

FIA GT CHAMPIONSHIP 2004 SPORTING REGULATIONS

The FIA will organise the FIA GT Championship reserved for Grand Touring (GT) and N-GT cars (the Championship), which is the property of the FIA. The Championship comprises one title of FIA GT Champion for Drivers, one title of FIA GT Champion for Teams, a N-GT Cup for Drivers and a N-GT Cup for Teams.

The Championship is governed by the FIA International Sporting Code and its appendices (the Code), the Circuit General Prescriptions, the Grand Touring Car (GT) and the N-GT Technical Regulations (Art. 258 and 257 of the Appendix J), and the present Sporting Regulations specific to the Championship.

CHAMPIONSHIP EVENTS

Save in exceptional circumstances, the Championship will be made up of races:

- with a distance of 500 km or a maximum duration of three hours,
- with a duration of a maximum of 24 hours for the Spa race.

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

The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed distance is completed or the prescribed period ends. Except for the Spa 24-hour race, however, if three hours have elapsed before the 500 km distance has been completed, the chequered flag shall be shown to the race leader when he crosses the Line. The Line is a single line which crosses both the track and the pit lane.

REGULATIONS

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

2. These Sporting Regulations were published on 1st January 2004 and come into force immediately and replace all previous Sporting Regulations regarding this Championship.

GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Circuit General Prescriptions, the Technical Regulations and the present Sporting Regulations.

GENERAL CONDITIONS

4. If a competitor is unable to be present in person at the Event he must nominate his representative in writing.

It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the Technical Regulations and the Sporting Regulations.

Throughout the entire duration of the Event a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

5. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.

6. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.

LICENCES

8. All drivers must hold current and valid FIA licences (minimum requirement a grade C licence) and, where applicable, valid licences and/or authorisations issued by their ASN.

CHAMPIONSHIP EVENT

9. Events are reserved for Grand Touring Cars (including the N-GT class) as accepted by the FIA. Catalytic exhausts and the observance of noise limitations (as in Articles 257.5.7.1 and 5.7.2 and 258.5.7.1 and 5.7.2 of the Appendix J) are not mandatory. For the 24-hour race, cars from national GT Championships and cups will be eligible as long as their performances are inferior to the FIA GT and N-GT cars and that they comply fully with their original series' Regulations and with the safety specifications of the FIA GT and N-GT Technical and Sporting Regulations.

10. Each Event will have the status of a restricted international competition.

11. An Event which is cancelled with less than three months written notice to the FIA will not be considered for inclusion in the following year's Championship unless the FIA judges the cancellation to have been due to "force majeure".

GT CHAMPIONSHIP

12.a) The FIA GT Championship driver's title and the N-GT Cup for Drivers respectively will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have taken place.

Any driver taking part in the Championship may score points provided that he has driven for at least 20 % of the distance covered by his car. In the case in which a race is stopped, for each team a ½ point will be awarded in a team to the driver(s) who has (have) not raced.

b) The FIA GT Championship team's title and the N-GT Cup for Teams respectively will be awarded to the team which has scored the highest number of points, taking into account all the results obtained by a maximum of two cars per team during the Events which have actually taken place.

c) For each title, there will be a separate classification.

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

1 st :	10 points
2 nd :	8 points
3 rd :	6 points
4 th :	5 points
5 th :	4 points
6 th :	3 points
7 th :	2 points
8 th :	1 point

For the 24-hour race, a double allocation of points in three parts will be awarded for all titles. One quarter of these points will be allocated according to the classification of the race after six hours, one quarter after twelve hours, and the remainder at the end of the race.

Position	After 6 hours	After 12 hours	After 24 hours
1 st	5	5	10
2 nd	4	4	8
3 rd	3	3	6
4 th	2,5	2,5	5
5 th	2	2	4
6 th	1,5	1,5	3
7 th	1	1	2
8 th	0,5	0,5	1

14. If a race is stopped under Articles 151 and 152, and cannot be restarted, no points will be awarded in case A, half points will be awarded in case B and full points will be awarded in case C.

15. The winning teams with their drivers must be present at the annual FIA Prize Giving ceremony. Any such driver who is absent will be liable to a fine. All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.

DEAD HEAT

16. Prizes and points awarded for all the positions of competitors who tie, will be added together and shared equally.

17. If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:

The holder of the greatest number of first places,

If the number of first places is the same, the holder of the greatest number of second places,

If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges,

If this procedure fails to produce a result, the FIA will nominate the winner according to such criteria, as it thinks fit.

PROMOTER OF AN EVENT

18. An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will apply to the FIA.

ORGANISATION OF EVENTS

19. Each organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 90 days before the Event.

INSURANCE

20. The promoter of an Event must procure that all competitors, their personnel and drivers are covered by third party insurance.

21. Ninety days before the Event, the promoter must send the FIA details of the risks covered by the insurance policy, which must comply with the national laws in force. Sight of the policy must be available to the competitors on demand.

22. Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.

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

FIA DELEGATES

24. For each Event the FIA will nominate the following delegates:

- Technical Delegate;
- Safety Delegate;
- Press Delegate.

And may nominate:

- A Medical Delegate.

25. The role of the FIA 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 Championship are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

26. The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national Scrutineers.

OFFICIALS

27. The following officials will be nominated by the FIA and, during the Event, will deal only with FIA Championship races:

- Two International Stewards of a nationality different to that of the organiser (3 International Stewards for the Spa 24-hour Event).

In conformity with Article 134 of the Code, the Stewards of the meeting will officiate as a body under the authority of their chairman.

- A Race Director.

28. The following officials will be nominated by the ASN and their names sent to the FIA at the same time as the application to organise the Event:

One Steward from among the ASN's nationals (2 Stewards for the Spa 24-hour Event)

The Clerk of the Course.

29. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with his express agreement:

a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,

b) the stopping of any car in accordance with the Code or Sporting Regulations,

c) the stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out,

d) the starting procedure,

e) the use of the safety car.

30. The Race Director, the Clerk of the Course, the Technical Delegate and the national Steward must be present at the Event from the beginning of initial scrutineering, the two FIA Stewards for the beginning of drivers briefing.

31. The Race Director and the Clerk of the Course must be in race control and in radio contact with all marshals' posts at all times when cars are permitted to run on the track. The Stewards, the Technical Delegate and other officials must be in contact with the Race Director and Clerk of the Course at all times.

