Driver and Team Titles**

Silver, Pro-Am and Am titles: Points will be awarded to eligible Competitors and their drivers according to the category classification of qualifying and all races counting towards the Monochrome GT4 Australia Series. The point scales for each individual Competition as set out in Article 7 will be used.

For the Teams there will be an Overall title for the Monochrome GT4 Australia Series, only the highest-finishing car per Team will score points; all other cars entered by that Team will be invisible as far as scoring points are concerned.

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.

**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 SRO Sporting Board. Any queries or challenges concerning point attributions must be submitted to the SRO Sporting Director 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 Competitions with One Hour Races**

Points are awarded to Drivers and Teams for all cups according to the following scales:

a) Qualifying

After the Q1 session, the Drivers of the car setting the fastest time in the Silver, Pro-Am and Am Cups will be awarded one point. The Team of the car setting the fastest time Overall will be awarded one point.

After the Q2 session, the Drivers of the car setting the fastest time in the Silver, Pro-Am and Am Cups will be awarded one point. The Team of the car setting the fastest time Overall will be awarded one point.

b) One Hour Races - Points

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 Competitions with a Three Hour Race**

Points are awarded to Drivers and Teams for all cups according to the following scales:

a) Qualifying

After the Q1 session, the Drivers of the car setting the fastest time in the Silver, Pro-Am and Am Cups will be awarded one point. The Team of the car setting the fastest time Overall will be awarded one point.

After the Q2 session, the Drivers of the car setting the fastest time in the Silver, Pro-Am and Am Cups will be awarded one point. The Team of the car setting the fastest time Overall will be awarded one point.



b) Three Hour Races - Points

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

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

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

**7.4 Reserved for future use**

**7.5 Reserved for future use**

**7.6** Team points are awarded to the Competitor, as designated by the licence-holder, independent of the commercial Team name. 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.

**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 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 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 SRO 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 ORGANISER, ORGANISATION AND INSURANCE**

**8.1.** An application to organise the Monochrome GT4 Australia 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** The organiser will ensure the supplementary regulations will be sent out to all Competitors.

For each of the Monochrome GT4 Australia Series Events, an Organising Permit will be issued by Motorsport Australia provided that all documents required by the present regulations have been provided and that they are in conformity with the regulations 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 Monochrome GT4 Australia Series :

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

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 Category**

- a) The Monochrome GT4 Australia Series Silver Cup

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

- Silver / Silver

One Silver Driver may be allowed to drive alone with permission from the SRO Sporting Board for Case A only. In this case, additional time in the pit stop can be added by the Sporting Board. A Silver 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. Except for cases of force majeure accepted as such by the Stewards, any solo driver must get out of the car during the mandatory pit stop.

- b) The Monochrome GT4 Australia Series Pro-Am Cup

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

- Silver / Bronze

\*Platinum/Bronze and Gold/Bronze pairings will be considered on a case-by-case basis and any such approval may be subject to additional time penalties

- c) The Monochrome GT4 Australia Series Am Cup

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

- Bronze / Bronze

One Bronze Driver may be allowed to drive alone with permission from the SRO Sporting Board for Case A only. 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.

**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 Stewards.

\*The SRO Sporting Board reserves the right to give additional time penalties to Gold / Bronze or Platinum /Bronze pairings. Decisions will be made on a case-by-case basis and evaluated after each race.

**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 Monochrome GT4 Australia Series is primarily intended for Driver crews competing together throughout the season to claim the title.

During the final Event of the Monochrome GT4 Australia Series , the following situations will not be authorised in any category, except in a case of force majeure recognised as such by the SRO Sporting Board:

- Any change in terms of the line-up

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

**10.3** a) In exceptional circumstances, if at the end of the season, Gold or Platinum Drivers classified alone in the Pro-Am category of the Monochrome GT4 Australia Series may be removed from the final classification of that Category subject to approval from the SRO Sporting Board.

b) At the end of the season, for reasons of force majeure accepted as such by the SRO 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 in the final classification. This would not affect the points of his team-mate, Team or Manufacturer.

#### **10.4 Driver Categorisation**

**10.4.1** Drivers wishing to compete in the Monochrome GT4 Australia 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, using the link available via the FIA website under <http://www.fia.com/fia-driver-categorisation>

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

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

The list of Competitors allowed to take part in the Competition will indicate the category attributed to each Driver. Drivers who have not been categorised will not be allowed to take part in the Monochrome GT4 Australia Series.

#### 10.4.2 Temporary Categorisation

The Stewards will give a temporary categorisation to Drivers who announce themselves with their record of achievements after the Event has already begun. A fee of \$200 will be payable to the SRO Motorsports Australia 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.

#### 10.4.3 Derogations

For the purposes of this Series the SRO Sporting Board retains the right to make any temporary amendments to the FIA Categorisation of any Driver according to the criteria of GT4 competition. Any Drivers given a temporary categorisation derogation will be indicated in the entry list with an asterisk.

Derogations reducing a Driver's FIA Categorisation will be issued on a race-by-race basis only and will be reassessed after each Event.

Upgrades increasing a Driver's FIA Categorisation for the Monochrome GT4 Australia Series may also be issued for the Season or for any individual Event and will be indicated with a double asterisk in the entry list.

#### 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 Monochrome GT4 Australia Series.

There are no limits on the number of upgrades in a line-up.

#### 10.4.5 Penalties and Restrictions

Drivers with derogations may receive additional restrictions on their driving time which will be decided by the SRO 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 SRO 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 SRO 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 either in qualifying or the race, be equal or superior to the average time of the top ten best Drivers from the category in which they have been racing, their derogation will be examined by the SRO Sporting Board within 5 days of the end of the Event. The Sporting Board may take any decision it considers appropriate concerning the continuation of the derogation, but a first infraction will normally result in a warning and/or additional restrictions on driving time, and a second infraction is likely to result in the immediate removal of the derogation. 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 SRO Sporting Board reserves the right to use any methods they consider suitable to analyse the data.

#### 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.

### 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 Monochrome GT4 Australia 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 Eligibility for Points

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 Monochrome GT4 Australia Series Event 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 Competitors are accepted.

Application forms to enter the Series on either a full-season or race-by-race basis will be issued by Monochrome GT4 Australia and can be downloaded from the Teams section of the website or provided in the relevant Team Information.

**Full season Competitors:** applications to compete in the Monochrome GT4 Australia Series must be submitted to the Promoter, on the entry form available to download from the Series website or available through the Team Information sent from the Series Manager, as from February 1<sup>st</sup> 2024, the Official opening date for entry in the Series. The entry form must be submitted by 1<sup>st</sup> April 2024.

