



THE GULF CHAMPIONSHIP

GROUP A *SPORTING REGULATIONS*

2026 / 2027 EDITION

Subject to changes and to FIA / ASN approval

DRAFT

TABLE OF CONTENTS

PART	CHAPTER	TITLE
I	1	Foreword
I	2	Regulations
I	3	General Undertaking
I	4	General Conditions
II	5	Eligible Cars
II	6	Championship Competitions
II	7	Titles
II	8	Points
III	9	Organiser, Organisation and Insurance
III	10	Officials
III	11	Conditions for Participation of Drivers and Composition of Crews
III	12	Applications and Conditions of Entry
III	13	Administrative Checks
III	14	Briefing
III	15	Liveries, Race Numbers and Graphical Charter
III	16	Passes, Access to the Site and Armbands
III	17	Driver Designations and Changes of Driver
III	18	Instructions and Communications to Competitors
IV	19	Unsporting Behaviour
IV	20	Incidents and Sanctions
IV	21	Protests and Appeals
IV	22	Advertising and Sponsoring
V	23	Mandatory Pit Stops and Driving Stints
V	24	Pit Lane, Pit Garages and Pit Lane Allocation
V	25	Scrutineering

V	26	Supply of Tyres and Tyre Limitations
VI	27	Car and Personnel Requirements
VI	28	Bodywork
VI	29	Balance of Performance
VI	30	Fuel and Refuelling
VI	31	Checks
VII	32	Track and Pit Lane Discipline
VII	33	Qualifying Practice
VII	34	Grid
VII	35	Starting Drivers
VII	36	Starting Procedure
VII	37	The Races
VII	38	Pit Stops
VII	39	Tyre Changes
VII	40	Other Work and Replacement of Mechanical Parts
VII	41	Safety Car
VII	42	Full Course Yellow (FCY)
VII	43	Suspending a Race
VII	44	Resuming a Race
VII	45	Finish
VII	46	Parc Fermé
VII	47	Classification
VII	48	Podium Ceremony and Press Conferences
	A	Championship Calendar
	B	Officials and Delegates
	C	Graphical Charter

	D	Driver Categorisation and Crew Composition
--	---	--

DRAFT

PART I — GENERAL**1. FOREWORD**

The **Gulf Championship** (hereinafter "the Championship") is an international GT racing series organised by Apex Events (hereinafter "the Organiser"). The Championship permit is granted by, QMMF, Qatar Motorsport and Motorcycle Federation (hereinafter the "ASN"). In the events held outside of QMMF territory, local governing body (hereinafter the "Local ASN") shall be the governing body.

The Championship is organised in conformity with the provisions of the FIA International Sporting Code (hereinafter "the Code") and its appendices, the General Prescriptions applicable to International Series, the applicable FIA Technical Regulations, and these Sporting Regulations. In the event of any conflict between these Sporting Regulations and the Code, the Code shall prevail.

These regulations govern Group A of the Championship, which comprises a single endurance race and two sprint races held over a single competition weekend.

Within these regulations, terms referring to natural persons are applicable to all genders.

2. REGULATIONS

2.1 The final and definitive 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.

2.2 The applicable regulations, listed in descending order of precedence, are:

PRECEDENCE	DOCUMENT
1	FIA International Sporting Code and its Appendices
2	FIA General Prescriptions applicable to International Series
3	The Technical Regulations applicable to the Class in which the Car is entered (art. 5.1.1)
4	These Championship Sporting Rules and Regulations
5	Official Bulletins issued by the Organiser
6	Supplementary Regulations for each Event (Appendices)
7	Final Instructions for each Event

2.3 The Organiser reserves the right to issue Championship Bulletins amending or clarifying these Regulations. All such bulletins will be distributed to all registered Competitors and will constitute Official Documents.

2.4 The Series Organiser reserves the right to amend and extend these Regulations. Any such amendment or extension is published as an Official Document and takes effect from the date stated in it.

3. GENERAL UNDERTAKING

3.1 All Drivers, Entrants, Teams, and Officials participating in the Championship undertake, on behalf of themselves, their employees, their agents and supplier to observe all the provisions of the Regulations of the

Event(s) and the Official Documents, including Article 257A of Appendix J to the FIA International Sporting Code.

3.2 By submitting an entry, each Competitor acknowledges that they have read, understood, and agree to be bound by these Regulations.

4. GENERAL CONDITIONS

4.1 It is the Entrant's obligation to ensure that all concerned parties with the entry observe all the requirements of the Official Documents.

4.2 The Organiser reserves the right, in cases of force majeure or with the agreement of the ASN and the FIA, to cancel, postpone, or modify any event or the Championship schedule. In such cases, the Organiser shall not be liable for any consequential loss or damages.

4.3 Any matter not specifically covered by these Sporting Regulations will be decided by the Clerk of the Course, who has the authority to settle any matter which might arise during an Event, subject to the authority vested under the Code and any rights of appeal.

4.4 Each car must, at all times during an Event, comply with: (a) these Gulf Championship Group A Sporting Regulations; (b) the Technical Regulations applicable to the Class in which it is entered (art. 5.1.1); (c) its Homologation Form (or equivalent); and (d) the Balance of Performance Publication issued by the Promoter for that Event. It shall be the entrant's obligation to produce evidence of compliance.

4.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the whole Event.

PART II — CHAMPIONSHIP & COMPETITIONS

5. ELIGIBLE CARS

5.1 GROUP A

5.1.1 Group A of the Championship is open to the following cars:

(a) GT3 Cars homologated by the FIA in the GT3 category as specified in FIA Appendix J Article 257A (Technical Regulations for GT3 Cars), and holding a valid FIA GT3 homologation form including all evolutions and extensions in force at the date of the Event.

(b) Porsche Cup Cars, as specified in the Porsche Supercup 2025 Regulations – Part 2: Technical Regulations.

(c) GTX Cars, as specified in the GTX Technical Regulations of the Championship, having a power-to-weight ratio of between 2.0 and 3.0 kg/hp, subject to the Balance of Performance issued by the Organiser.

The Technical Regulations applicable to each Class of Group A are:

CLASS	TECHNICAL REGULATIONS
GT3	FIA Appendix J Article 257A – Technical Regulations for GT3 Cars, together with the FIA GT3 homologation form of the Car
Porsche Cup	Porsche Supercup 2025 Regulations – Part 2: Technical Regulations

GTX	GTX Technical Regulations of the Championship
-----	---

Where a Car does not comply with the Technical Regulations of the Class in which it is entered, it is not eligible for that Class. The edition of each document applicable at an Event is the edition in force on the date of that Event.

5.1.2 Performance parameters may be amended by any Balance of Performance (BoP) issued by the Organiser in accordance with Article 29. A car that does not comply with the applicable BoP will not be permitted to start, and the matter will be reported to the Stewards.

5.1.3 The Championship Organisers, reserves the right to accept or refuse any car model at its sole discretion, particularly where the number of entries of a specific model would be considered disproportionate.

5.1.4 The Promoter may, at its sole discretion, make the participation of an individual Car or of a Car model subject to additional requirements. Such requirements may concern the technical specification of the Car, Balance of Performance measures, mandatory equipment, documentation to be produced, or any other matter the Promoter considers necessary in the interest of safety, of eligibility or of the balance of the Class. They are notified to the Competitor in writing and take effect from the date stated in the notification. A Car that does not meet a requirement so imposed is not permitted to take part.

6. CHAMPIONSHIP COMPETITIONS

6.1 Each Competition (hereinafter "Event") in the Championship is deemed to include administrative checks, technical scrutineering, all practice sessions, qualifying sessions, and the races themselves.