COMPETITORS' APPLICATIONS

32.a) The FIA GT Championship is intended primarily for private teams which are independent of the constructors and do not receive any financial aid from them. The constructors' involvement must be limited to selling cars, providing technical and logistic assistance via a client competition service, and making spare parts available.

b) A competitor who is traditionally linked with a constructor through a partnership contract or official support may be refused entry to the FIA GT Championship.

c) The cars entered in the FIA GT Championship may not be made available exclusively to just one team. A minimum of six cars must be sold to different teams, and delivered for the first Event of the season if ordered at least six months in advance. This Article does not apply to cars homologated via a technical passport issued to a private tuner.

d) Parts produced by constructors having cars homologated in the GT and N-GT categories must imperatively be offered for sale, and be able to be delivered simultaneously, to all the teams who are entered in the Championship using this same model of car. The FIA may demand a technical description of the parts concerned. Any breach of this rule may result in the imposition of a sanction by the FIA.

e) The number of competitors that may be entered for the season is limited to 36, to which may be added 2 (or more, if the limit of 36 is not reached), reserved as a priority for national competitors from the country in which the Event is run. The maximum number of competitors that may be entered per Event is thus 38, with the exception of the SPA 24-hour Event where a maximum limit of 68 is set.

Applications to compete in the Championship may be submitted to the FIA, each year, on an entry form as set out in Appendix 2 hereto.

Season entry forms must reach the FIA no later than 28 February, accompanied by 50% of the entry fee, the total of which is set at 44,100 Euros (forty-four thousand one hundred Euros) per car for the GT and N-GT categories. The remaining 50% must be paid at the latest 7 days before the first Event of the season. This season entry fee includes the mandatory entry in the Spa 24 Hours. The fee per Event per car is set at 4,100 Euros (four thousand one hundred Euros) whereas for the Spa 24 Hours it is set at 10,200 Euros (ten thousand two hundred Euros) for the GT and N-GT categories and other categories admitted to that Event. No more than two entries will be accepted from any one competitor in the same category.

The application shall include:

e1) confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them,

e2) the name of the team,

e3) the make of the competing car(s),

e4) the make of the engine(s),

e5) an undertaking by the applicant to participate in every Event with the number of cars entered.

f) If the number of entry applications exceeds the number of places available, the FIA will select the competitors according to the following criteria:

- the number of years they have been taking part in the FIA GT Championship,
- the team's and drivers' records of achievements,
- the originality of the entered cars in order to ensure the diversity of the field,
- the nationality of the competitors in order to favour varied national representation.

Competitors whose application has been rejected will be reimbursed for their entry fee within 20 days following the closing date for entries.

g) It is imperative that the cars that are entered for the season take part in all the Events, run over a distance of 500 km including the Spa 24 Hours. A competitor who does not report for scrutineering and the administrative checks, for any reason other than:

- a case of "force majeure" (the elements, social unrest..),
- an accident during the previous Event in the FIA GT Championship, as a result of which the car sustained damage, noted by the Championship Technical Delegate, that could not be repaired within the given time,
- prior notice, accompanying the season entry, that the competitor will be unable to be present for such or such an Event,

will carry a weight penalty of 60 kg for the GT category or 30 kg for the N-GT category for a first offence; a second offence may result in exclusion from the Championship for the rest of the season.

33. The competitors entered in the FIA GT Championship must respect a certain number of rules concerning the presentation of the team and the cars:

- drivers who are sharing the same car must wear overalls of identical colours,
- all the personnel of one and the same team must wear uniform track clothing,
- two cars belonging to one and the same team must bear decorations of a similar design, but may display different sponsors,
- the garages placed at the teams' disposal must be fitted out, with a floor covering and wall panels,
- the cars must always be in impeccable condition when presented for scrutineering. The front faces must be repainted or touched up between one Event and the next.

If in the opinion of the FIA a competitor fails to operate his team in a manner compatible with the standards of the Championship or in any way brings the Championship into disrepute, the FIA may exclude such competitor from the Championship forthwith.

PASSES

34. No pass may be issued except as agreed with the FIA. A pass may be used only by the person and for the purpose for which it was issued.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

35. In exceptional circumstances, the Stewards may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all the competitors who must acknowledge receipt.

36. All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

37. Any decision or communication concerning a particular competitor must be given to him within twenty five minutes of such decision and receipt must be acknowledged.

INCIDENTS

38. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:

- necessitated the stopping of a race under Article 151;
- constituted a breach of these Sporting Regulations or the Code;
- caused a false start by one or more cars;
- caused an avoidable collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

39.

a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an Incident shall be penalised.

- b) If an incident forms the subject of Stewards' enquiry, a message will be taken to the competitor who has to countersign it.
- c) If a driver is involved in a collision or Incident (see Article 38), and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.

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

- a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping in the pits.
- b) A 10-second time penalty. The driver must enter the pit lane, stop in the penalty zone for at least 10 seconds and then rejoin the race.

However, should either of the above penalties be imposed and notified in writing to the team representative during the last five laps, or after the end of the race, or, depending on the case for duration races, during the last 10 minutes, Article 41b) below shall not apply and an additional time penalty of 50 seconds shall be added to the elapsed time of the car concerned.

41. Should the Stewards decide to impose a time penalty, the following procedure shall be applied:

- a) The Stewards shall give written notification of the time penalty, which has been imposed to an official of the team concerned and shall make sure that this information is countersigned and the time noted on the notification.
- b) From the time the Stewards' decision is notified and signed by an official of the team, the relevant driver may cover no more than three complete laps before entering the pits and proceeding to the time penalty area where he shall remain for the period of the time penalty. During the time the car is stationary for the time penalty, it may not be worked on. However, should the engine stop, it may be started only after the time penalty period has elapsed, possibly with the help of an external source of energy, respecting Article 107.
- c) A pit stop due to a time penalty can under no circumstances be used for carrying out any activity whatsoever on the car. When the time penalty period has elapsed the driver may rejoin the race.
- d) Any breach of or failure to comply with Articles 41 b) or 41 c) may result in the car being excluded.

PROTESTS

42. Protests shall be made in accordance with Article 172 of the International Sporting Code.

SANCTIONS

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

DRIVERS AND CHANGES OF DRIVER

44. Throughout the Event, no fewer than two drivers and no more than three drivers in the 500-km races and four drivers in the 24-hour race (Except for case B as in Article 152) may drive one and the same car. The composition of the crew taking part in the Event must be notified to the Clerk of the Course at the end of scrutineering. During the Event, a driver may not change from one car to another.

45. After the closing time for scrutineering, a driver change may only take place with the consent of the Stewards. Any new driver may score points in the Championship.

DRIVING

46. Each driver must drive the car alone and unaided. The maximum continuous driving time per driver is 55% of the distance (rounded down to the nearest whole number of laps). For the 24-hour race the maximum continuous driving time per driver is three hours. After this period, a minimum of one hour rest is required. No driver can drive more than 12 hours in total during a 24-hour race.

A time penalty in the pits is imposed on any driver who exceeds this limit. This penalty is equal to the extra time.