**The full-season entry fee is set at \$27,500 (twenty-seven thousand five hundred Australian dollars) per car +GST.**

This season entry fee includes mandatory entry in all the Official Competitions in the 2024 Monochrome GT4 Australia Series. There is an additional mandatory Sustainability Fee \$792.

**Race by Race entries for Case A** are set at \$5000 (five thousand Australian dollars) per car + GST per Competition. There is an additional mandatory Sustainability Fee \$132.

**Race by Race entries for Case B** are set at \$6000 (six 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.

Paid test sessions will be available before certain Events. These are not mandatory. Please see appendix 4 for details.

- a) Entries are not transferable and entry fees are not refundable. All amounts are plus GST.

- b) The Promoter reserves the right to refuse any applications.
- c) The entry form must be fully completed.
- d) All Competitors must abide by the guidelines set down in terms of sponsorship from Series partners in regard to car livery, Team and Driver overalls. The Promoter reserves space on the cars and overalls of all Competitors (see Appendix 3). No sponsorship from companies associated with the manufacture, re-treading, sale or distribution of tyres is authorised other than Pirelli.
- e) Reserved for future use
- 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 (maximum of 32 characters). No two Teams may use the same Commercial Team name. Should cars be entered under a Driver licence, the driver may designate a Team name under which they will compete.
- g) Cars entered under different licenses 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 required to make sufficient alterations before the first Competition 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 racing 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, ACCESS TO THE SITE AND ARMBANDS

**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 use during pit stops. Per car, the following will be issued:

- 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 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 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

Throughout any Competition no fewer and no more than two Drivers may drive one and the same car (except as provided for in Article 13.2 e) and f) and 10.1 c).

For each car, the Team Manager of each Team must designate the starting Driver for each race at the latest two hours before the start of free practice. After this point, no changes may be made to the Driver order without the approval of the Stewards.

Driver 1 will participate in Qualifying Session 1 and start Race 1.

Driver 2 will participate in Qualifying Session 2 and start Race 2.

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

In the Pro-Am category, Driver 1 will be the Driver with the higher FIA categorisation, and Driver 2 will be the Driver with the lower FIA categorisation.

In Silver Cup and Am, 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.

#### 13.2 Driver Changes

- a) During any Competition, a Driver cannot 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 Stewards 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 SRO Sporting Board, Stewards, Race Director or Head of Sporting may give instructions to Competitors through Sporting Notes, Bulletins or other documents. These will be published by the Stewards.

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 races, as well as all decisions issued by the Officials, will be posted on the Digital Notice Board on the Monochrome GT4 Australia website and where appropriate the Official Notice Board.

**14.3** All Teams must be connected to and are required to monitor the Monochrome GT4 Australia Series Team Messaging System at all times during each 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 must be given to him as soon as possible and receipt must be acknowledged. The Monochrome GT4 Australia Series 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 2024 frequencies. A radio check will take place at the start of each day and Teams must reply using the Monochrome GT4 Australia Series Team Messaging System. Teams must be listening to the frequency from 15 minutes before the start of each session to the end of the session or the opening of Parc Fermé for qualifying and races. Teams should not use this frequency for any other information. Information given on the Race Director's radio frequency is in addition to any messages which may be given on the timing monitors. 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

**15.1** Any Incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats, inappropriate comments on social media networks or unsportsmanlike behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of the Monochrome GT4 Australia Series 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 Team will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.

In particular, penalties may be awarded for offences affecting the security of the event or Competition and may include:

- Drop of grid positions
- Suspension from the next session
- Deletion of all qualifying 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 Competitor 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, Competitors, 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 summoned 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 Competition.
- g) A stop-and-hold penalty during free practice and/or pre-qualifying. The car must be parked in the working zone at their designated pit allocation 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 16.6.3 below shall 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) shall 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.

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.

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-and-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 positions on the starting grid, the number of positions to be decided by the Stewards.

In Incidents involving cars from different categories, the Driver of the car from the more professional category will be deemed to be at fault unless the Stewards are satisfied that evidence clearly shows the contrary.

Where relevant, the Stewards may take note of the differing categories of cars involved in an incident when determining the appropriate penalty.

### 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 or the NCR 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 shall preclude the Stewards from referring any matter to Motorsport Australia for consideration of further penalty in accordance with the NCR if 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.

**16.8** Summons, Decisions, Bulletins and Official Documents will be processed and made available to competitors as per Motorsport Australia Regulations.

## 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 NCR. Protest and appeal fees are set by Motorsport Australia.

**18.2** Protests lodged after Race 1 may be heard after Race 2.

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

- Drive-Through or stop-and-go penalties (including those imposed during the last laps of a race, or after the race, and converted to a time penalty);
- Time penalties (whether imposed during or after the race);
- Drop of grid position(s), including starting at the back of the grid;
- Disallowance or deletion of practice or qualifying lap time(s)
- 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** Reserved for future use.

## 19 MANDATORY EQUIPMENT

### 19.1 Data Acquisition System

All Competitors must use the Monochrome GT4 Australia 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 Competitors.

Please see 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 Monochrome GT4 Australia 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 Promoter 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 by timing. 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.

Please see Appendix 7 for details of the compatible Transponders.

### 19.4 – 19.17 Reserved for future use

## 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 Case A Mandatory Pit Stop for Competitions with two one-hour races.

A mandatory pit stop in Case A 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.



The car must cross the pit entry line from 25 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 25:00:00 or after 34:59:99 it will be reported to the Stewards who may impose a time penalty to be added to the race time.
- 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 SRO Sporting Board, during the mandatory pit stop, any solo driver competing in the SILVER category must get out of the car and close the door before getting back in the car.

**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 pits will then remain open for 10 minutes for the mandatory stops.

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 Monochrome GT4 Australia Series depending on the classification [of the final results at the finish](#) 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.

Where the duration of the next race is longer than one hour, the scale of compensation time allocated to any such car and to the Driver for each race is as follows:

1st + 20 sec.  
2nd + 15 sec.  
3rd + 10 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, and does not accumulate from Event to Event. 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 when the final top three places for that previous round 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 Monochrome GT4 Australia 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 in Cases A and B.

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.

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 for Endurance races.

### **20.4 Pit Stops – Case A for Competitions with a one hour race**

Tyre changes are only authorised in case of a change of adherence/weather or damage to a tyre or tyres duly confirmed by the Technical Delegate or Race Director.