6.2 The Group A race weekend format consists of the following sessions:

SESSION	DURATION	NOTES
Qualifying — Endurance	[3 × 10 minutes]	One session per driver
Qualifying — Sprint	2 × [10 minutes]	Q1 for Sprint Race 1, Q2 for Sprint Race 2
Endurance Race	3 hours	Two or three drivers
Sprint Race 1	60 minutes	One or two drivers
Sprint Race 2	60 minutes	One or two drivers

6.3 The detailed schedule for each event will be published in the Supplementary Regulations for that Event

6.4 An Event may be cancelled in case of force majeure, or with the agreement of the ASN and the FIA.

7. TITLES

7.1 The following titles will be awarded for Group A at the conclusion of the Championship season:

TITLE	DESCRIPTION
Overall Drivers' Season Champion	Awarded to the drivers of the Car with the highest aggregate points score across all Group A Sprint and Endurance races
Overall Teams' Season Champion	Awarded to the team with the highest aggregate points score in Sprint

	and Endurance races
Overall Drivers' Endurance Champions	Awarded to the drivers of the Car with the highest aggregate points score across all Group A Endurance races
Overall Drivers' Sprint Champions	Awarded to the drivers of the Car with the highest aggregate points score across all Group A Sprint races
Silver Cup — Drivers	Awarded to the highest-scoring crew entered in the Silver classification
Pro-Am Cup — Drivers	Awarded to the highest-scoring crew entered in the Pro-Am classification
Am Cup — Drivers	Awarded to the highest-scoring crew entered in the Am classification
GT3 Class — Drivers	Awarded to the highest-scoring crew entered in the GT3 Class
Porsche Cup Class — Drivers	Awarded to the highest-scoring crew entered in the Porsche Cup Class
GTX Class — Drivers	Awarded to the highest-scoring crew entered in the GTX Class
Class Cup — Teams	Awarded in each Class to the team with the highest aggregate points score in that Class

7.2 To be eligible for any Drivers' title, a driver must have competed in a minimum of 75% of the scheduled Events.

7.3 For the Teams' title, only the two highest-finishing cars per team per Event will score points.

7.4 A separate Class classification is drawn up for each Class listed in art. 5.1.1, for Drivers and for Teams. Points are awarded in a Class classification according to the finishing order of the Cars entered in that Class, using the points scales of art. 8.2 and art. 8.3 and irrespective of the overall finishing order.

7.5 A Class title is awarded at the end of the season only where at least [3] Cars have been entered in that Class at not less than [50] % of the Events. Where that condition is not met, the Cars concerned remain eligible for the overall classification and for the cup classifications of art. 7.1.

8. POINTS

8.1 Points will be awarded to the classified finishers of each race in Group A. To be classified, a car must have covered at least 75% of the race distance of the winning car in its class. Points are awarded separately in the overall classification of Group A, in each Class classification of art. 7.4 and in each cup classification of art. 7.1.

Where a race is stopped and not resumed, points for each title are awarded in proportion to the duration completed by the leading Car, measured from the start signal to the end-of-session signal against the scheduled duration of the race, in accordance with the following criteria:

Less than two racing laps completed by the leading Car: no points.

Two racing laps or more, but less than 25 % of the scheduled duration: 25 % of the points.

25 % or more, but less than 50 % of the scheduled duration: 50 % of the points.

50 % or more, but less than 75 % of the scheduled duration: 75 % of the points.

75 % or more of the scheduled duration: full points.

Laps completed behind the Safety Car or during a Full Course Yellow period count as racing laps. Where the application of this article produces a fraction, points are rounded to the nearest half point.

Where a race cannot be started at all, or is stopped before the leading Car has completed two racing laps and cannot be resumed, no points are awarded. The Stewards may disallow the points awarded to any Driver and/or Competitor who they deem responsible for causing the stoppage of a race which is then declared null and void and cannot be restarted.

8.2 Points for the Endurance Race will be awarded as follows:

1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH
25	18	15	12	10	8	6	4	2	1

8.3 Points for each Sprint Race will be awarded as follows:

1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH
18	13	10	7	5	4	3	2	1	0.5

8.4 In the event of a tie in the overall standings at the end of the season, the driver or team with the greater number of first-place finishes will be declared the champion. If still tied, the greater number of second-place finishes will be used, and so on.

8.5 Points will be awarded to both drivers in a car for all races in which they participate. For the Endurance Race, a Driver who is subject to a minimum driving time under art. 23.2 must have completed that minimum in order to score points.

PART III — PARTICIPANTS**9. ORGANISER, ORGANISATION AND INSURANCE**

9.1 The Championship is organised by Apex Events. The Organiser is responsible for the overall management of the Championship, including the publication of regulations, the organisation of events, and the management of the points standings.

9.2 The Organiser arranges event third-party liability insurance covering the conduct of the Event; Competitors are responsible for first-party insurance on their own cars, equipment, and personnel.

9.3 Competitors are responsible for arranging their own insurance for their cars, personnel, and equipment.

10. OFFICIALS

10.1 Each Event will be officiated by the following key officials, appointed in accordance with the Code:

ROLE	APPOINTMENT AUTHORITY
Stewards of the Meeting (minimum 3)	Organiser / ASN
Clerk of the Course	Local ASN / ASN
Race Director	Organiser
Technical Delegate	Organiser / ASN
Eligibility Scrutineer	Organiser
Chief Medical Officer	Circuit / Local ASN
Chief Timekeeper	Organiser

10.2 The appointment of Stewards must comply with the requirements of the Code. At least one Steward must hold a valid FIA International Steward's license.

11. CONDITIONS FOR PARTICIPATION OF DRIVERS AND COMPOSITION OF CREWS**11.1 COMPETITOR LICENSES**

All Competitors (Entrants) must hold a valid International Entrant's License issued by their respective ASN, in accordance with Appendix L to the Code.

11.2 DRIVER LICENSES

All Drivers must hold a valid FIA International Driver's License of at least Grade C (International C), in accordance with Appendix L of the Code. Drivers must also hold a valid national driving license.

11.3 FIA DRIVER CATEGORISATION

The Championship uses the FIA Driver Categorisation system. All drivers must hold a valid categorisation by the FIA as Platinum, Gold, Silver or Bronze in accordance with the FIA Driver Categorisation Regulations, or must

have submitted an application for such a categorisation to the FIA. Where a categorisation issued after the entry has been accepted does not correspond to the categorisation declared, the Organiser may reallocate the Car to the classification corresponding to the categorisation issued.

11.4 RECLASSIFICATION BY THE ORGANISING COMMITTEE

A driver categorised Silver by the FIA may be reclassified as Bronze for the purposes of the Championship by the Organising Committee.

The driver must submit an application to the Organising Committee not later than seven (7) days before the Event, supported by evidence of his racing record and of his performance.

The Organising Committee decides at its discretion and states in its decision the Events for which the reclassification applies. A reclassification granted under this article applies within the Championship only and does not alter the driver's FIA categorisation.

11.5 CREW COMPOSITION

Each Car must be driven by two (2) or three (3) drivers in the Endurance Race and by one (1) or two (2) drivers in each Sprint Race. A Car entered in the Pro-Am classification must be crewed by two (2) or three (3) drivers.

In the Silver classification every driver must be categorised Silver. In the Am classification every driver must be categorised Bronze.

In the Pro-Am classification the crew must include at least one (1) driver categorised Bronze and at least one (1) driver categorised Silver. Any remaining driver may hold any categorisation, including Gold or Platinum. Pro-Am is the only classification in which a driver categorised Gold or Platinum may be entered.

The composition of the crew must comply with the requirements for the classification in which the Car is entered, as set out in Appendix D of these regulations.

11.6 MINIMUM AGE

No driver may participate in any event who has not reached their 18th birthday. No driver may be categorised before reaching their 16th birthday, in accordance with the FIA Driver Categorisation Regulations.

11.7 MEDICAL REQUIREMENTS

All drivers must hold a valid FIA medical certificate, in accordance with Appendix L to the Code. Drivers must declare any medical condition that may affect their ability to drive safely.

12. APPLICATIONS AND CONDITIONS OF ENTRY

12.1 ENTRY PROCEDURE

Applications to compete in the Championship must be submitted to the Organiser on the official entry form, available on the Championship website. The entry form must be submitted with the confirmed driver line-up and full payment of the entry fee by the published deadline.

12.2 ENTRY FEES

ENTRY TYPE	GT3	GTX	PORSCHE CUP
Full Season Entry (per car)	€27,990	€25,590	€25,590
Single Event Entry (per car)	€8,200	€7,500	€7,500

Entry fees are non-refundable. All fees are exclusive of applicable taxes.

Entries include a full race weekend comprising the Endurance Race and the Sprint Races. A different line-up may be formed for each series.

12.3 CONDITIONS OF ENTRY

The application shall include: (a) confirmation that the applicant has read and understood the Regulations; (b) the name of the Entrant as it appears on the license; (c) the names and FIA categorisations of both drivers; (d) a copy of the Entrant's license; and (e) full payment of the entry fee.

12.4 ACCEPTANCE AND REJECTION

The Organiser reserves the right to accept or reject any entry at its discretion. The Organiser will notify applicants of the acceptance or rejection of their entry within 14 days of the closing date for entries.