NUMBER OF CARS PARTICIPATING

47. The number of cars allowed to practice and to start the race is as provided for in supplement n°2 of Appendix O to the Code (see Article 32 e).

RACE NUMBERS AND NAME OF CAR

48. Each car will carry the race number allocated by the FIA. Race numbers and advertising on the cars must be in conformity with the provisions of Chapter XVII of the International Sporting Code. GT cars will bear numbers 1 to 49 and N-GT cars will bear numbers 50 to 100.

For the 24-hour race, cars from national GT Championships or Cups will bear numbers 101 to 150.

When a car is shown on a 25-cm television monitor in such a way as substantially to fill the screen in at least one dimension, its race number must be clearly visible from the front and from each side of the car.

49. The name or the emblem of the make of the car must appear on the car. The names of the drivers and their national flags must appear on each side of the bodywork (in accordance with Article 208 of the International Sporting Code). The competitor's nationality must be clearly displayed on the cars in the form of a 30 cm x 20 cm sticker of the national flag, affixed to the right hand part of the front bumper unit.

50. The provisions of the Code relating to national colours shall not apply to the Championship.

SPORTING CHECKS

51. Each competitor must have all documents required by Article 8 available for inspection at any time during the Event.

52. At each Event, the FIA or the organiser will check all licences.

53. No competitor, driver or other person concerned with a car can be required to sign any waiver.

SCRUTINEERING

54. The list of competitors and drivers allowed to take part in qualifying practice will be published on the day before qualifying practice.

All cars must be weighed before participating in practice.

Competitors must present a technical passport for each of their cars entered in the Event.

55. Initial scrutineering of the car and competitors sporting checks will take place:

At least two days before the race for a minimum of 5 hours, in the garage assigned to each team. Unless the Stewards grant a waiver, competitors who do not keep to these time limits will not be allowed to take part in the Event. For the Spa 24 Hours Event, at the time and place announced in the Supplementary Regulations of the Event.

The road car must be present in the vicinity of the competitor's pit during one of the first three Championship Events in which the racing car is taking part, and at any Event specified subsequently.

56. No car may take part in the Event until the Scrutineers have passed it.

57. The Scrutineers may:

a) check the eligibility of a car or of a competitor at any time during an Event,

b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,

d) require a competitor to supply them with such parts or samples as they may deem necessary.

At any time during practice and at the end of the race, the car must contain at least 3 litres of petrol for the taking of fuel samples.

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

e) Checking of the air restrictor diameters:

1 - The competitors are obliged to equip their engines with intake restrictors as provided for in Articles 257 and 258 of the Appendix J. Any changes to restrictor sizes must be made within 20 days (including the day of notification) after the date of notification of the FIA's official decision. If the deadline falls in the middle of an Event, then the change must be made for the beginning of that Event.

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

3 - The restrictors to be checked and marked will be presented in the FIA garage during the weighing of the cars (see Article 58.6).

4 - The information entered on the label to be affixed to the technical passport at each Event is the responsibility of the competitor, who will sign it, once he has indicated: the cylinder capacity of the engine,

the number of valves, the minimum weight (and possible ballast) of the car, the diameter of the restrictors and, if applicable, the supercharging pressure.

5 - Each restrictor will be identified by means of a metal plaque indicating the "standards" of the Event and the serial number of the sealing. This number will also appear on the information label in the technical passport.

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

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

7 - At the end of each free practice or qualifying practice session, the cars must be available for checking. After the finish of the race, all classified cars are placed in the Parc Fermé for checking. The presence of a team official is required.

58. Data recorder

1 - A data recorder homologated by the FIA must be used during the Championships. These devices will serve exclusively for the storage of data and will be used confidentially by the FIA alone.

These devices must be installed in strict compliance with the relevant instructions. One of the sensors mentioned in the installation instructions must obligatorily be used.

It will be the responsibility of each participant to obtain this device, to install it and to make it work correctly.

Cars eligible to take part in GT must be equipped with this device.

2 - At the end of each free practice or qualifying session, the cars must be made available for checking. After the finish of each race, all cars classified will be placed in the Parc Fermé for checking. An official from the car's team must be present.

3 - This device will measure:

- the engine speed
- the speed of the four wheels (for this purpose, sensors will be fitted on the car following the instructions given by the FIA)
- the gear ratio engaged
- the depression in the air box
- the position of the accelerator.

One or two channels will remain free for possible additional sensors.

59. 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 by the competitor for scrutineering approval.

60. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.

61. 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.

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

TYRE LIMITATION DURING THE EVENT

63.

a) For free and qualifying practice sessions, no more than four sets of dry-weather tyres per car in the 500-km races and five sets of dry-weather tyres per car in the 24-hour race may be used.

b)

1 - Before the start of free practice, each competitor may mark two sets of dry-weather tyres in his assigned pit (Sets A and B) for the 3-hour or 24-hour races.

2 - Before the start of qualifying, each competitor may have the following marked behind the scrutineering pit:

- two sets of dry-weather tyres (sets C and D) or
- three sets of dry-weather tyres (sets C, D and E) for the 24-hour race.

3 - The FIA Technical Delegate will choose one set of tyres, either set C or set D (or set E for the 24-hour race), with which the competitor's car will start the race, and will mark them "S". For qualifying, only sets C and D (and E) may be used (this also applies if the session takes place on a "wet" track and the competitor decides to use dry-weather tyres). In order to use the sets marked A and B on the day before the race, competitors must erase that marking and these tyres may be re-presented for marking as C and D (and E).

The times for marking will be posted on the official notice board and indicated in the detailed timetables appended to the Supplementary Regulations of the Event.

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

Tyre width:

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

Any tyre not satisfying this definition is considered as a dry-weather tyre.

Each tyre manufacturer must provide the FIA with a 1:1 scale legality drawing of all profile types he wishes to use. Wet-weather tyres may only be used after the track has been declared wet by the Race Director. These wet-weather tyres will not be marked.

d) No unmarking of a tyre and no replacement of a marked tyre will be permitted unless accepted by the Stewards, for exceptional reasons presented in writing to the FIA Technical Delegate.

e) Markings of tyres made by the competitors may only be of a white colour.

64. The use of tyres without appropriate identification is forbidden. During the free practice and qualifying sessions, the drivers must stop their cars to have their markings checked at the end of the pit lane before taking to the track. For the start of the race, on the grid (and/or at the pit exit during at least the first 2 laps) at least 3 of the 4 tyres specially marked before qualifying practice (see Article 63 b) -3) must be fitted on the car.

65. There is no limitation on the number of tyres available for the race day (warm-up and the race).

LIMITATION OF THE NUMBER OF ENGINES DURING THE EVENT

66. Only one engine, as defined in article 105 of these regulations, per car and per event will be authorised throughout the season. This engine will be paired with the chassis during the event concerned. Each engine, as defined in article 105, will be sealed by the FIA Technical Delegate during scrutineering for the 1st event in which the competitor is entered (except for the Spa 24-hour event).