In case of a pit stop to change tyres from wet to dry (or vice versa) at any time during the race (including the pit-window), the minimum time will be calculated as two minutes plus the pit lane delta from pit in to pit out.

For the avoidance of doubt, the changing of tyres in case of a change of adherence/weather refers to the changing of all four tyres from wet to dry (or vice versa).

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.

The changing of tyres from wet to wet or from dry to dry is not permitted unless there is damage to a tyre or tyres and is confirmed by the Technical Delegate or the Race Director.

The exact time for the Mandatory Pit Stop and Tyre Change Pit Stop will be issued in a Bulletin from the Stewards for each Event.

### **20.5 Driving Stints and Pit Stops – Case B for Competitions with one three-hour race**

There will be three mandatory pit stops. At each mandatory pit stop there must be a change of Driver.

Any stops involving a Driver change and/or refuelling and/or tyre changes are subject to the Mandatory Pit Stop Time.

Before the start of the Event all Competitors will be notified of the Mandatory Pit Stop Time via an Event Bulletin issued by the Stewards.

Compensation times arising from the previous race result will be enforced at the last mandatory pit stop only. Time penalties arising from Driver pairings or categorisations will be enforced in accordance with the relevant Sporting Board decisions.

- a) Timing for the Mandatory Pit Stop begins when the Car triggers the designated timing loop at the pit lane entry. The Mandatory Pit Stop is considered to be complete when the Car triggers the designated timing loop at the pit lane exit.
- b) During the race each car must make a minimum of 3 pit stops which includes a Driver change.
- c) A Driver change cannot occur until the car has completed at least one full lap of the race.
- d) Any Car not completing 3 pit stops which include a Driver change will be Disqualified from the race.
- e) Any time penalty to be added to the Mandatory Pit Stop Time will be added to the third pit stop that is subject to the Mandatory Pit Stop Time.
- f) Driving time begins when the formation lap commences, until the car triggers the timing loop at the pit lane entry prior to a Driver change.

The maximum drive time per Driver is 100 minutes (one hour and forty minutes).

The length of any other pit stops will be free. Teams must notify Race Control via the Team Messaging system if a pit stop is not to be considered their mandatory pit stop.

The first driving stint will be counted from the start of the formation lap until the first time that the car crosses the pit lane entry line. Subsequent stints will be counted from the time the car crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until the end of the scheduled duration of the race (not necessarily the time of passing the chequered flag). Any pit stops that do not include a Driver change will be included in the Driver's stint time.

Should a Driver exceed the maximum driving stint in Case B the Stewards may give a penalty.

### **20.6 Reserved for future use.**

### **20.7 Amendments to Driving Stints and Pit Stop Times**

If the circumstances so require, the Stewards may adjust minimum or maximum driving times, or pit stop times, at their discretion 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 allowed to take part in practice and to start any race is calculated according to the Circuit Licence.

If the number of applications to enter any round exceeds the maximum number as calculated above or a lower number due to paddock space at a particular circuit , the Competitors will be selected according to the criteria of the Promoter.

Rounds of the Monochrome GT4 Australia Series may be combined with other Series at Events, which will be specified in the Supplementary Regulations document for that Event. Specific information will be given including provisions for separate grids and gaps between grids in a Bulletin or Sporting Note.

## 22. LIVERIES – NUMBERS – GRAPHICAL CHARTER

**22.1.** Each car will carry the race number allocated by the Promoter. Race 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 (or where applicable, won Overall 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 race 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** Reserved for future use.

**22.4** If it is impossible to identify a car from its numbers, it may be stopped by the Race Director or on request from the Technical Delegate.

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

### **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 an Automobile 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 Monochrome GT4 Australia 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 Supplementary Regulations 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 inexperienced Drivers (i.e holding a provisional licence) 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, and the various documents relating to the car, 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** Where applicable Competitors must present a technical passport (with first pages completed and pictures added) or ASN logbook, GT4 homologation file and SRO Certificate for each of their cars entered in the Competition. The ASN Logbook will be established the first time a car is presented for Scrutineering.

**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**

**26.3.3 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 log book are under the sole and entire responsibility of the Competitor. It is always the responsibility of the Competitor to provide, at any time during the Event, proof that the 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** For Endurance Competitions, the refuelling tower must be properly installed, empty and earthed before scrutineering. The refuelling rig restrictor must be in accordance with the BOP decisions for the Competition, and accessible for measurement and sealing. The refuelling tower must comply with Article 257A of Appendix J to the Code and with Article 35 below or in accordance with the Motorsport Australia Manual, Circuit Race Appendix – Refuelling in Pit Lane.

**26.7** All Drivers competing in the Monochrome GT4 Australia Series must use driver helmets and clothing as per the Motorsport Australia Technical Appendix Schedule D for Circuit Race - National.

As a minimum, national requirements, must be adhered to in regards to helmets and clothing.

Nevertheless, drivers are strongly recommended to use a helmet and an FHR device homologated by the FIA.

Helmets complying with FIA standards 8859-2015, 8860-2010, 8860-2018 or 8860-2018-ABP are allowed. However, the FIA Standard 8860-2010 or 8860-2018 or 8860-2018-ABP are strongly recommended.

Drivers are strongly recommended to wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2000 or FIA 8856-2018. (As per ISC App L Chap III Art 2.) Helmets and clothing may be required to pass Scrutineering before the first time any Driver takes part in a round of the Monochrome GT4 Australia Series, as well as whenever there is a change of any of the items which have already been checked. The Driver does not need to be present when his equipment is presented. Drivers may be requested to present any or all equipment for checking at any time during any Event. Driver overalls may be checked for conformity to Article 22.5 and Article 11.3 g).

**26.8** At any Competition including Refuelling in the pit lane (according to Article 5.2 Case B), the safety equipment of the refuellers (helmets, overalls etc) may be checked by the Scrutineer before the car is allowed on track.

**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 ISC Appendix L Chapter III Article 2. 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 Official Timetable 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.

**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.
  - The Competitors must; At the end of qualifying, and of the races, the car must contain at least 2 kg of fuel. The 2 kg of fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.
- e) Check the air restrictor diameters:
  - The Competitors must abide by the following;
    - i. Competitors are obliged to equip their engines with intake restrictors as provided for in the Technical Regulations for GT4 Grand Touring Cars and modifications throughout the season made by the SRO Technical Board.
    - ii. 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.
    - iii. The restrictors to be checked and marked must be accessible during the Scrutineering of the cars.
    - iv. The information entered on the ASN log book for each Competition is the responsibility of the Competitor, who will sign it, after filling in all requested information.
    - v. 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 sessions and after the finish of the races, all classified cars must make their way to the Parc Fermé for checking. The presence of an Official representative of the Competitor is required.