13. ADMINISTRATIVE CHECKS

13.1 Administrative checks will take place at each Event at the time and location specified in the Supplementary Regulations. Competitors must present the following documents:

DOCUMENT	REQUIREMENT
Competitor (Entrant) License	Valid International Entrant's License
Driver Licenses (all drivers)	Valid FIA International Driver's License (minimum Grade C)
FIA Driver Categorisation	Confirmation of FIA categorisation for both drivers
Car Registration / Homologation Papers	Valid FIA GT3 homologation form, Porsche Cup car papers or GTX technical passport, according to the Class entered (art. 5.1.1)
Insurance Certificate	Proof of valid third-party insurance

13.2 Any Competitor who fails to present the required documentation at administrative checks will not be permitted to take part in any on-track session until the documentation is provided.

14. BRIEFING

14.1 A mandatory drivers' briefing will be held before the first on-track session of each Event. The time and location of the briefing will be specified in the Supplementary Regulations.

14.2 A mandatory team managers' briefing will be held before the first on-track session of each Event. The time and location of the briefing will be specified in the Supplementary Regulations.

14.3 Attendance at the briefing is compulsory for all drivers and team managers. Any driver or team manager who fails to attend the briefing without prior approval from the Clerk of the Course may be subject to a penalty.

15. LIVERIES, RACE NUMBERS AND GRAPHICAL CHARTER

15.1 All cars must comply with the Graphical Charter as detailed in Appendix C of these regulations. The Graphical Charter defines the mandatory placement of Championship and sponsor logos, as well as the format for race numbers.

15.2 Race numbers will be assigned by the Organiser. Numbers must be clearly visible on both sides of the car and on the front. Numbers shall additionally be displayed on the roof and rear of the car per Appendix C specifications.

15.3 No sponsorship from companies associated with the manufacture, retreading, sale, or distribution of tyres is authorised, unless such a company is an official Championship partner.

15.4 Every car shall display the compulsory series advertising as set out in the Graphical Charter as detailed in Appendix C of these regulations. The location, dimensions, and visibility requirements of compulsory advertising shall not be obscured or modified by the Competitor without written consent of the organiser.

16. PASSES, ACCESS TO THE SITE AND ARMBANDS

16.1 Passes for access to restricted areas will be issued by the Organiser. All persons in restricted areas must display their passes visibly at all times. The following passes will be issued per entered car:

PASS TYPE	QUANTITY PER CAR	ACCESS
Full Access Pass	[TBA]	All areas, including garages, pit lane, and pit wall
Pit Lane Pass	[TBA]	Paddock, pit lane, and starting grid
Paddock Pass	[TBA]	General entrance and paddock

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

ARM BAND COLOR	ROLE	QUANTITY PER CAR
White	Car Controller	1
Green	Mechanic (working on car)	2
Red	Team personnel (pit wall)	3

17. DRIVER DESIGNATIONS AND CHANGES OF DRIVER

17.1 The designated drivers of each Car are declared per race day in accordance with art. 11.5. No driver may be nominated to drive more than one Car in the same Class in the same race.

17.2 Driver Designation and Driver Order

17.2.1 Each Car allocates its drivers to Driver 1, Driver 2 and, where a third driver is entered, Driver 3. The allocation is declared to the Organiser no later than 60 minutes after the close of administrative checks and is made separately for each race day, following the line-up entered for that day.

17.2.2 In the Silver and Am classifications the Competitor allocates the drivers freely. In the Pro-Am classification the Bronze driver is Driver 1 and the driver of the highest category is Driver 2. Where two drivers hold the same categorisation, the Competitor allocates them.

17.2.3 Qualifying and the race stints follow the driver order. In Qualifying, Driver 1 takes the first session, Driver 2 the second and Driver 3 the third; on the sprint race day Driver 1 takes Q1 and Driver 2 takes Q2. In the race,

Driver 1 starts and the drivers take over in order at the mandatory pit stops. The driver order binds at the mandatory pit stops only; it does not apply at any other stop.

17.2.4 Where two drivers are entered for the Endurance Race, Driver 1 also takes the third qualifying session and the third stint. Where one driver is entered for the Sprint Races, that driver is Driver 1, takes both qualifying sessions and starts both Sprint Races.

17.3 Changes to the driver line-up after the close of administrative checks will only be accepted in cases of force majeure and are subject to the approval of the Championship Director. Any such change may be subject to a penalty.

18. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

18.1 The Organisers, Stewards, and Race Director may issue instructions to Competitors via official bulletins, the official notice board, timing monitors, team radio, and/or any other method of communication the organizer states in the supplementary regulations. All such communications constitute Official Documents.

18.2 It is the responsibility of each Competitor to monitor the official notice board and timing monitors at all times during an Event.

PART IV — JUDICIAL**19. UNSPORTING BEHAVIOUR**

19.1 All participants are expected to conduct themselves in a professional and sportsmanlike manner at all times. Any behaviour that brings the Championship into disrepute, or that is detrimental to the sport, will be subject to investigation by the Stewards.

19.2 The Stewards may impose penalties for unsporting behaviour, including but not limited to fines, grid penalties, race suspensions, or exclusion from the Championship.

20. INCIDENTS AND SANCTIONS**20.1 DRIVING STANDARDS**

Drivers must drive in a manner that is not liable to cause danger to other competitors or officials. Any driver who is deemed to have caused an avoidable collision, driven in an unsportsmanlike manner, or violated the driving standards outlined in Appendix L to the Code, will be subject to investigation by the Stewards.

20.2 PENALTIES

PENALTY	DESCRIPTION
Reprimand	A formal warning issued to a driver or team
Fine	A monetary penalty
Time Penalty	A time addition to the driver's race time (e.g., 5 seconds, 10 seconds)
Drive-Through Penalty	The driver must enter the pit lane and drive through without stopping
Stop-Go Penalty	The driver must enter the pit lane, stop for [e.g., 10 seconds], and rejoin the race
Grid Penalty	A demotion of grid positions for the next race
Exclusion from Results	The driver/car is excluded from the results of a specific race
Disqualification from Event	The driver/car is excluded from the entire Event
Race Suspension	The driver is suspended from one or more future races

20.3 BEHAVIOUR WARNING POINTS

A system of Behaviour Warning Points (BWP) may be applied to drivers for repeated infringements. The accumulation of BWP will result in the following automatic penalties:

BWP ACCUMULATED	AUTOMATIC PENALTY
5 – 6 points	5-place grid penalty at the next race in which the Driver participates
7 or more points	10-place grid penalty at the next race in which the Driver participates

BWP will be reset to zero after the automatic penalty has been applied. BWP shall accumulate on a rolling 12-month period.

20.4 NOTIFICATION OF PENALTIES

No penalty may be served by a team until it has been notified in writing, either on the timing monitors or by a document issued by the Clerk of the Course.

21. PROTESTS AND APPEALS

21.1 Protests and appeals shall be made in accordance with Chapter III of the Code.

21.2 A protest must be lodged in writing with the Clerk of the Course within 30 minutes of the publication of the provisional results of the session or race to which the protest relates. The protest must be accompanied by a protest fee of [e.g., €500], which will be forfeited if the protest is not upheld.

21.3 An appeal against a decision of the Stewards must be lodged in accordance with the procedures and time limits set out in the Code. The appeal deposit is [e.g., €2,000].

22. ADVERTISING AND SPONSORING

22.1 The Promoter is the owner of all the advertising rights, TV rights, Internet rights, Merchandising rights and all other Intellectual Property rights regarding the Event.

22.2 The Promoter reserves the right to vest single components of the marketing rights or the exclusive marketing rights to a partner.

22.3 Promotion during the Event of any kind without written approval of the Promoter is strictly forbidden.

22.4 Any inappropriate advertising (at discretion of the Promoter and the Code) is strictly forbidden, unless explicitly stated in the Supplementary Regulations or with written approval from the Promoter.

PART V — COMPETITION MANAGEMENT

23. MANDATORY PIT STOPS AND DRIVING STINTS

23.1 ENDURANCE RACE — MANDATORY PIT STOPS

During the Endurance Race, each Car must make a minimum of two mandatory pit stops. A driver change is compulsory at each of these stops, in the driver order of art. 17.2. Refuelling and a change of all four tyres are compulsory at each of these stops. The minimum duration of each mandatory pit stop is determined in a Supplementary Regulation per driver classification and per circuit; the refuelling is carried out within that minimum duration.