Any breaking of one or more seals during the event must be declared to the FIA Technical Delegate as soon as possible, on pain of a sanction which may go as far as exclusion.

Breaking the seals before the start of the race will automatically result in the competitor concerned being moved to the back of the starting grid. The order of such competitors on the starting grid will be determined by the Stewards of the meeting in chronological order of declaration of the broken seals.

At the following event, previously sealed engines will not be sealed again. For these engines, the breaking of the seals in the event of effective engine failure, and subject to having been declared beforehand, will not be penalised and a repair or change of engine will be authorised.

Any engine change that the Stewards consider to be improper may be penalised.

WEIGHING

67. The weight of any car may be checked during the Event as follows:

All drivers entered in the Championship will be weighed, wearing their complete racing apparel, at the first Event of the season. If a driver is entered later in the season, he will be weighed at his first Event. The weights of the drivers will then be entered into a list, which is under the control of the FIA Technical Delegate. To identify which driver is on board the car, each driver of one and the same car will bear on both sides of his helmet a numbered sticker.

a) During and after qualifying practice:

1) the FIA Technical Delegate will install weighing equipment, in the pit lane in an area as close to the first pit as possible; this area will be used for the weighing procedure;

2) the FIA Technical Delegate after consultation with the Stewards will select cars to undergo the weighing procedure. The FIA Technical Delegate will inform the driver by means of specific lights that his car has been selected for weighing;

3) having been informed that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine;

- 4) the car will then be weighed and checked, and the result will be given to the driver in writing;
- 5) if the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed;
- 6) a car or driver may not leave the weighing area without the consent of the FIA Technical Delegate.
- b) After the race: the Stewards will instruct the Technical Delegate to weigh cars classified in the first three.
- c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the driver will be excluded from the Event save where the deficiency in weight results from the accidental loss of a component of the car due to "force majeure".
- d) No solid, liquid, gas or other substance or matter of any nature whatsoever 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, after the race, in accordance with the prescriptions of Article 258-4.4 and Art. 257-4.4 of the Technical Regulations).
- e) Only Scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.
- f) A car must carry either an on-board camera or equivalent ballast that is situated in the same location as the camera would have been, when the weight of that equipment exceeds 3 kg.

68. Any breach of these provisions for the weighing of cars may result in the exclusion of the car concerned.

HANDICAP WEIGHTS

69. In each category, a handicap weight will be allocated to drivers/cars finishing in the top three places in a race counting towards the Championship, depending on the classification at the finish and determined according to the following scale. These specific weights will be applied to the car and/or to each of the driver(s) concerned and will be added to the recorded weight of his car for at least the following Event in the Championship. The handicap ballast for each driver and each car will feature on a specific list which will be drawn up by the FIA officials after each Event. Any resulting increase or reduction in weight will take effect from the following Event in the Championship. The weight carried on board the car will correspond either to the weight applied to the car or to that applied to the driver, whichever is the greater.

For the Spa 24-hour Event, all previous weight handicaps will be disregarded. Weight handicaps will however be calculated as being for one and the same Event and applied at the end of that Event according to the results achieved, using the scale of handicap weights defined in Article 75c). These weights will be added to or deducted from the totals of the weights acquired at the end of the race preceding the 24-hour race and will apply to the Event immediately following the 24-hour race.

In each category, competitors that have not been entered for the whole of the Championship will be allocated on their first participation a minimum handicap weight according to the following scale:

a) GT

At the 3 rd Event in the Championship	+20 kg
At the 4 th Event in the Championship	+30 kg
At the 5 th Event in the Championship	+40 kg
At the 6 th Event in the Championship and others	+60 kg

b) N-GT

At the 3 rd Event in the Championship	+10 kg
At the 4 th Event in the Championship	+15 kg
At the 5 th Event in the Championship	+20 kg
At the 6 th Event in the Championship and others	+30 kg

This does not include the 24-hour race.

NB: A competitor who leaves the Championship and later rejoins it will be considered as a new competitor on his return to the championship and will be given the corresponding handicap weight.

70. The scale of handicap weights for each race is as follows:

a) GT

1 st	+ 40 kg
2 nd	+ 30 kg
3 rd	+ 20 kg

- b) N-GT**
- | | |
|-----------------|---------|
| 1 st | + 20 kg |
| 2 nd | + 15 kg |
| 3 rd | + 10 kg |

71. If a car is excluded, no points and no variation in the handicap ballast (car, driver) will be allocated.

72. If only half of the Championship points are awarded in a race (when a race has been stopped), the handicap weights are divided by two.

73. The maximum handicap weight that can normally be attributed is 100 kg for GT and 50 kg for N-GT; nevertheless, for GT cars, an additional 50 kg will be added to reach a total weight of 150 kg if a car or its driver(s) already ballasted with the maximum handicap of 100 kg wins an Event. For N-GT cars, an additional 25 kg will be added to reach a total weight of 75 kg if a car or its driver(s) already ballasted with the maximum handicap of 50 kg wins an Event. If, despite the allocation of these additional weights, the car wins the following Event in one category or the other, a reduction of the restrictor size will be imposed by the Bureau in the conditions defined in Article 79 b) of these Regulations. A handicap weight exceeding the maximum handicap weight cannot be applied to a driver's car, even if this driver finishes among the top three

74. The handicap weights allocated can only be cancelled or reduced if the drivers/car does not finish among the top three in the subsequent races in which the driver(s)/car is taking part. A competitor is considered to be a participant as soon as he crosses the Line once the start signal has been given, or as soon as he passes the level of the signalling lights at the pit lane exit during a race. If a competitor only takes part in practice, he is not allowed to reduce the weight for him and for his car for the following Event.

75. Handicap weights will be reduced for each race according to the following scale:

a) GT

- | | |
|-----------------|---------|
| 4 th | - 20 kg |
| 5 th | - 30 kg |
| 6 th | - 40 kg |
| 7 th | - 40 kg |
| 8 th | - 40 kg |
| 9 th | - 40 kg |

Until the last car.

b) N-GT

- | | |
|-----------------|---------|
| 4 th | - 10 kg |
| 5 th | - 15 kg |
| 6 th | - 20 kg |
| 7 th | - 20 kg |
| 8 th | - 20 kg |
| 9 th | - 20 kg |

Until the last car.

c) Weight handicaps to be calculated globally and applied at the end of the Spa 24 Hours

GT Classification after 6 hours	GT Classification after 12 hours	GT Final Classification
1 st + 20 kg	1 st + 20 kg	1 st + 40 kg
2 nd + 15 kg	2 nd + 15 kg	2 nd + 30 kg
3 rd + 10 kg	3 rd + 10 kg	3 rd + 20 kg
4 th - 10 kg	4 th - 10 kg	4 th - 20 kg
5 th - 15 kg	5 th - 15 kg	5 th - 30 kg
6 th - 20 kg	6 th - 20 kg	6 th - 40 kg
7 th - 20 kg	7 th - 20 kg	7 th - 40 kg
8 th - 20 kg	8 th - 20 kg	8 th - 40 kg
9 th - 20 kg	9 th - 20 kg	9 th - 40 kg
until the last car.		