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

## **27. DATA LOGGER & ECU**

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

**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 2024 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 Data Technician are authorised to be used during any Event.

No data, memory cards or similar storage media shall be extracted or removed from the datalogger system during the Event. This can only be done by the Data Technicians 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 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 each Competition, including during every practice.

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

Competitors cannot leave any 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** 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 Reserved for future use**

**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. Teams are responsible for the camera installed and any non-accidental damage may be reported to the Stewards.

**28.6** A Competitor may fit one or more personal cameras in the car for training and information purposes. 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. At the sole discretion of the Technical Delegate any camera considered unsafe must be removed by the Team.

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. In particular, they may request that the images be downloaded during a pit stop and supplied to the Officials. The images must not 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:

- a) Each Competitor must declare the weight of the cars Drivers, including overalls, underwear, shoes, gloves, helmet and HANS, 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.
- b) 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 and will be considered to be W.
- c) If  $W < 85$ , then the Driver Ballast to be carried by the car will be  $85 - W$
- d) The Driver Ballast must be installed in the ballast box and sealed before Free Practice.

- e) 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.
- f) The Driver Ballast is not included in the minimum BOP weight of the car.
- h) For all cars, if the average weight is over 85kg, then the excess weight, up to a maximum of 10 kg, may be removed from the minimum BOP weight (if any), as follows :

<b>Average Weight</b>	<b>Amount to be removed</b>
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	6 kg
92 kg	7 kg
93 kg	8 kg
94 kg	9 kg
95 kg	10 kg
96 kg	10 kg
97 kg and upwards	10 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 Monochrome GT4 Australia Series , 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 event 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.

Teams and 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 Team. 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. Front and rear tyres are not interchangeable.

Tyres may only be fitted for the Competition. Tyres are not allowed to be pre-fitted for the next Competition ([i.e. from Free Practice 1 onwards](#)). [Tyres may be pre-fitted for Paid Test sessions only](#).

## 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 centre-line and covering a square:

- a) 9 inches 180 x 180 mm
- b) 10 inches 200 x 200 mm
- c) 11 inches 230 x 230 mm
- d) 12 inches 250 x 250 mm
- e) 13 inches 280 x 280 mm
- f) 14 inches 300 x 300 mm
- g) 15 inches 320 x 320 mm
- h) 16 inches 345 x 345 mm

Pirelli must provide the Promoter with a 1:1 scale legal 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

- a) The control of the tyres will be carried out according to a process defined by the Promoter.
- b) The outer sidewall of all tyres which are to be used at a Competition must be marked with an FIA style barcode as identification.
- c) 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 Scrutineering.
- d) A used tyre is one that has been registered for a previous Competition with the same car 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 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.
- e) The use of tyres without appropriate identification is strictly forbidden during the whole Competition.
- f) Any marking applied by Pirelli on the tyres must not be removed by the team.
- g) Cars must access the grid with the tyres nominated for that event unless the race is declared WET.
- h) 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 Monochrome GT4 Australia Series will be allowed to carry over one set of their tyres between Events as specified in Article 29.10. No tyres from paid test sessions can be carried over to the event.

#### 29.4 Tyre-heating devices

All tyre-heating devices are forbidden.

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 Monochrome GT4 Australia 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 race number during the season but remain with the same Competitor, the used tyres will be transferred to the new race number.

- b) Should a car change Chassis during the season, it will retain the same race number and tyres.
- c) Should a Competitor wish to change the model of car during the season, they must make a request to the sporting board. If approved, because 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.
- d) 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 for Dry-Weather Tyres**

GT4 Event	Case A	Case B
Phillip Island (2 x 1 hr)	3 New Sets of Tyres	
The Bend (2 x 1hr)	3 New Sets of Tyres and 1 carry over	
Queensland Raceway (1hr + 3hr)		4 New Sets of Tyres and 1 Carry over
Phillip Island (2 x 1 hr)	3 New Sets of Tyres and 1 carry over	
Sydney Motorsport Park (2 x 1hr)	3 New Sets of Tyres and 1 carry over	
Bathurst (2 x 1hr)	3 New Sets of Tyres and 1 carry over	

GT4 Race by Race Entries Case A; Entitled to 3 new sets at it's first event.

GT4 Race by Race Entries Case B; Entitled to 4 new sets at it's first event.

GT4 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.

**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.

During Free Practice and Qualifying, wet-weather tyres may be used only after the track has been declared wet by the Race Director for the session.

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. Dry and wet tyres cannot be mixed in the same set of tyres.

In all cases, 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 1.30 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 given in the form of a Bulletin, and may amend or supersede the information on tyre limitations given in Article 29.

**29.14 Tyre Limitations for 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 Monochrome GT4 Australia Series. For Round 1 at Phillip Island, Teams are allowed to use a maximum of two used sets of tyres that have been bought from Pirelli in 2024. These tyres may only be used in the paid test session.

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.

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 (BOP)**

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 Monochrome GT4 Australia Series .

Balance of Performance testing sessions of the RACB GT4 models running in the Monochrome GT4 Australia Series will be held before the start of the season. For endurance competitions a quick refuelling system is mandatory as per the base homologation file or the VO Endurance. Otherwise full endurance kits are not mandatory.

All manufacturers whose cars will be competing in the 2024 season must enter at least one of their cars in these sessions for the purposes of Balance of Performance Testing. A penalty may be imposed by the SRO Technical Board on any Team which does not attend, 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 pre-Event test sessions, Free Practice and Pre-Qualifying. The BOP Driver will be added to the cars in question via a Bulletin from the Stewards and will undergo 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.



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 be not in conformity with its SRO/RACB GT4 Technical Form and/or the applicable Balance of Performance, 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.

- Additional BOP Ballast must be installed according to the GT4 Technical Regulations
- ECU BOP maps are saved in the dataloggers for scrutineering.
- GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate
- SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.
- Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is the one collected during BOP tests and will be used for checks.
- If noted differently in comments the e.g. iA, Lambda, Fuel inj, Cam In/Out, airbox pressure is set as reference.
- Compensation weight for Turbo cars without adaptable pboost will be defined in the BOP decisions.
- Max static rear camber -3,5°

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.

### 30.2 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.

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 Pre-Event paid testing sessions may be authorised by the Promoter before certain Events. Any such 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 for tyre information for these sessions.

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

Hardship laps will not be allowed at the start or end of paid test sessions.