23.2 ENDURANCE RACE — DRIVING STINTS

Each driver must complete a minimum driving time of 50 minutes in the Endurance Race. No single stint may exceed 65 minutes. This may be extended to 70 minutes if a SC/FCY period is in operation at the time in which the Driver would exceed the 65 minute stint time.

Stint time is reset once the car is stopped at its designated pit stop area.

23.3 SPRINT RACE — MANDATORY PIT STOP

During each Sprint Race, each Car must make one (1) mandatory pit stop. Where two drivers are entered, a driver change is compulsory at this stop, in the driver order of art. 17.2. The minimum duration of the mandatory pit stop is determined in a Supplementary Regulation per driver classification and per circuit. Refuelling is not permitted during sprint race pit stops.

23.4 SPRINT RACE — DRIVING STINTS

Where two drivers are entered for a Sprint Race, each driver must complete a minimum of 20 minutes of driving time in that race.

23.5 PIT STOP WINDOW AND COMPENSATION TIME

The mandatory pit stop window for each race is defined in the Supplementary Regulations for the Event.

In the event of a Safety Car or Full Course Yellow period during a race, the Organiser may apply a compensation time to the mandatory pit stop window to ensure sporting fairness.

24. PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION

24.1 The pit lane speed limit is 50 km/h, unless otherwise stated in the Supplementary Regulations. The limit may be adjusted by the Clerk of the course. This limit is in force from the first speed limit line at the pit entry to the second speed limit line at the pit exit, at all times during any on-track session.

24.2 Pit garage allocation will be determined by the Organiser and published in the Final Instructions for each Event.

24.3 Cars may not enter the fast lane until the pit exit is opened at the start or re-start of each test, practice or qualifying session and the start of races. Furthermore, no car may be moved to a position in the inner lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

24.4 If there is a red flag at any time during practice or qualifying all cars must return to their Teams designated area in the inner lane.

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

24.6 Cars must not be released from a garage or pit stop position in way that could endanger pit lane personnel or another driver.

24.7 Overtaking is not allowed on the pit entry road, unless in exceptional circumstances e.g., a slow car with an obvious mechanical problem.

24.8 Only team personnel holding the appropriate passes and wearing the correct armbands are permitted in the working lane during a pit stop.

24.9 A maximum of two (2) mechanics, identified by green armbands, are permitted to work on the car during a pit stop. At no time may more than two mechanics work on the Car; the alternating work of more than two persons is equally forbidden.

24.10 The following clothing regulations apply to all personnel working on the Car:

Overalls:

Fireproof Overalls according to FIA standard 8856-2000, 8856-2018 or 8867-2016.

Underwear:

Fireproof underwear according to FIA standard 8856-2000, 8856-2018 or 8867-2016.

Helmets:

Safety helmet at least according to EN 397, EN 1077, EN 1078, EN 12492 or EN 14052 standard and appropriate eye protection (goggles or visor). Recommended: Safety helmet according to standards ECE 22.05, ECE 22.06, DOT, JIS T8133-2015 class 2 or currently valid FIA standard.

Shoes:

Closed footwear

Recommended fireproof socks and safety shoes.

24.11 Persons staying in the area of the pit wall and the communication stands only are not required to comply with the above clothing prescriptions.

24.12 During any on-track session, all personnel in the pit lane must wear long trousers, sleeves covering the arms, and closed shoes.

24.13 Children and young people (under 16 years of age) shall not be admitted in the pit lane, even if accompanied by an adult. This shall apply also if they are in possession of valid passes.

25. SCRUTINEERING

25.1 DRIVER EQUIPMENT GROUP A

25.1.1 Whilst driving, each driver must at all times wear complete driver's clothing complying with Appendix L to the ISC, Chapter III. In particular, the following are required:

- (a) a helmet complying with FIA Standard 8860-2018 or 8860-2018-ABP (Technical List No. 69);
- (b) a frontal head restraint (FHR) system complying with the applicable FIA Standard; and
- (c) flame-resistant clothing complying with FIA Standard 8856-2018 (Technical List No. 74).

25.2 INITIAL SCRUTINEERING

25.2.1 All cars must be presented for initial scrutineering before the start of any on-track activity at each Event. Scrutineering will verify that the car complies with the relevant Regulations, homologations and Championship's BOP parameters.

25.2.2 Any car that fails the initial scrutineering will not be permitted to take part in on-track activity until the non-conformity has been rectified to the satisfaction of the Eligibility Scrutineer.

25.2.3 Once initial technical scrutineering is completed, the cars may only leave the paddock during the relevant event with the permission of the Series Organiser. Any car that is permitted to leave the paddock (other than to go on track) must be presented again to the Technical Scrutineers before taking any further part in the competition. It is the Competitor's responsibility to present the car to the Technical Scrutineers.

25.3 CHECKS DURING THE EVENT

25.3.1 The Eligibility Scrutineer may conduct additional checks at any time during an Event.

25.3.2 The Promoter, the Technical Delegate, or the Eligibility Scrutineer may at any time request the disassembly of any part of the car for verification, and may take samples of any fluid, fastener, or component for analysis. The cost of any such disassembly is dealt with in art. 25.3.6.

25.3.3 Upon request, the tyres marked for the corresponding car and the corresponding event must also be made available to Scrutineers at any time during an Event.

25.3.4 In co-ordination with the Stewards and the Technical Delegate, the Scrutineers may also check cars or car components after an event at a location other than the circuit area. The Stewards shall be informed about the results of such checks. The race results shall remain provisional until the Stewards have decided.

25.3.5 Should a car lose a component during the Qualifyings or a Races, the weight of this component may be taken into consideration when determining the car's weight. It shall be at the discretion of the Stewards, in agreement with the Technical Delegate, to decide whether and which of such components shall be taken into consideration for weighing.

25.3.6 The cost of the disassembly and reassembly of a Car or of any of its components arising from a re-examination, whether the re-examination is carried out during an Event or after it, is borne by the Competitor. Where the part concerned is found to be non-compliant, the Promoter may assess additional costs.

25.4 USE OF THE SCRUTINEERING SCALE

25.4.1 The use of the scrutineering scale during the specified opening times is only permitted under the following conditions: Driving on the scale with your own motor power is prohibited. Vehicles may only be pushed onto and off the scale. Lifting the vehicles on the scale is prohibited in any form.

25.5 CAR WEIGHT

25.5.1 Cars may be weighed at any time during an Event. The minimum weight of the car, without driver and fuel, is defined by the BOP for each car model.

25.5.2 A car found to be below the minimum weight during or after a competition may be excluded from the results, subject to a Stewards investigation.

25.6 DRIVER WEIGHT

25.6.1 During the weighing, each driver must wear and/or carry his complete Driver apparel as set out in

Appendix L, Chapter III of the ISC, including the mandatory head restraint system.

25.6.2 During or after each session any classified car may be weighed. If a driver wishes to leave the car before it is weighed the driver must ask the Technical Delegate to check their weight in order that this may be added to that of the car. The Technical Delegate will tell the driver the weight and, once the driver leaves the weighing area, this will be deemed implicit acceptance of the figures.

25.6.3 The driver weight is established separately for each race day and applies to the Qualifying and the race of that day. It is the average weight of the drivers entered for the race concerned, determined in accordance with art. 25.6.1 and rounded down to the whole kilogramme.

25.6.4 The reference driver weight is 85 kg. Where the average weight of the drivers entered is below 85 kg, the difference between 85 kg and that average is added to the minimum weight of the Car of art. 25.5.1.

25.6.5 Where the average weight of the drivers entered is above 85 kg, the minimum weight of the Car of art. 25.5.1 is reduced as follows: 86 kg — 1 kg; 87 kg — 2 kg; 88 kg — 3 kg; 89 kg — 4 kg; 90 kg or more — 5 kg.

25.7 BALLAST

25.7.1 Where ballast is required to achieve the prescribed minimum weight, it shall be:

- (a) of a single, dense material (typically lead, tungsten, or steel);
- (b) fitted in a single block or in clearly identifiable blocks;
- (c) bolted to the floor of the cockpit or to a homologated ballast mounting point using a minimum of two M12 bolts of grade 8.8 or higher per block; and
- (d) sealed by the Technical Delegate where ballast forms part of an Event-specific BOP measure.

25.7.2 The use of liquid ballast is forbidden. The use of consumable ballast (i.e., ballast that may be jettisoned during an Event) is forbidden.