N-GT Classification after 6 hours	N-GT Classification after 12 hours	N-GT Final Classification
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1 st	+ 10 kg	1 st	+ 10 kg	1 st	+ 20 kg
2 nd	+ 7.5 kg	2 nd	+ 7.5 kg	2 nd	+ 15 kg
3 rd	+ 5 kg	3 rd	+ 5 kg	3 rd	+ 10 kg
4 th	- 5 kg	4 th	- 5 kg	4 th	- 10 kg
5 th	- 7.5 kg	5 th	- 7.5 kg	5 th	- 15 kg
6 th	- 10 kg	6 th	- 10 kg	6 th	- 20 kg
7 th	- 10 kg	7 th	- 10 kg	7 th	- 20 kg
8 th	- 10 kg	8 th	- 10 kg	8 th	- 20 kg
9 th	- 10 kg	9 th	- 10 kg	9 th	- 20 kg
until the last car.					

76. A handicap weight shall not be reduced by more than 40 kg per Event in the GT category and by more than 20 kg per Event in the N-GT category (including the Spa 24 Hours).

77. If a driver changes category in the course of the season, the handicap weights acquired previously will be multiplied by 2 if he was entered in the N-GT category or divided by 2 if he was entered in the GT category.

78. If only half of the Championship points are awarded in a race (when a race has been stopped), the handicap weight reductions will be divided by two.

BALANCE OF PERFORMANCE

79. In order to maximise equality of performance, the Bureau reserves the right to adjust the following for each competitor:

- a) minimum weight of the car (Article 257-258 - Technical Regulations)
- b) air restrictor sizes (Article 257-258 - Technical Regulations)

Any changes to restrictor sizes must be made within 20 days (including the day of notification) after the date of notification of the FIA's official decision. If the deadline falls in the middle of an Event, then the change must be made for the beginning of that Event.

- c) fuel tank capacity.

- d) also, in order to balance performances in a fair way, the Bureau reserves the right (under the conditions specified in paragraph b)) to introduce, for each of the competitors, any other technical restriction it may deem necessary.

With the aim of quantifying this optimisation, the FIA reserves the right to ask each competitor to provide the following information:

- a) the characteristics of the tyres
- b) the weight and distribution of mass
- c) the power curve
- d) the drag
- e) the lift
- f) the lift distribution

This information will be used to simulate the lap times and performances of the cars on all the circuits in the Championship.

Any competitor who deliberately gives false information may be given a sanction by the FIA.

GENERAL CAR REQUIREMENTS

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

- a)** legible messages on a pit board;
- b)** body movement by the driver;
- c)** lap trigger signals from the pits to the car;

Lap marker transmitters shall be battery powered and once operating must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information.

Such lap triggers shall use a transmitter operating with a carrier frequency above 10GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to the car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;

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

e) electromagnetic radiation between 2.0 and 2.7GHz is forbidden save with the written consent of the FIA.

GENERAL SAFETY

- 81.** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.
- 82.** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 83.** Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 84.** During practice and the race, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 85.** A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 86.** Repairs to a car may only be carried out inside or outside the pits on the inner pit lane, or as provided for in Articles 151 e) or 152 e).
- 87.** The organiser must make at least two fire extinguishers of 5 kg capacity available at each such pit and ensure that they work properly.
- 88.** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the inner pit lane or on the starting grid.
- 89.** At no time may a car be reversed in the pit lane under its own power.
- 90.** During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the green lights being illuminated and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
- a) marshals or other authorised personnel in the execution of their duty;
 - b) drivers when driving or under the direction of the marshals.
- 91.** During an Event, the engine may only be started with the starter, except in the pit lane where the use of an external source of energy is allowed, including for a Stop and Go penalty, under the conditions provided for in Article 107.
- 92.** Drivers taking part in practice and the race must always wear the clothes and helmets specified in the Code. Drivers sharing the same car must wear overalls of identical colours. The checking of the drivers' equipment is carried out when the cars are checked in the pit of each competitor by the Scrutineers.
- 93.** Teams will be required to demonstrate to the satisfaction of the Chief Medical Officer or the FIA Medical Delegate that the necessary access can be gained in order to secure, within no more than 3 minutes, the airway of each of its drivers entered in the Championship, with the driver in the normal driving position in the car.
This may be enabled either by the removal of the driver's helmet in the test conditions described below, or by the wearing of an open-face or other design of helmet (certified to an FIA-approved standard) which permits access.
Failure to establish that this necessary life-saving manoeuvre can be accomplished will be reported to the Stewards of the meeting.
TEST FOR HELMET REMOVAL (with HANS system)
With the driver seated in his normal driving position in the car which he is entered to race, wearing a cervical collar appropriate to his size and with the seat harness tightened, a member of the medical service must demonstrate that the helmet which the driver will wear in the race can be removed from his head without bending the neck or spinal column.
- 94.** A speed limit of 60 km/h in practice, warm-up and in the race will be enforced in the pit lane. During practice and reconnaissance laps, any driver who exceeds the limit will be penalised. During the race, the Stewards may impose any penalty on any driver who exceeds the limit.
- 95.** If a driver has serious mechanical difficulties during practice or the race he must leave the track or return to his pit as soon as it is safe to do so.

96. The car's rear rain light must be illuminated at all times when it is running on wet-weather tyres on a track that has been declared a "wet track".

97. Only six team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race. People under 16 years of age are not allowed in the pit area.

98. Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden in the pit area and on the track and in any spectator area.

99. The Race Director, the Clerk of the Course or the FIA Medical Delegate can require a driver to undergo a medical examination at any time during an Event.

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

PIT LANE

101.

a) Depending on the number of pits available, the allocation will be made according to:

- the team's placing in the previous year's classification for the first two races of the season
- the team's classification in the current Championship in each category from the third race of the season onwards.

b) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane", and is the only area where any work may be carried out on a car.

c) Competitors must not paint lines on any part of the pit lane.

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

e) Team personnel are allowed in the pit lane a maximum of 1 lap before they are required to work on a car and must withdraw as soon as the work is complete (at the latest 1 lap after). The supporting arms may not exceed 4 metres in length (measured from the inner lane pit wall) and they must be positioned at least 2 metres above the ground.

f) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.