### **30.9 Private Testing**

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 Monochrome GT4 Australia Series involving Driver(s) entered for any Event with GT4 cars homologated by the RACB

This applies to all full-season Competitors in the Monochrome GT4 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 Monochrome GT4 Australia 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 SRO Sporting Board.

#### **d) Coaches / Instructors**

Drivers working as coaches must request permission from the SRO Sporting Board for any activity with GT4 cars at circuits on the 2024 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 SRO 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 GT4 race cars are not authorised except with exceptional permission from the SRO Sporting Board. Drivers competing in the Monochrome GT4 Australia Series may take part in any such activities.
- c) Promotional activities with race cars which are not eligible for the Monochrome GT4 Australia Series may be authorised with permission from the Promoter. Drivers competing in the Monochrome GT4 Australia Series may take part in these activities.
- d) There are no restrictions on Drivers and Teams competing in other races taking place at the same Event, as long as this does not impact in any way on their participation in the mandatory elements of the main Monochrome GT4 Australia Series , including briefings, podiums, press conferences etc.

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 3dB 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;

The following are not allowed;

- Electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter
- Telemetry : one way (car to pit) in Case A (Sprint Race – for the avoidance of doubt, one hour races).

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

### 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 intention to do so in good time, making sure that this can be done 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 Circuit Race Standing Regulations, Code of Driving Conduct relating to driving behaviour on circuits.

**33.5** A Driver who abandons a car whilst 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 rejoin 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 Circuit Race Standing Regulations 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 should not leave the track without justifiable reason.

The lines defining the track edges are considered to be part of the track but the kerbs are not. A Driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the Driver may rejoin.

However, this may only be done when it is safe to do so and without gaining any advantage.

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 any race, the engine may only be started with the starter except on the grid or after a stop-and-go penalty, where the use of an external starting device is allowed. The car must leave its position in the pit lane with no external intervention. Any car reported to have received assistance to start will be given a stop-and-go penalty, during which the car must be started by the Driver alone.

d) A car may only leave its working area when it is ready to rejoin the track and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for force majeure.

**33.12.** Drivers taking part in free practice, qualifying practice and the races must always wear the clothes, underwear, helmets, and FIA-approved frontal head restraint (FHR) specified in Article 26.7.

**33.13** A Driver coming into the pits must not unfasten the safety harness or racing net until his 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 is properly buckled in 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 and 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 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 vehicle 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, he 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 road, the pit lane or the pit exit road.

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

- At the Front: 2 headlights (right and left) and 2 direction indicators
- At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights.
- Also, 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 and/or Safety Car conditions. They must have a flashing frequency of 4Hz (0.125 seconds on followed by 0.125 seconds off)

**33.17** Drivers must not 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** Reserved for future use.

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

Once a session or race has been declared Wet, it remains Wet for the remainder of the session or 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 the Clerk of the Course, 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, the NCR 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
- 2) The Team currently leading the Monochrome GT4 Australia Series.

Once these Teams have chosen their working area, 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 working space 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 working space allocation document issued by the Promoter for each Event with each car placed in the corresponding space.

**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 document 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 shall be divided into two lanes.

The lane closest to the pit wall is designated the "fast lane", and the lane closest to the pit garages is designated the "working lane" and is the only area where any work may be carried out on a car. The "working lane" is formed on one side by a line painted in front of the pit building and on the other by a line separating it from the "fast lane". 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.

**34.6** Smoking, making fire and welding are all strictly forbidden in the pit lane working zone as well as within a six-metre radius. No welding operations can be carried out within this perimeter, and no devices generating sparks will be allowed in this area.

**34.7** LPG gas cylinders and accessories are strictly forbidden in the pit lane, in the pit garages and for a distance of at least five metres behind the pit garages, as well as inside the Competitors' trucks. Any infractions may result in a penalty.

**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 Monochrome GT4 Australia 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.

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 must not drive the car from its 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 normal position, and under its own power.

**34.15** A maximum of two minutes before the start of any practice session or qualifying session, cars may be allowed to drive from their allocated working area to queue in the fast lane. Cars may only leave their working area to queue after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or the Team



radio. Should it not be possible to give this instruction, cars should not move until the light at pit lane exit is green.

Cars moving from their working area before they have received either the 'FAST LANE OPEN' instruction or a green light at pit exit may be reported to the Stewards. This also applies after a red-flag interruption to a practice or qualifying session.

**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 must 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 pit stop position in an unsafe condition. A car will be deemed to have been released when it has been driven out of 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 rejoin the track. They must proceed down the pit lane at a suitable pace, without slowing or stopping except in cases of force majeure, while respecting the pit lane speed limit. Except for safety reasons, recognised as such by the Stewards, they should 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.
- 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, during any session or stoppage and during the period between Q1 and Q2 cars must be at an angle of 45 degrees, nose towards pit exit and should stop parallel to the pit building for pit stops at other times.

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. If the car is stopped in the pitlane for any length of time it must be parked at an angle of 45 degrees nose out towards pit exit.

- f) At all times, cars must be pushed in front of the pit/garage and the engine must be restarted by the Driver alone, and the car must leave the working area with no external assistance.
- g) 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 rejoin after any authorised external assistance and return to the Team's designated working area in the pit lane via the track may take part in the rest of the session.

- 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. Unless otherwise specified in an Event Bulletin.
- i) If a car stops during the race 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 then 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, FUEL RIGS, FUEL CELL & FUEL CIRCUIT

**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 Fuel Rigs for Case B – 3 hour race

- (a) An overhead refuelling rig must comply with the requirements of Article 6 of FIA Appendix J – Article 257A or the Motorsport Australia Manual, Circuit Race Appendix – Refuelling in Pit Lane.
- (b) An overhead refuelling rig is permitted to be used for the purpose of checking compliance of Car's fuel system
- (c) An overhead refuelling rig is permitted to be used for checking flow rate provided that the following are complied with for the duration of this checking procedure:
  - (i) a Fire Attendant is present; and
  - (ii) the Car and each vessel where fuel is being transferred is earthed to a suitable earth point.
- (d) It is permitted to practice a pit stop in the pit lane with the overhead refuelling rig, outside of track activity, provided that there is no fuel in the reservoir or the refuelling hose. The Race Director may stipulate in his Briefing notes any alternative re-fuelling practice that may be permitted.
- (e) It is prohibited to place any type of cover or shield over the overhead refuelling rig during a race.