25.7.3 Ballast must be clearly accessible for inspection without disassembly of bodywork beyond the removal of carpets or trim panels.

25.7.4 Additionally the following applies:

- Brackets, ballast boxes or base plates are considered as additional weight or ballast within the meaning of this article
- Seat inserts are not considered additional weight or ballast within the meaning of this article.

26. SUPPLY OF TYRES AND TYRE LIMITATIONS

26.1 The Championship will use a single official tyre supplier, [TYRE SUPPLIER NAME]. All cars must use only the tyres supplied by the official tyre supplier.

26.2 Any modification or cutting of the tyre tread or the tread pattern shall be prohibited. Any chemical, mechanical or thermal treatment of the tyres shall be prohibited. This prohibition includes the use of microwaves and/or infrared systems.

Exceptions:

- It shall be permitted to cool the tyres with water.
- Any dirt (stones / pick-up) on the tyre tread of the dry-weather tyres may only be removed by means of thermal-mechanical scrapers.

26.3 The maximum number of dry-weather tyre sets per car per Event is as follows:

RACE FORMAT	DRY TYRE LIMITATION
Endurance Qualifying	3 Sets
Sprint Qualifying	2 Sets
Sprint Race	Sprint Qualifying set + 1 Set
Endurance Race	Endurance Qualifying tyres; all three sets must be used during the Endurance Race

each set consisting of two front and two rear tyres

26.4 The number of sets of tyres that a participant wishes to purchase for a car of an event must be announced to the tyre supplier by 6:00 p.m on the first day of the event at the latest. Where identical tyres are used on a vehicle's front and rear axles, the tyres shall be assigned clearly and definitively to the axle by bar code numbers. Tyres shall not be used on an axle other than the one assigned.

26.5 All dry-weather tyres shall carry a barcode label incorporated during their manufacture and allowing unambiguous identification of each tyre. Prior the first competition of the event, the bar code labels of the dry-weather tyres eligible for that event shall be registered by the Scrutineers. The following must be respected:

- All tyres to be newly registered must come from the stock of the permanent series supplier present at the circuit.
- The tyre supplier may not take back tyres which have already been registered by the Scrutineers.
- The recorded barcode numbers are provided digitally for checking to the participants.
- The participant is obliged to check the accuracy of the barcodes.

26.6 At no time may a car use dry-weather tyres on the track which were not allocated to that particular car and for that particular event.

26.7 Tyres assigned by the Scrutineers during an Event, may not be changed without the proper permission of the Technical Delegate. The Technical Delegate may approve the replacement of tyres only on the basis of the manufacturer's confirmation that the tyre defect was caused during production.

26.8 Each vehicle may be allocated a maximum of two additional new tyres per season to replace a damaged tyre. The damaged tyre must be shown to the Scrutineers or his representative before being replaced.

26.9 There is no limitation on the number of wet-weather tyres that may be used during any Event. Wet-weather tyres may only be used after the track has been declared "Wet" by the Clerk of the Course.

26.10 Dry and wet-weather tyres may not be used as part of a mixed set

26.11 Tyre heating blankets are permitted.

26.12 Minimum of 2 sets per Endurance qualifying and 2 sets in Sprint qualifying must be used.

PART VI — TECHNICAL AND SAFETY

27. CAR AND PERSONNEL REQUIREMENTS

27.1 GENERAL

27.1.1 During each Competition and all official tests, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons which could, for example, include protecting against fire.

It shall be prohibited to:

- cover the rear wing
- use pit stop stations, tool boxes, tyre trolleys, engine bonnets or anything similar with the purpose of obstructing the view

It shall be permitted to:

- cover damaged cars or car parts
- cover cars in Parc Fermé or in the pit lane when it rains
- use heat protection on the starting grid. In the case of repair after heavy accidents and with the agreement of the Technical

27.2 SAFETY EQUIPMENT

27.2.1 The driver must be able to trigger the extinguishing system manually when seated normally with their safety belts fastened and the steering wheel in place.

27.2.2 Any elastic rubber bands attached to the shoulder belts and any other device introducing forces into the shoulder belt other than those required for proper use shall be prohibited.

27.2.3 A foamed seat insert, according to Article 253-16 of Appendix J to the FIA International Sporting Code, may be used as long as the insert is made of fireproof material, coloured in black. The use or change is subject to approval by the Technical Scrutineers.

The weight of the foamed seat insert will be included in the weight of the car, not in the Driver's weight.

27.3 MANDATORY DATA LOGGER

27.3.1 Every Car entered in the GT3 Class or in the GTX Class must be fitted with an AiM EVO5 or EVO6 data logger, together with the sensors, the wiring and the interfaces belonging to it. The data logger and its sensors must be operational at all times during any on-track session. The cost of the data logger, of its sensors and of their installation is borne by the Competitor.

27.3.1.1 For Cars entered in the Porsche Cup Class the data of the engine control unit are used in place of a data logger. The Competitor must grant the Technical Delegate and the official appointed by him direct access to those data on the conditions of art. 27.3.5.

27.3.2 The data logger, the sensors required, their position, the wiring, the interface to the control units of the car and the channels to be recorded are defined in the Installation Instructions issued by the Promoter. The Installation Instructions are an Official Document and form part of these Regulations. The installation must comply with them in every respect.

27.3.3 The data of all sensors must be available on the data logger unaltered and in their original physical units. The positions of all switches, buttons and map switches capable of changing a setting of a control unit must likewise be available on the data logger.

27.3.4 The Competitor must ensure that the data logger, its sensors and its data medium are not removed, disconnected or altered. Data, data media and any storage device of the data logger may be removed or read out only by the Technical Delegate or by the official appointed by him for that purpose.

27.3.5 The Competitor must grant the Technical Delegate and that official access to the data logger, its sensors, the wiring and the interfaces to the control units at any time during an Event, including under parc fermé conditions. The recorded data are at the disposal of the Promoter for the verification of compliance with these Regulations and with the Balance of Performance, and for the investigation of incidents.

27.3.6 A breach of this article is treated as a technical breach and is reported to the Stewards.

27.4 TELEMETRY

27.4.1 Telemetry is the transmission of data from a moving Car to the pit garage or to any other location outside the Car.

27.4.2 Telemetry is permitted in Group A. The Organiser may require a Competitor to make the data transmitted available to the Technical Delegate.

27.5 COMMUNICATIONS WITH THE DRIVER

27.5.1 Voice radio communication between the driver and the pit is permitted. The Promoter may monitor any radio frequency used in connection with the Championship and may require Competitors to register their frequencies.

27.5.2 No data or signals of any kind may be transmitted to a moving Car other than by voice radio, and the presence in the Car of any system capable of such a transmission is likewise prohibited. This does not apply to the marshal-system signals of art. 27.7, to the lap and sector time signals of the official timing system, or to any safety system prescribed by the Organiser.

27.5.3 Pit boards displayed from the pit wall and hand or body signals given by the driver remain permitted. Tyre and brake temperatures may be measured with infrared measuring devices on the stationary Car.

27.6 TIMING TRANSPONDER

27.6.1 Every car shall be fitted with a timing transponder of the type specified by the Official Timekeeper of the Championship. The transponder shall be installed in the location and orientation specified by the Technical Delegate and shall be operational at all times during any on-track session.

27.6.2 The transponder must be solidly fixed to the car and there must be no possibility of a movement in relation to the car's chassis.

27.7 MARSHAL-SYSTEM DISPLAY

27.7.1 Where the circuit at which an Event is held is equipped with a marshal-system signalling capability (e.g., an FIA-approved track signal display unit), every car shall be fitted with a marshal-system display in the driver's primary field of view, in accordance with the specification published by the Promoter for that Event.

27.7.2 The marshal-system display shall be operational at all times during any on-track session

27.8 FIA ACCIDENT DATA RECORDER (ADR)

27.8.1 Where the Homologation of the car prescribes the fitment of an FIA-homologated Accident Data Recorder (e.g., as required for FIA GT3 cars under Article 257A), that ADR must be installed, operational, and downloadable upon request by the Technical Delegate.

27.8.2 Cars not subject to a homologated ADR requirement are recommended, but not mandated, to fit an Impact Data Recorder. The Organiser reserves the right to require such installation by Technical Bulletin.