FUEL, REFUELLING AND PIT ASSISTANCE

102. Throughout the duration of the Event, all competitors must use the fuel supplied by the organiser.

103. Refuelling is allowed in the pits only or in the location provided on the pit lane, save as provided for in Articles 153 and 154. Any refuelling may only be carried out either at the beginning or at the end of a pit stop. While refuelling is being carried out, the car must remain on its wheels.

The driver may remain in his car throughout refuelling but the engine must be stopped. The competitor must ensure that an assistant with an extinguisher (minimum capacity, 5 kg) ready to work is beside the car throughout refuelling and that during the refuelling stop, all refuelling personnel (a maximum of two persons), specifically designated for this operation, are wearing fireproof overalls, gloves and balaclavas (specified and approved by the FIA), and helmets incapable of being confused with drivers' helmets.

Before and during any refuelling operation, the car must be electrically earthed.

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

The tower's centre of gravity and the centre of the area defined by the feet of the tower are not more than 10 cm apart in the vertical plane (See Appendix J 258A-6.4).

104. All fuel stocked in the pits must be in leak-proof containers which have been tested to a pressure of three atmospheres. During the race, any refuelling in the pit lane must be carried out with one independent tank per pit in accordance with Appendix J, 258A-6.4.

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

- the engine, i.e. the cylinder head(s), oil pan and engine block, parts that will be attached together by means of a seal,
- the chassis or the monocoque structure.

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

- It must fit into a parallelepiped of 4m x 2m x 1.5m;
- No part of the cupboard system must be situated inside the pit or on the grid;
- There must be only one system for heating the interior of the cupboard. It must be a forced air system and must run on electricity, fuel oil or gas;
- The cupboard must be made from non-flammable materials.

106. Pit lane stop:

a) Refuelling:

- A maximum of two mechanics from the team of the participating car shall refuel the car. During refuelling, one mechanic may help the driver to fasten his seat belt and one mechanic may clean the windscreen.
- One technician may download the onboard data.

b) Tyres:

- A maximum of two mechanics from the team of the participating car shall change its tyres.

c) Repairs and maintenance:

For maintenance operations and repairs, apart from those concerning refuelling and tyre changes, a maximum of four mechanics from the team of the participating car may work on the car.

No autonomous equipment may operate without its assistant.

- A maximum of two technicians (tyres and/or brakes), external to the team, may conduct visual checks on the car.

All the persons mentioned above must have been issued with and be wearing special FIA identification.

They must also wear fire-resistant overalls, balaclavas and glasses.

Except when work is carried out on a car, all personnel must remain inside the pit.

All other team members standing in the working area ("inner lane", Article 100 b) delimited by a white or yellow strip separating the pit from the "inner lane", will be considered as working on the car, as will a driver if he performs any work on the car, and counted as a mechanic. A penalty may be imposed on a team for any additional team member.

There is no limitation on the number of mechanics when the car is inside the pit. During that time, the fact of lowering the garage door on the pit lane side may be considered as indicating a definitive retirement. When the car is ready to rejoin the race, it must be pushed in front of the pit and parked on the working area in the inner lane parallel to the pit lane and the engine must be restarted by the driver alone.

A team manager may oversee the work of the mechanics in front of the car.

107. During any pit stop, the driver is obliged to turn off his engine.

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

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

108. Replenishment of lubricant and various fluids is allowed during the race.

109. Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refuelling may result in the exclusion of the car and driver (s) concerned from the Event. One marshal per competing car will be present to check that the rules relating to pit lane assistance and refuelling are respected.

FREE PRACTICE, QUALIFYING PRACTICE AND WARM UP

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

111. No driver may start in the race without taking part in qualifying practice, except in a case of "force majeure" duly recognised as such by the Stewards.

112. During practice, systematic controls on the tyre markings will be carried out before the cars take to the track, and there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

113. Any testing is banned on the Championship circuits twelve weeks prior to the Event with the exception of a one or two day official testing session proposed by the FIA.

This testing session will be organised by the Championship organiser no later than three weeks prior to the Event.

All the teams will be invited to this session, the costs of which will be divided among the participants.

114. There are two one-hour and a half free practice sessions which take place two days before the race. For the 24-hour Event a special schedule will be arranged.

115. There are two 45-minute qualifying practice sessions which take place the day before the race. For the 24-hour Event a special schedule will be arranged.

116. Warm-up: one free practice session of 15 minutes for the 500-km races and 20 minutes for the 24-hour race on the morning of the race day.

117. Under no circumstances can a delay in the free practice session (warm-up) or other difficulty on race morning result in a change to the starting time of the race.

118. The use of a heating cupboard for preheating the tyres is authorised subject to the conditions set out in Article 105.

119. 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.

120. The Race Director or the Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director or the Clerk of the Course may decline to prolong the practice period after an interruption of this kind with the agreement of the Stewards.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

121. All cars abandoned on the circuit during the first free practice session and/or the first qualifying session will be brought back to the pits during the interval and may participate in the subsequent session.

122. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

123. All laps covered during qualifying practice will be timed to determine the car's position at the start in accordance with the prescriptions of Article 128.

With the exception of a lap in which a red flag is shown (see Article 151), each time a car crosses the Line it will be deemed to have completed one lap.

STOPPING THE PRACTICE

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

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

At the end of the practice session all drivers may cross the Line only once.

PRESS CONFERENCES

125. A minimum of three and a maximum of six drivers and/or team personalities, will be chosen by ballot or rota by the FIA press delegate during the Event and must make themselves available to the media for a press conference in the media centre for a period of one hour, at a time to be specified in the Event Regulations.

126. Immediately after qualifying practice, the first three drivers in qualifying in each class (GT and N-GT) will be required to make themselves available for television interviews in the unilateral room and then attend a press conference in the media centre for a maximum period of 30 minutes.

THE GRID

127. At the end of qualifying practice, the fastest time achieved by each driver will be published officially.

128. The grid will be drawn up in the order of the fastest time achieved by each car and according to the prescriptions of Article 115. Should two or more cars have set identical times, priority will be given to the one, which set it first.

129. The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA.

130. Any driver whose best qualifying lap exceeds 130 % of the fastest time may be allowed to take part in the Warm Up or in the race. The Stewards may also allow a driver who has made a lap time exceeding this limit in a previous free practice session or Warm Up to take the start. Should more than one driver be accepted in this manner, the Stewards will determine their order. In neither case may a team appeal against the stewards' decision.

131. The final starting grid will be published 30 minutes after the warm-up on race day. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and, in any Event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn the grid will be closed up accordingly.

132. The grid will be in a staggered 2 x 2 formation and the rows on the grid will be separated by at least 4 metres.

133. Any car, which has not taken up its position on the grid by the time the 5-minute signal is shown, will not be permitted to do so and must start from the pits.