At all times when emptying or filling an overhead refuelling rig all personnel involved in the procedure must be fully attired in the apparel as required by the Motorsport Australia Manual, Circuit Race Appendix – Refuelling in Pit Lane. Each Competitor must also ensure that a similarly attired attendant, with a fire extinguisher in working order, is present.

- (f) Each overhead refuelling rig fuel delivery hose must be fitted with a restrictor that complies with the internal diameter specified in the Balance of Performance Sheet for the relevant Car.

#### Fuel Rigs

Fuel rigs are defined by drawing 252-7 of Article 257A of Appendix J to the FIA International Sporting Code and described in Article 400 of Article 257A of Appendix J to the Code.

Further to Article 400.1.b of Article 257A of Appendix J to the Code, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow.

The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the suppliers.

Alternatively, an approved re-fuelling rig in compliance with the Motorsport Australia Manual, Circuit Race Appendix – Refuelling in Pit Lane.

#### 35.3.1 Couplers

Teams must use the homologated couplers.

#### 35.3.2 Fuel Cell & Fuel Circuit

In accordance with Article 402 of Article 257A of Appendix J to the FIA 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. The full fuel circuit (including piping and hoses) and refuelling nozzles must be as indicated in the homologation file and as designed and supplied by the Manufacturer.

#### 35.3.3 Number of Fuel Rigs

Fuel rigs are limited to one fuel rig per car.

**35.4** Refuelling for Case A, 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 cars 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 can not 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 white 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, cars must stop a minimum of 50 cm from the white line designating the start of the working area.

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 and where required a fuel hose attendant 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 for Case A.

### **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 four 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.

During any sessions where a refuelling rig is in use it is mandatory to wear clothing as per the Motorsport Australia guidelines in the working zone. 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. The car must leave the working area with no external assistance.

**36.9** Any breach of the provisions of the Code, the NCR 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 session during Qualifying (see Article 41.7 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 CASE A – ANY ONE-HOUR RACE**

##### **37.1.1 Free practice**

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.

Note, Article 37 applies to the one hour qualifying race during Endurance Case B Events.

#### **37.2 REFUELLING CASE B – 3 HOUR RACE**

Refuelling is only permitted during the Race. Refuelling is forbidden during any other session. When authorised, refuelling is allowed from the green light at the start of the relevant race, and only in the designated working area of the pit lane.

Refuelling in the pit lane may only take place in accordance with Article 35 above and the provisions below.

Refuelling is allowed in the pit lane by means of a refuelling tower with a maximum of one independent tank per car entered in the Competition. These tanks must not move either independently or through any other means during any sessions, with the sole exception of allowing a car to be pushed into the garage. Cars may refuel at any tower belonging to their Team.

- 1) Before and during any refuelling operation, where applicable, the car must be electrically earthed by means of an independent copper wire whose only purpose is to earth the car and which must not be combined with the air jack. This must be placed by a mechanic with a red armband. It must be removed by one of the people authorised to be working on the car at the point once refuelling is finished and the earthing wire can be removed.
- 2) While refuelling is being carried out tyre changes may not take place and the car must remain with all 4 wheels in contact with the ground. The driver change may take place at any point and the exiting Driver or a mechanic with a red armband can help the Driver getting into the car.

The engine must be switched off. No other work may take place until refuelling has finished. Once all refuelling equipment has been cleared away tyres may be brought over the line.

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

4) Personnel for refuelling:

a. 1 Car Controller with a white armband.

b. 1 fuel attendant, wearing a helmet and suitable eye protection correctly fitted for use, incapable of being confused with Drivers' helmets and homologated to one of the standards recognised by the FIA in Technical List n°25 or in compliance with Motorsports Australia Manual.

As well as the following who are not considered among the working mechanics

- 1 'fire' attendant, whose presence is compulsory, standing by the car, throughout refuelling and holding an extinguisher of a minimum capacity of 4.5 kg ready for use. That person is not considered to be one of the three mechanics and as such does not wear an armband but cannot perform any other activity but must be suitably attired in fireproof overalls and strongly recommend with a helmet homologated to one of the standards recognised by the FIA in Technical List n°25. Otherwise, refer to Motorsport Australia Manual Regulations.

- The person controlling the fuel flow shut-off valve at the refuelling tower and whose presence is compulsory where a tower is being used and who will not be considered as one of the three working mechanics. That person must not undertake any other task but must be suitably attired in fireproof overalls and strongly recommend with a helmet homologated to one of the standards recognised by the FIA in Technical List n°25. Otherwise, refer to Motorsport Australia Manual Regulations

- Note: for cars which have the vent valve and the refuelling valve on opposite sides of the car once the refuelling task is finished the fuel hose attendant (vent controller) will be not be considered as one of the permitted three working mechanics.

c. All other Team members standing in the working area ('working lane', Article 34.4) as defined in the briefing notes at that Event and separating the pit from the fast lane will be considered as working on the car and as such will be counted as mechanics as will a Driver if he performs any work on the car.

5) When using a rig; after refuelling, the fuel contained in the overflow pipe must be poured into a container provided by the Competitor which must be capable of holding 5 litres at least, graduated and fitted with a coupling.

### 38. TYRE CHANGES

#### 38.1 Case A – Two One Hour Races

[See Article 20.4 for specific requirements.](#)

#### 38.2 Case B – One Three Hour Race.

During Case B, tyre changes are authorised and they may only be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane and once refuelling, has finished and the equipment and all refuelling personnel and equipment have crossed the line. Only Nitrogen or ambient pressurised air can be used to fill the tyres or operate the pneumatic air guns.

#### 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 (and their sockets) or torque wrenches. 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 (and their sockets) onto the working area. For the avoidance of doubt no more than two wheel removing tools may be brought into the working area; e.g. one torque wrench and one wheel gun.
- 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.
- 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.

**38.42** 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 has to be in the working zone for the release of the car).

In Case A, 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 refuelling has finished and personnel in charge of refuelling and/or the mechanics in charge of the wheel changes and their equipment are no longer in the working area.

For free practice 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** For cases A and B 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

For case A (except during qualifying), these operations must be carried out in the pits/working area of the pit lane. Where applicable a car may be asked to park at 45 degrees nose out to the pit lane. This will be confirmed in the Race Directors Briefing Notes.

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.

For Case B (except during qualifying), these operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane.

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 refuelling and 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 races

Should a car suffer damage during the race and repairs need to be carried out in the garage, the car may be pushed into the garage immediately after entering the pit lane. After the repairs have been completed, the car may be pushed out 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.

## 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 AND QUALIFYING PRACTICE

**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 practice, 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 the relevant session, during free practice may be authorised by the Stewards to take part in the race.