28. BODYWORK

28.1 CLOSING OF BODYWORK GAPS/VOIDS/APERTURES/TEMPERATURE REGULATION

28.1.1 It is prohibited to cover or seal gaps, openings, and joints in the bodywork with tape, silicone, or other materials. Furthermore, the airflow in air ducts considered as bodywork must not be restricted.

28.1.2 As an alternative to tape, plastic or carbon fiber plate material may be used to cover bodywork openings, in accordance with the limitations defined above. The plastic plate material and its attachment method to the vehicle must be approved by the Technical Delegates before its first use in any part of an Event.

28.1.3 Tape or plate material may only be applied to the mesh installed within the opening.

28.1.4 For further temperature regulation, tape or plates may be applied directly onto the mesh (above or below) the respective cooler/radiator.

28.1.5 The Technical Delegate has the right to permit the use of tape on the bodywork for repair purposes, subject to the following conditions:

- Changing the original contour of undamaged parts or taping over openings of undamaged parts is not permitted.
- Taping of bodywork joints or gaps is only allowed to secure damaged parts. The taping must be minimized to the necessary extent and may only be applied transversely to the direction of the joint or gap.

28.1.6 On parts not considered bodywork, the use of tape is permitted.

28.2 FLEXIBLE BODYWORK

28.2.1 Any body parts having an impact on the vehicle's aerodynamic performance – shall be rigidly connected to the chassis (with rigid meaning no room for movement) – shall remain immobile relative to the chassis. To ensure compliance with the requirements in this Article, the Technical Delegate or his representative may subject each bodywork component which seems to be moving or is suspected of moving when the vehicle is in motion to static deformation tests.

28.3 REPAIRS

28.3.1 The weight of any bodywork part may not be increased compared to the part originally supplied by the car manufacturer. However, genuine repair is permitted. Any weight increase of more than 20 % in the bodywork parts bumpers, sills, doors and wheel arches and more than 10 % in all other bodywork parts (including all parts of the underbody) is no longer considered a repair.

29. BALANCE OF PERFORMANCE

29.1 A Balance of Performance (BOP) system will be applied to all cars competing in the Championship to ensure sporting equity between different car models. The BoP will be managed by the Championship Organiser. No Balance of Performance published by any other body applies in the Championship. The BOP Publication issued by the Organiser for an Event is the only Balance of Performance applicable to a Car at that Event, whatever balance of performance may be published for that Car or Car model elsewhere.

29.2 The Balance of Performance ("BOP") is established and published by the Organiser for each Event. The BOP is the sole means by which inter-class and intra-class performance is balanced for the purposes of competition.

For this purpose, the following performance parameters may be adjusted:

- Minimum vehicle weight
- Diameter of the air restrictor(s)
- Car ride height
- Width of tyres
- Supercharging pressure
- Lambda values
- Wheel camber values
- Tyre pressures
- Fuel tank capacity
- Fuel flow rate limitation
- Engine power management map
- any other technical or performance parameter of the Car

The list above is not exhaustive. Where the Organiser adjusts a parameter that is not listed, the measure and its extent are set out in the BOP Publication for the Event concerned, and the Competitor is bound by it from the time stated in that publication.

29.3 The BOP will usually be published in a bulletin one week before the respective event. During the event, changes to the BOP are possible. Such adjustments shall be communicated by Technical Bulletin and shall apply prospectively from the time of publication.

29.4 All competitors must comply with the BOP parameters. Any car found to be non-compliant will be subject to exclusion from the results.

29.5.4 BOP measures are not a competition matter for the purposes of the Code and are not subject to protest or appeal, save in respect of their application to a specific car (i.e., a Competitor may protest that BOP has been incorrectly applied to a car, but may not protest the BOP itself).

30. FUEL AND REFUELLING

30.1 All cars in Group A shall use only the designated spec fuel supplied by the official fuel supplier of the Championship. The official fuel supplier is nominated by the Organiser for the season or for an individual Event.

30.2 The specification of the designated spec fuel — research octane number, oxygen content, density at 15 °C and the compliance class of FIA Appendix J Article 266, Section B — is published by the Organiser not less than six weeks before the first Event of the season, and may be changed thereafter only by Technical Bulletin. It is not published in the Technical Regulations.

30.2.1 Fuel is supplied against payment. After a car has passed scrutineering, no fuel other than the designated spec fuel may be in that car at any time during the Event.

30.3 The use of any fuel other than the designated spec fuel is forbidden. The introduction of any additive to the fuel after it leaves the official supplier's container is forbidden. Any mixing with other fuel including fuel assigned at a previous event shall be prohibited. Only unmodified ambient air may be mixed as an oxidant with the fuel used in the race car during the event. Any artificial modification of the composition of the ambient air shall be forbidden. During the Event, fuel may only be cooled with unmodified ambient air. Fuel may not be stored on board at a temperature more than 10 °C below ambient, and no device, on board or off the car, may be used to reduce the temperature of the fuel below ambient. A breach of art. 30.1 to 30.3 is reported to the Stewards and may result in disqualification from the Event.

30.4 Refuelling is only permitted during the Endurance Race. Refuelling is strictly prohibited during Group A Sprint Races.

30.5 Refuelling must be carried out using the officially sanctioned refuelling equipment. The car's engine must be switched off during refuelling. No work other than refuelling, driver change, and windscreen cleaning shall be performed simultaneously with refuelling, unless expressly permitted by the Regulations.

30.6 All refuelling during an Event in Group A shall be performed in accordance with FIA Appendix J Art. 257A-400.1 and, for Cars admitted under FIA Appendix J Art. 277, Art. 277-2.3, using a dry-break refuelling system. Gravity-fed churn refuelling is not permitted in Group A, except for cars whose Homologation Form expressly prohibits the fitment of a dry-break coupling, in which case the Promoter may grant a waiver in writing.

30.6.1 The dry-break coupling fitted to the car shall be of a type homologated by the FIA or a model specified by the promoter. The matching coupling on the supply tank shall be from the same manufacturer and of a compatible specification. The use of mismatched or improvised couplings is forbidden.

30.6.2 Refuelling shall be performed using a single autonomous supply tank, complying with FIA Drawing 257A-6. The supply tank shall be:

- of simple cylindrical internal shape, with no additional internal parts;
- not pressurized;
- fitted with an FIA-approved air vent system above the tank, connected to the car during refuelling;
- fitted, at its outlet, with a flow restrictor of 2.0 mm thickness and maximum 33 mm internal diameter, in accordance with FIA Drawing 257A-2;
- equipped with a 90° cut-off valve at the outlet, controlling fuel flow, and manned at all times during refuelling;
- fitted with a self-closing valve of 38 mm internal diameter beneath the supply tank, per FIA Drawing 252-7.

30.6.3 The supply tank shall be mounted, via a tower, on a trolley with:

- (a) a base area of at least 2 m²;
- (b) construction in a case fitted on four self-braking castors;
- (c) ballast equal to or greater than the weight of the supply tank when full; and
- (d) all tower components mechanically assembled with no degree of freedom relative to the trolley.

30.6.4 The maximum height of the supply tank, measured from the ground at the refuelling point to the top of the tank, shall not exceed 2.0 m.

30.6.5 The refuelling pipe shall have a minimum length of 250 cm measured over the flexible part only and shall terminate in a leak-proof coupling matching the dry-break receiver on the car. All hoses and fittings between the supply tank and the car shall have a maximum internal diameter of 1.5 inches, in accordance with FIA Drawing 266-1.

30.6.6 Before refuelling commences, the car and all metal parts of the refuelling system, from the coupling to the supply tank and its rack, shall be electrically connected to earth by a manual contactor having no other function. The connection shall remain in place throughout the operation.

30.6.7 During refuelling, the outlet of the air vent system shall be connected to the supply tank by an appropriate coupling of the same diameter.

30.6.8 Maximum permitted refuelling rates, and any class-specific restriction on refuelling, are defined in the BOP Publication for the Event.

30.7 Every car shall be fitted with a self-sealing fuel sampling connection of an FIA-approved type, as listed in FIA Technical List No. 5, installed directly upstream of the fuel rail. It shall be possible to fit to that connection a hose which reaches the ground outside the car and which is fitted with a shut-off device.

30.8 During all refuelling or fuel handling operations the relevant personnel and the assistant shall wear FIA-homologated fireproof equipment to FIA Standard 8856-2018, including overall, underwear, gloves, balaclava, socks and shoes. An integral (full-face) helmet complying with ECE 22.05, ECE 22.06 or an FIA standard is mandatory, as is eye protection (visor or goggles).