BRIEFING

134. A briefing by the Race Director will take place at least one hour before the first free practice for the 500-km Events and after scrutineering the day before the first free practice for the 24-hour Event. All drivers entered in the Event, and their competitors' appointed representatives, must be present throughout the briefing; any absence may result in exclusion from the race. If the Race Director considers that another briefing is necessary, this will take place after the end of the warm-up. The competitors will be informed accordingly.

STARTING PROCEDURE

For the 24-hour race, the starting procedure will be described in the Supplementary Regulations.

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

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

136. 12 minutes before the starting time, a warning signal announcing the closing of the pit lane exit in 2 minutes will be given.

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

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

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

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

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

When the five-minute signal is shown, all cars must have their wheels fitted and resting on the ground.

After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five-minute signal must start the race from the back of the grid or the pit lane.

When the one minute signal is shown, engines will be started and all team technical staff must leave the grid.

139. Thirty-second board: 30 seconds after this board a green flag will be shown at the front of the grid whereupon the cars will begin a formation lap with the organiser's official car leading, maintaining their starting order. A race-closing car will follow the cars. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

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

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

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

Yellow flags will be displayed at all observation posts. The speed of the organiser's official car must be around 80 kph during the formation lap.

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

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

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

During the formation lap the red light will be on. No car may overtake another one until it has passed the green light at the Line.

142. There will be a rolling start. The starting signal will be given by means of starting green lights activated under the control of the permanent starter.

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.

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

The original race distance will be reduced by two laps.

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

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

a) If the track is dry throughout all practice sessions but becomes wet (or vice-versa) after the end of the warm-up and at least 30 minutes before the starting time, a 15-minute free practice session will be allowed.

b) If it starts to rain after the five-minute board but before the green light and, in the opinion of the Race Director, the teams should be given the opportunity to change tyres, a "START DELAYED" sign will be shown on the Line and the starting procedure will begin again at the 10-minute point. If necessary the procedure set out in Article 138 will be followed.

c) 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 treaded tyres, the Race Director may delay the start of the race by causing the "START DELAYED" board to be shown simultaneously with a "10" board with a red background.

This "10" board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that ten-minute period, a "10" board with a green background will be shown. The "10" board with a green background will mean that the green flag will be deployed in ten minutes.

Five minutes after the "10" board with the green background is shown, the starting procedure will begin and the normal starting procedure boards (i.e. 5, 3, 1 min., 30 second) will be shown.

If however, the weather conditions have not improved within ten minutes after the "10" board with the red background was shown, the "10" board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

This procedure may be repeated several times.

At any time when a "10" board (with either a red or green background) is shown, it will be accompanied by an audible warning.

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

THE RACE

147. A race will not be stopped in the Event of rain unless the circuit is blocked or it is dangerous to continue (see Article 151).

148. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

149. During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

SAFETY CAR

150. Refer to Article 5, Chapter II of Appendix H.

STOPPING THE RACE

151. Should it become necessary to stop the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag and the flashing yellow lights to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts.

When the signal is given to stop, all cars shall immediately reduce speed in the knowledge that:

- the race classification will be that at the end of the penultimate lap before the lap in which the signal to stop the race was given,
- race and service vehicles may be on the track,
- the circuit may be totally blocked because of an accident,
- weather conditions may have made the circuit undriveable at racing speed.

152. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

Case A: Less than two full laps. If the race can be restarted, Article 153 will apply.

Case B: Two or more full laps but less than 75% of the race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article 154 will apply.

Case C: 75% or more of the race distance (rounded up to the nearest whole number of laps) or after 18 hours of racing for 24-hrs races. The cars will be sent directly to the Parc Fermé and the race will be deemed to have finished when the leading car crossed the Line for the penultimate time before the race was stopped.

RESTARTING A RACE

153. Case A

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full original race distance.
- c) The drivers who are eligible to take part in the race shall be eligible for the restart in their original car.
- d) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either:
 - the pit lane or;
 - if the grid is clear, to their original grid position or;
 - if the grid is not clear, to a position behind the last grid position as directed by the marshals.
- e) All cars may be worked on.

- f) No refuelling will be allowed.
- g) Any driver who was forced to start from the back of the grid or the pit lane during the original start may start from his original grid position.

154. Case B

- a) The race shall be deemed to be in two parts, the first of which finished when the leading car crossed the Line for the penultimate time before the race was stopped.
- b) The distance of the second part will be the distance of the original race less the first part.
- c) The grid for the second part will be a standard grid with the cars arranged in the race order at the end of the lap prior to that during the signal to stop was given.
- d) Only cars, which took part in the original start, will be eligible and then only if they returned under their own power by an authorised route to either:
 - the pit lane or;
 - to a position behind the last grid position as directed by the marshals.
- e) Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the car's correct grid position and must in no way impede the re-start.
- f) If a car returns to the pits it may be refuelled. If a car is refuelled it must take the re-start from the back of the grid and, if more than one car is involved, their positions will be determined by their order on the penultimate lap before the race was stopped. If one or more cars are withdrawn or missing, the grid will be closed up accordingly.

155. In both Case A and Case B:

- a) 10 minutes after the stop signal, the pit exit will close.
 - b) 15 minutes after the stop signal, the five-minute signal will be shown, the grid will close and the normal start procedure will recommence.
 - c) Any car, which is unable to take up its position on the grid before the 5-minute signal, will be directed to the pits. It may then start from the pits.
- The organiser must have sufficient personnel and equipment available to enable the foregoing timetable to be adhered to even in the most difficult circumstances.

FINISH

- 156.** The end-of-race signal will be given at the Line as soon as the leading car has completed the full race distance/duration. Spa 24-hour Event:
- for the classification after 6 and 12 hours, the leader must cross the line after the 6th and 12th hours have passed (see Article 162)
 - if a car stops or retires on the circuit or in the pits after 6 or 12 hours, it must go to the Parc Fermé as soon as possible.

157. Should for any reason (other than under Article 151) the end-of-race signal be given before the leading car completes the scheduled distance or before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

158. After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without stopping, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary). Any classified car, which cannot reach the Parc Fermé under its own power, will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

PARC FERME

159. Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.

160. When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.

161. The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

CLASSIFICATION

162. The car placed first will be the one having passed the Line in the lead at the end of the race. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

163. If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by such a car.

164. Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified (except in the Spa 24-hour Event).

165. The official overall classification and each class classification (GT and N-GT) will be published after the race. These will be the only valid results subject to any amendments which may be made under the Code and these Sporting Regulations.