**41.3** During the free, pre-qualifying and qualifying practice sessions;

- Controls on the tyre markings may be carried out before the cars take to the track under the orders of the marshals, and there will be a green light and a red light at the pit lane exit.
- Cars may only leave their working area according to the procedure 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) From 0:00 to 0:10 – first period (Q1)
- b) From 0:20 to 0:30 – second period (Q2)

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 Cases A and B – three hour and two one-hour races**

There will be one free practice session of 40 minutes that may be extended to a maximum of 60 minutes. There will be one pre-qualifying session of 40 minutes that may be extended to a maximum of 60 minutes. Any extension of sessions will be confirmed in an Event bulletin prior to the Event. 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) Free Practice 2 – 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 1. If Q2 is so affected, the best time for Driver 2 will set the grid for Race 2.

##### **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. Driver 1 must take part in qualifying session 1 and Driver 2 must take part in qualifying session 2.

#### **For Case A the following principles will apply:**

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

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

**For Case B the following principles will apply:**

The fastest lap times from Driver 1 and Driver 2 will be added together and will be used to determine the grid order with the lowest total time setting pole position for the one hour qualifying race. Driver 1 will start the one hour qualifying race.

In the case that a Qualifying session cannot take place, for any reason, or that a Qualifying session is stopped before times can be set, then Pre-Qualifying will be used to set the grid for the one hour qualifying race. In this case, the best time from each relevant Driver during Pre-qualifying will be added together and will be used to determine the grid for the one hour qualifying race.

For Case B Three Hour Race the following principles will apply;

The final classification from the one hour qualifying race will be used to set the grid for the three hour race.

If a car does not finish the one hour qualifying race they will be placed at the back of the grid, in an order, defined by the Stewards.

Driver 2 (the lower categorised driver) will start the three-hour final race.

In the Pro-Am category, Driver 1 will be the Driver with the higher FIA categorisation, and Driver 2 will be the Driver with the lower FIA categorisation.

In Silver Cup and Am, 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 in case of concerns.

Should the Drivers be of the same category, the driving order must be notified to the organisers, by the Team at least 60 minutes before the start of the free practice sessions. If the Team fails to do so before the given deadline, the driving order decided by the Promotor will be mandatory for the rest of the Event. The deadline will be detailed in the Team Timetable.

For Case A, One Bronze Driver may be allowed to drive alone with permission from the SRO Sporting Board. In this case the driver must take part in Qualifying 1 and Qualifying 2.

For Case A, One Silver Driver may be allowed to drive alone with permission from the SRO 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 Case A and Case B**

There will be a minimum 5-minute break between qualifying session 1 and qualifying session 2. 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.

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 Fanatec 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, his 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(a) and 10.1(c), namely, if the SRO Sporting Board have authorised a Bronze or Silver driver to drive alone. Any changes from the declared order will be reported to the Stewards and the qualifying times may be deleted.

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

**42.1** Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or, the Deputy or the Clerk of the Course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all the marshal posts. 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. The cars must proceed back to the pits (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.

All cars 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.

**42.2** 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 41.7(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 Case A : for Events with two one-hour races**

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

**44.2 Reserved for future use**

**44.3 Case B : for Events with a one hour qualifying race and a three-hour final race**

Before the deadline specified on the Team Timetable the Team Manager of each Competitor where the Drivers have the same FIA Driver Categorisation must inform the Promoter of the name of the Driver who will take the start of the race.

Driver 1 will start the one-hour qualifying race.

Driver 2 will start the three-hour final race.

Any request to change the starting Driver after the deadline must be submitted to the Stewards who will decide if the request can be accepted and who may impose an available penalty.

Should the starting Driver be changed without notification this will be reported to the Stewards and a penalty may be applied.

**45. STARTING PROCEDURE**

**45.1** Unless specified otherwise in the Supplementary Regulations, the start procedure for each race will be as detailed in the CRSR – Championship Start – Rolling Start

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 (where possible) 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 white line one metre in front of pole position.

A drive-through penalty will be imposed on any Driver who, in the opinion of the Stewards, 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 the green flag is given (green flag or green light given to indicate the start of the formation lap) this may be changed in the Race Directors Briefing Notes 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 ~~end~~-start of the ~~second~~-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.

Should such an additional formation lap be carried out, the race timing will commence at the ~~end~~-start of the first 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, 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 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 39.1) 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, 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 tyre (where applicable see Article 20.2.1) and 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 time 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 FERMÉ**

**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).

**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 and 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, Monochrome GT4 Australia Series Pro-Am Cup

2: 1st, 2nd and 3rd Monochrome GT4 Australia Series Silver Cup

3: 1st, 2nd and 3rd Monochrome GT4 Australia Series Am 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 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:**

Reserved for future use

**APPENDIX 3: GRAPHICAL CHARTER**

Teams and Drivers must abide by the rules set down in the Graphical Charter. **The valid Graphical Charter is always the latest version**, which will be distributed to the Teams and which will replace the version hereunder.



### 2024 GRAPHICAL CHARTER DRIVER OBLIGATIONS

**MANDATORY !**

The Monochrome GT4 Australia logo patches must be placed on the drivers' suits to the left side of the chest and during the podium ceremonies.

The PIRELLI cap must be worn by the Drivers in the Parc Fermé, and for the duration of the podium ceremonies. Patches can be collected from Troy Williams at events.

- PIRELLI CAPS**  
The caps will be exclusively supplied by Pirelli and **MUST NOT** be reproduced by the teams.
- PIRELLI PATCHES**  
MUST be worn on the right side of the chest and right arm.
- MONOCHROME AUSTRALIA SERIES LOGO PATCH**  
MUST be worn either on the left side of the chest.