30.9 A minimum of two (2) personnel shall be present during any refuelling operation: one operating the cut-off valve, and one acting as a fire safety attendant equipped with a handheld extinguisher of minimum 4.0 kg dry powder or equivalent capacity.

31. CHECKS

31.1 FUEL CHECKS

31.1.1 The Technical Delegate may require a fuel sample to be taken from any car at any time during an Event. Sampling procedure shall comply with the procedure of art. 31.1.2 to 31.1.6. The Competitor shall make the car and the necessary access available promptly upon request.

31.1.2 At each event, a reference sample from the fuel supplier nominated in the event bulletin for that particular event will be taken at the circuit. Should the fuel at the circuit be stored in different tanks (the chambers of a fuel tank truck are not considered to be different tanks for the interpretation of these Regulations), a corresponding sample shall be taken from each tank.

31.1.3 Gas and fuel-tight locking containers shall be used for the fuel samples. Three samples shall be placed in the containers which shall be delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the fuel supplier.

The containers shall be labelled and sealed.

31.1.4 At any time during the event, and in particular after every Qualifying and every Race, there must be enough fuel in the tank of each car for a quantity of at least 0,7 kg to be taken as a fuel sample. The defuelling process will be done on the measuring platform of the scrutineering area. If necessary, the Technical Delegate may specify a different location. During the defuelling, the vehicle must be on the ground all four tyres and must not be moved. The required quantity of fuel must be taken within a maximum period of 10 minutes after the start of defuelling.

31.1.5 The Scrutineers may order fuel samples to be taken from the race cars at any time during the event. Gas and fuel-tight locking containers shall be used for the fuel samples. Three containers shall be filled with the samples and delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the participant.

The containers shall be labelled and sealed.

31.1.6 Should the suppliers dispense the regulation fuel at the circuit from different containers, any samples taken from each of the different containers shall be compared with the samples taken from a race car if necessary.

31.2 MEASUREMENTS

31.2.1 All cars must meet the minimum height requirements specified in the BOP or homologation at all times during the event. Contrary to the requirements set out in ISG Appendix J, Article 257A.1200, the measurement shall be taken on the technical inspection measuring plate without fuel or a driver. The competitor may increase the tyre pressure to 1.5 bar for the purpose of the measurement.

31.2.2 The limit for the wheel camber on the rear axle is -3.5° . In exceptional cases, the Balance of Performance may require a different value. This value must be maintained at all times during the event.

All vehicles must maintain the specified wheel camber limit at all times during the event. The measurement is carried out on the Scrutineering platform without fuel and driver. The competitor may adjust the tyre pressure to 1.5 bar for the measurement.

31.3 TYRE CHECKS

31.3.1 Before tyres are released to the participants at an event, a reference sample shall be taken at the circuit from the tyre stock designated for that event.

31.3.2 Gas-proof locking containers will be used for the tyres samples. Three samples shall be placed in the containers which shall be delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the tyre supplier.

The containers shall be labelled and sealed.

31.3.3 At all times during the event the used tyres must comply with the tyre manufacturer's specification.

31.3.4 The Technical Delegate or the Scrutineers may order tyre samples to be taken from the race cars at any time during the event. Gas-proof locking containers will be used for the tyre samples. Samples shall be put into three containers and delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the participant.

The containers shall be labelled and sealed.

PART VII — RACE PROCEDURES

32. TRACK AND PIT LANE DISCIPLINE

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

33. QUALIFYING PRACTICE

33.1 QUALIFYING FOR THE ENDURANCE RACE

33.1.1 Qualifying is run in two qualifying groups: the GT3 Class in one group, the Porsche Cup Class and the GTX Class together in the other. The Qualifying for the Endurance Race consists of three separate sessions per group, one for each driver:

Q-Endurance Driver 1: Duration [10 minutes]. All Driver 1s will participate simultaneously.

Q-Endurance Driver 2: Duration [10 minutes]. All Driver 2s will participate simultaneously.

Q-Endurance Driver 3: Duration [10 minutes]. All Driver 3s will participate simultaneously.

The grid for the Endurance Race is determined by the average of the three fastest lap times. In the event of equal averages, the Car with the faster individual lap time is placed higher on the grid.

33.1.2 In the case of a two-driver line-up, Driver 1 takes part in the third session (art. 17.2.4).

33.2 QUALIFYING FOR THE SPRINT RACES

33.2.1 Qualifying for the Sprint Races is run in the two qualifying groups of art. 33.1.1 and consists of two separate sessions, Q1 and Q2, of [10 minutes] each.

Sprint Race 1 Grid: determined by the lap time set by Driver 1 in Q1.

Sprint Race 2 Grid: determined by the lap time set by Driver 2 in Q2. Where one driver is entered, that driver takes both sessions. Where no time has been set in the session concerned, the Car starts from the back of the grid of its Class.

33.3 GENERAL QUALIFYING PROVISIONS

33.3.1 Except for changing damaged tyres or switching from dry-weather tyres to wet-weather tyres and vice versa, tyre changes are prohibited during a Qualifying session. At every Qualifying maximum one set of slicks and one set of wet tyres is allowed to be used. Any attempt to evade this rule shall be reported to the Stewards

33.3.2 Any driver who, in the opinion of the Stewards, impedes another driver during a qualifying session may have their lap time deleted and may be subject to further penalties. If a qualifying session is stopped with less than four (4) minutes remaining, it will not be restarted. Should a red flag be shown during a qualifying session, all cars must return to the pit lane. Any driver who caused the red flag will have their best lap time cancelled.

33.3.3 Immediately after the Qualifyings, the fastest lap times of each driver shall be published. Should several drivers set identical times during a Qualifyings, priority shall be given to the driver who set it first.

33.3.4 After the end of the Qualifying, all cars that have taken part in it are subject to the parc fermé regulations of art. 46 on the entire circuit. There is no in-session parc fermé during a Qualifying.

33.3.5 If a qualifying session is suspended (red flag) and subsequently resumed then Competitors are permitted to work on their cars. However, if a qualifying session is stopped and not continued then all work must cease and all cars will be under Parc Fermé conditions from the point in time when it is declared that the session will not be resumed.

33.3.6 Any driver whose best qualifying lap exceeds 107% of the fastest qualifying time, or who fails to set a time, will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the stewards may permit the car to start the race

34. GRID

34.1 The starting grid for each race will be formed in accordance with the results of the relevant qualifying session, as defined in Article 33.

34.2 The grid will be two-by-two.

34.3 In the event of a tie in qualifying, the car that set its fastest time first will be placed higher on the grid.

34.4 Any car that fails to set a qualifying time will start from the back of the grid, the championship ranking will decide the position. If no Championship ranking exists, the Stewards shall decide the order.

35. STARTING DRIVERS

35.1 ENDURANCE RACE

35.1.1 The starting driver for the Endurance Race is Driver 1, in accordance with art. 17.2.3.

35.2 SPRINT RACE 1

35.2.1 The starting driver for Sprint Race 1 is the driver who set the qualifying time used to determine the Sprint Race 1 grid position (Driver 1).

35.3 SPRINT RACE 2

35.3.1 The starting driver for Sprint Race 2 is the driver who set the qualifying time used to determine the Sprint Race 2 grid position (Driver 2).

36. STARTING PROCEDURE

36.1 All races will commence with a rolling start procedure, conducted in accordance with Appendix H of the Code.

36.2 Any car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the race from the grid

36.3 The approach of the start into the formation lap shall be announced by signs indicating the following times, each accompanied by an audible warning, in the sequence described below:

- Five (5) minutes: Only team personnel and officials allowed on the starting grid
- Three (3) minutes: All cars must have their wheels fitted and the car must be resting on its wheels. Tyre pressure may not be adjusted after this signal.
- one (1) minute: Start engines. Drivers sitting in their cars. All other persons leave the starting grid without delay

36.3.1 If any team personnel are touching a car or team equipment is connected to a car on the grid after the fifteen (15) second signal has been shown the driver of the car concerned must start the race from the pit lane.

36.4 Any driver who is unable to start from their grid position must signal to the marshals and, if possible, move their car to the side of the grid. Such a driver must start from the pit lane.

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

36.6 Should weather conditions lead to a delayed start, the Race Director shall order the following variations in the starting procedure: if it starts raining after the 5-minute signal but before the start into the formation lap, a "start delayed" board shall be displayed at the Line and the yellow light shall start flashing. The starting procedure shall resume at the 10-minute point in the countdown. The procedure set out in Article 36.3 shall apply from that moment on.