PODIUM CEREMONIES

166. The drivers finishing the race in 1st, 2nd and 3rd positions in each class (GT and N-GT), and a representative of the winning team in each class (GT and N-GT) must attend the prize-giving ceremony on the podium and abide by the podium procedure set out in Appendix 3, and immediately thereafter make themselves available for a period of 90 minutes for the purpose of unilateral television interviews and the press conference in the media centre.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 19

PART A

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Event.
4. Start time of the race.
5. Address and telephone, fax and telex numbers to which enquiries can be addressed.
6. Details of the circuit, which must include:
 - location and how to gain access,
 - length of one lap,
 - number of laps in the race,
 - direction (clockwise or anti-clockwise),
 - location of pit exit in relation to Line.
7. Precise location at the circuit of:
 - Stewards' office,
 - FIA office,
 - Parc Fermé,
 - drivers' and competitors' briefing,
 - official notice board,
 - winner's press conference.
8. List of any trophies and special awards.
9. The names of the following officials of the Event appointed by the ASN:
 - Stewards of the meeting,
 - Clerk of the Course,
 - Secretary of the meeting,
 - Chief National Scrutineer,
 - Chief National Medical Officer.

PART B

1. FIA Stewards of the meeting,
2. Race Director,
3. Technical Delegate,
4. Press delegate.

and if appropriate,

Medical delegate.

APPENDIX 2

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ENTRY FORM FOR THE 2004 FIA GT CHAMPIONSHIP

THE APPLICANT

Full Company Name

Country of Incorporation

Registration Number

Date of Incorporation

Country of Residence

Registered Office

Trading Address

Tel.....

Fax.....

E - Mail

Directors

Team Principal

Team Manager

Authorised Representatives Title

with sole power to bind the company Title

MANUFACTURER'S DETAILS OF ENTRY

National Competition Licence Issued by
Number

Team Name

We, the Applicant, hereby apply to enter the 2004 FIA GT Championship and we undertake to participate in each and every Event:

i) With the make of the car referred to below.

Name of the Chassis

Make of the Engine

We confirm that we have read and understood the provisions of the International Sporting Code, the GT Technical Regulations and the GT Sporting Regulations and we agree on our own behalf and on behalf of everyone associated with our participation in the 2004 FIA GT Championship, to observe and be bound by them (as supplemented or amended). We declare that we have examined this Entry Form and that the information given is true, correct and complete. **We understand that any change to the details given on this Entry Form must be notified to the FIA in writing within 7 days of such change so that the FIA may reappraise our entry.**

PLEASE NOTE THAT FAILURE TO NOTIFY THE FIA OF ANY CHANGES MADE TO THE DETAILS SUPPLIED ON THIS FORM MAY RESULT IN YOUR EXCLUSION FROM THE CHAMPIONSHIP.

SIGNED BY(SIGNATURE)

.....(PRINT NAME OF THE PERSON SIGNING)

being a person duly authorised
to sign for and on behalf of

.....(PRINT FULL NAME OF APPLICANT)

Date

APPENDIX 3 - PODIUM CEREMONY

A ceremony must be provided for the GT classification in accordance with the conditions set out below.

1. MASTER OF CEREMONIES

A master of ceremonies will be appointed by the FIA to conduct the entire podium ceremony.

2. PODIUM

a) ROSTRUM AND DAIS

The dimensions of the dais must follow those found in the FIA graphic design manual.

The distance between the edge of the winners' dais and the retaining barrier of the podium should be a minimum of 120cm to provide a walkway.

The place where each person presenting a trophy should stand must be marked on the floor of the podium.

Trophies must be laid out on a single table on one side of the podium. The champagne must be on the dais.

b) FLAGS

Olympic Games style "flat flags" should be used. There must be a minimum space of 50cm behind the podium structure for the flag men.

c) FLOOR

The podium and steps should be covered in green or dark blue carpet.

3. ANTHEMS

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) When the champagne shower begins, music should be played. This should not start until the presenters have left the podium.

c) A commentary of the podium ceremony should be broadcast to the general public from the platform erected for the TV cameras.

4. TROPHIES

Only 4 trophies will be presented during the podium ceremony:

a) winning crew

b) a representative of the winning manufacturer

c) second crew

d) third crew.

The trophies, which must be in the form of traditional cups, will be provided by the ASN and must show:

a) the FIA GT Championship official logo

b) the official name of the Event

c) the crew's position.

The height of the trophies shall be:

a) winners' and winning manufacturer's trophies - no less than 50cm and no more than 65cm high;

b) second and third crews' trophies - no less than 35cm and no more than 45cm high.

The maximum weight per trophy must not exceed 5 kilos. Trophies must be of a design that is capable of being handled and transported without damage.

5. SCENARIO

a) Only 3 persons should be on the podium to present the trophies. In exceptional circumstances, the master of ceremonies may increase this to four.

b) No police, bodyguards or persons not authorised by the master of ceremonies are allowed on the podium.

c) The master of ceremonies will inform the TV and public address commentator of the names of the persons presenting the trophies.

d) The master of ceremonies must be on the side of the podium where the trophies are located. The persons presenting the trophies will be on the other side. The master of ceremonies will hand the trophies to those presenting them.

6. TELEVISION

The ideal position for the TV camera is immediately opposite the podium and at the same height. Under no circumstances must there be a TV camera man on the podium.

7. PARC FERME

The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.

As soon as all the cars have crossed the Line, a course car must go round the track to collect any driver who has finished in the first three but is stranded on the circuit.

The drivers must not be delayed in the Parc Fermé. One person, nominated by the master of ceremonies and in radio contact with him, will be responsible for moving the drivers from the Parc Fermé to the podium without delay. Only persons authorised by the master of ceremonies may make contact with the drivers before the end of the TV unilateral interviews.

8. UNILATERAL ROOM

The unilateral room must be adjacent to the podium. The master of ceremonies will see that the drivers proceed there immediately after the podium ceremony. The room should be suitably ventilated (or air conditioned if the temperature is above 25°C).

9. PRESS ROOM

Immediately after the TV interviews, drivers must go to the press room for interviews.

10. WATER + TOWELS

3 bottles of water must be put in the Parc Fermé (no identification)

3 bottles in the unilateral room (no identification).

3 towels must be available in the unilateral room

No other drinks are permitted in the Parc Fermé or unilateral room.

11. PODIUM PROTOCOL

The winning crew's award may only be presented by a prominent person within the host country, or a celebrity of international status should be invited. Should neither of the former be available, the President of the ASN may be invited to present the winners' trophy.

The manufacturer's award must be presented by the official representative of the naming rights sponsor of the Event. In the absence of a naming rights sponsor, the master of ceremonies will select a suitable person.

The second and third crews' awards must be presented by the President of the ASN. Should he or she be unavailable or presenting the winning crew's trophy, the master of ceremonies will select a suitable replacement.

An invitation will be issued to each person attending the podium ceremony, with clear instructions as to the procedure to follow.