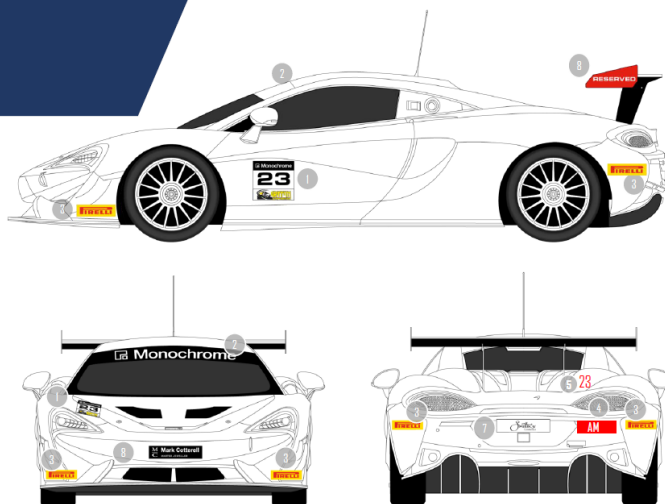
Monochrome PIRELLI Griffith COMPETITIONS Mark Cotterell MASTER JEWELLER Smitten Cosmetics SRO MOTORSPORTS GROUP

2024 GRAPHICAL CHARTER  
**TEAM UNIFORMS**

Please note that the PIRELLI logo must be placed on the team members' uniforms, on the right side of the chest (as indicated in option 1) or on the right sleeve (as indicated in option 2) \*Not mandatory



2024 GRAPHICAL CHARTER  
**CAR DECALS & RESERVED AREAS**



- 1 **DOOR PANELS**  
To be placed on the bonnet (optional) as well as both side doors (mandatory).  
Dimension: 500x300mm  
Provided by SRO
- 2 **MONOCHROME WINDSHIELD BANNER**  
Provided by SRO
- 3 **PIRELLI STICKERS**  
4 logos to be placed at the 4 corners of the car bumper.  
Pirelli sticker will be provided by SRO to the team and MUST NOT be produced by the team.
- 4 **CATEGORY STICKERS**  
To be placed at the back of the car on the rear bumper.  
PRO-AM / SILVER / AM  
Provided by SRO.
- 5 **SMALL RACE NUMBER**  
The car race number needs to be placed at the back of the car, on the rear bumper, next to the category sticker.  
Provided by SRO.
- 6 **FRONT PLATE**  
To be placed on the front and rear bumpers.  
Provided by SRO. Format: 325mm x 20mm
- 7 **REAR PLATE**  
To be placed on the front and rear bumpers.  
Provided by SRO. Format: 325mm x 20mm
- 8 **RESERVED WINGLET**  
To be placed on the winglet.  
Provided by SRO. Format: die

# 2024 GRAPHICAL CHARTER GENERAL INFORMATION

Should the teams not be notified by SRO that a reserved sponsor area will be used at least 1 week prior to an event, the teams shall be deemed authorised to use this area for personal use.

Please bear in mind that SRO retains the right to place, or to require the Competitor to place, such logos or sponsorship decals in these locations as it sees fit, at its absolute discretion, and to change these stickers, as well as the other partner logos without notice.

Competitors must take this into account in their personal sponsorship deals.

It is forbidden to advertise or display logos relating to commercial competitors of the official tyre manufacturer of the Monochrome GT4 Australia Series, namely Pirelli.

SRO reserves the right to refuse personal partners of the Teams and Drivers which are considered damaging to the brand image.

I undersigned,  and the document, and to comply with the Graphical Charter of the 2024

Monochrome GT4 Australia Series.  
Should the team not apply to the rules attached, I understand that penalties can be addresses.

Date: \_\_/\_\_/\_\_

SIGNATURE:



## 2024 GRAPHICAL CHARTER CONTACTS

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**APPENDIX 4**

**PROVISIONAL 2024 CALENDAR**

<b>R</b>	<b>Dates</b>	<b>Circuit</b>	<b>Country</b>	<i>Last date for testing</i>
R1	April 12-14	Phillip Island	Australia	Monday 1 <sup>st</sup> April
R2	May 31 – June 2	The Bend	Australia	Monday 20 <sup>th</sup> May
R3	August 2-4	Queensland Raceway	Australia	Monday 22 <sup>nd</sup> July
R4	August 23-25	Phillip Island	Australia	Monday 12 <sup>th</sup> August
R5	October 18-20	Sydney Motorsport Park	Australia	Monday 7 <sup>th</sup> October
R6	November 8-10	Mount Panorama	Australia	Monday 28 <sup>th</sup> October

**Provisional Pre-Event paid test sessions**

The Entry prices, dates & driving times for the 2024 Monochrome GT4 Australia 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</b>
2 x 1hr	Thursday 11 <sup>th</sup> April	Phillip Island	\$2,100 + GST
2 x 1hr	Thursday 30 <sup>th</sup> May	The Bend Motorsport Park	\$2,100 + GST
2 x 1hr	Thursday 1 <sup>st</sup> August	Queensland Raceway	\$2,100 + GST
2 x 1hr	Thursday 22 <sup>nd</sup> August	Phillip Island	\$2,100 + GST
2 x 1hr	Thursday 17 <sup>th</sup> October	Sydney Motorsport Park	\$2,100 + GST
2 x 1hr	TBC	Mount Panorama	TBC

## APPENDIX 5

## SRO SPORTING BOARD – RULES AND REGULATIONS

## INTERNAL REGULATIONS

## Article 1 – Purpose

The SRO 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 Monochrome GT4 Australia 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 SRO Sporting Board at each Event will consist of the following people or their representatives:

- The Permanent Chairman of the Stewards of the Monochrome GT4 Australia 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 SRO 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 Monochrome GT4 Australia 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 SRO 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 SRO 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 the Series Promoter, 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
- The SRO Technical Director
- The Series General Manager

#### 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.

## 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 SILVER / SILVER Drivers - Race winning AM/AM Drivers
- b) Second place PRO/ AM Drivers - Second place SILVER / SILVER Drivers – Second place AM/AM Drivers
- c) Third place PRO/ AM Drivers – Third place SILVER / SILVER Drivers – Third place AM/AM Drivers

During the podium ceremony, the following Trophies will be awarded for race 2:

- a) Race winning PRO/ AM Drivers – Race winning SILVER / SILVER Drivers - Race winning AM/AM Drivers
- b) Second place PRO/ AM Drivers - Second place SILVER / SILVER Drivers – Second place AM/AM Drivers
- c) Third place PRO/ AM Drivers – Third place SILVER / SILVER Drivers – Third place AM/AM Drivers

**APPENDIX 7****MANDATORY TECHNICAL EQUIPMENT – MONOCHROME GT4 AUSTRALIA – SUPPLIER DETAILS****TYRES**

PIRELLI is the sole tyre supplier for the Monochrome GT4 Australia Series.

The specification of the 2024 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 Monochrome GT4 Australia Series.

The mandatory fuel is: 98 RON

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 \*Note this is for endurance races only**

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 Monochrome GT4 Australia Series 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****RMC FREQUENCIES**

GT4 RMC – 465.925 / Tone 192.8 \*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****DRAFT 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.

**MONOCHROME GT4 AUSTRALIA 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 your garage(s) 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 if possible.

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 :