36.7 Should the start of a Race be imminent and the Race Director be convinced that the track cannot be negotiated safely even on wet-weather tyres, he may delay the start by switching on the yellow flashing lights and by displaying the "start delayed" board. Information about the estimated duration of the delay or the new start time shall be displayed on the time-keeping monitors. The starting procedure shall begin again at the 10 minutes signal. After a delayed start, the Race Director and the Stewards shall agree the duration of the Race and the pit stop window and publish them for the participants on page 7 of the official time-keeping monitors and over the public announcement system.

36.8 Should a Driver not be stationary within his allocated grid box at the time the race start signal is given (red lights out), this may be recorded as a 'False Start' and be referred to the Stewards.

37. THE RACES

37.1 RACE DURATION

37.1.1 Endurance Race: 3 hours from the moment of the race start.

37.1.2 Sprint Race: 60 minutes.

37.2 TRACK LIMITS

37.2.1 Drivers must always keep two wheels within the track limits. Track limits are defined by the white line on the track, any exception to this will be announced in the supplementary regulation. Repeated violations of track limits will be reported to Stewards and may result in lap time deletions or other penalties. Circuit-specific track limits shall be described in the Event Notes from the Race Director.

37.3 OVERTAKING DURING FROM THE GRID, FORMATION LAP, FULL COURSE YELLOW, RED FLAG OR SAFETY CAR

37.3.1 Overtaking is prohibited from the moment the cars leave the grid for the formation lap until the race start signal, and during all formation laps, full course yellow periods, red flag periods, and safety car periods, except as specifically permitted in the relevant articles.

37.4 PIT LANE ENTRY AND EXIT

37.4.1 Drivers must observe the pit lane speed limit at all times. Drivers must not cross the solid white line at the pit entry or pit exit.

37.5 FLAGS

All drivers must observe and comply with all flag signals in accordance with Appendix H of the Code. The following flags are in use:

FLAG	MEANING
Green	Track is clear; session/race in progress

Yellow (single)	Danger ahead; slow down, no overtaking
Yellow (double)	Danger on or near the track; slow down, be prepared to stop or change direction, no overtaking
Red	Session/race suspended; return to pit lane without overtaking
Blue	A faster car is approaching; allow it to pass
White	Slow vehicle on the track
Black with orange disc	Mechanical problem; return to pits
Black	Driver must report to the pits
Checkered	End of session/race

38. PIT STOPS

38.1 All pit stops must be conducted in the car's designated pit box.

38.2 Working or lifting the car outside of the designated pit box is prohibited.

38.3 Exceptionally slow driving or stopping in the fast lane shall be prohibited.

38.4 The engine must be switched off during any driver change or refuelling procedure.

38.5 The replenishment of liquids, including engine oil, coolant and water for cooling the brakes, is permitted during a pit stop. Refuelling is permitted in the Endurance Race only and is prohibited during the Sprint Races.

38.6 Until a car has come to a complete standstill, no team members other than the person guiding the car to its pit stop position shall be allowed in the working lane.

38.7 No material and tyres may be taken into the working lane until a car has come to a complete standstill. Signs and/or boards that are in the working lane are also considered as material in the sense of these regulations. Only signals that are held in the hand by a person may be used.

38.8 All materials and tyres must be removed from the working lane before a car exits the pit stop area after a pit stop; at this time, no team members other than the person guiding the car to its pit stop position shall be allowed in the working lane.

38.9 The minimum duration of a pit stop, and any minimum standing time applying to a driver change or to refuelling, are specified in the Supplementary Regulations for the Event.

39. TYRE CHANGES

39.1 Tyre changes or swapping near-side and far-side tyres are permitted during any pit stop.

39.2 Tyre changes may only be carried out by team personnel wearing the appropriate armbands.

40. OTHER WORK AND REPLACEMENT OF MECHANICAL PARTS

40.1 Any work on the car beyond routine pit stop servicing must be carried out within the team's pit garage.

40.2 The replacement of major mechanical components (e.g., engine, gearbox) during a race requires prior approval from the Eligibility Scrutineer. Approval may be conditional on a time penalty or starting position adjustment for the next session.

41. SAFETY CAR

41.1 The Safety Car may be deployed by the Race Director at any time during a race to neutralise the race for safety reasons. The Safety Car procedures will be conducted in accordance with Appendix H of the Code.

41.2 When the Safety Car is deployed, all cars must reduce their speed and form a single-file line no more than 5 car lengths apart behind the Safety Car. Overtaking is strictly forbidden, except as provided for in Article 41.3.

41.3 Overtaking behind the Safety Car is only permitted in the following circumstances:

- if a car is delayed when leaving its grid position and cars behind cannot avoid passing it;
- if any car slows with an obvious problem;
- or if a car is delayed during the lap(s) behind the Safety Car.

In any of these cases, drivers may only overtake to re-establish the correct order.

41.4 When ordered to do so by the Race Director, the observer in the Safety Car shall use a green light to signal to any cars between it and the Race leader that they should pass. Such instruction shall refer only to the car immediately following the Safety Car. Such cars shall continue at appropriate speed and without overtaking other cars until they reach the line of cars behind the Safety Car

Safety Car Line 1: At a point where it is reasonable for a car entering the pit lane to overtake the Safety Car or other cars remaining on the track. This shall also be the point where competition cars may overtake the Safety Car turning into the pit lane after its deployment.

41.5 Safety Car Line 2: At a point where cars exiting the pit lane are likely to drive as fast as the competition cars on the track. Before this line, cars on the track may overtake a car exiting the pit lane. After the line, overtaking cars exiting the pit lane shall be prohibited.

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

41.7 When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. In order to avoid the likelihood of accidents before the restart, from that moment on, all drivers must proceed at a constant speed which involves no acceleration, braking or other risky manoeuvres until the Safety Car turns into the pit lane. As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Start Line, which shall be displayed until the last car has crossed the Finish Line.

41.8 Each lap completed while the Safety Car is deployed shall be counted as a Race lap.

41.9 Should the Race end whilst the Safety Car is deployed it shall enter the pit lane with extinguished lights at the end of the last lap and the cars shall take the chequered flag as usual without overtaking. The Marshals shall continue to wave yellow flags

42. FULL COURSE YELLOW (FCY)

42.1 The Race Director may declare a Full Course Yellow (FCY) period when it is necessary for safety reasons but the situation does not warrant the deployment of the Safety Car.

42.2 A FCY period will be in operation from the moment a FCY countdown is finished on team radio or on the timing monitors. There shall be no overtaking during the countdown. The message "FCY" will be displayed on the monitors and waved yellow flags and "FCY" boards will be shown at all marshal posts.

42.3 During a FCY period, all cars must reduce their speed to a maximum of 60 km/h. Overtaking is strictly forbidden, except as provided for in Article 42.4

42.4 Overtaking under FCY is only permitted in the following circumstances:

- any car heading for the pits may pass another car as soon as it has crossed Safety Car Line 1;
- any vehicle leaving the pit lane may overtake or be overtaken by vehicles travelling on the circuit before it has crossed Safety Car Line 2;
- any vehicle which is in the pit entry, pit lane or pit exit may overtake another vehicle which is also in one of these three areas;
- if another vehicle slows down due to an obvious problem.

42.5 Speeds will be monitored, and any car exceeding the FCY speed limit will be reported to the Stewards and may be subject to a penalty.

42.6 Each lap completed during the "FCY phase" will be counted.

42.7 When the Race Director decides that the FCY phase can be ended, the message "FCY ENDING" will be sent to all participant's via the official timing monitors. Between 10 to 15 seconds later, the yellow flags and FCY signs will be retracted simultaneously and replaced by green flags at all marshals and at the finish line. The relevant part of the event is immediately reopened for all participants.

43. SUSPENDING A RACE

43.1 Should it become necessary to suspend a Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags to be shown at all Marshal posts and the abort lights to be shown at the Start Line

43.2 When the red flag signal is given, overtaking is forbidden, the pit exit will be closed, and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit, staying in the fast lane. All other cars should form up in a line behind the first car.

43.3 Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

43.4 Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended.

43.5 Whilst the race is suspended, neither the race nor the timekeeping system will stop. Refuelling and tyre changes are prohibited during a suspension unless specifically authorised by the Race Director.

43.6 Working shall be permitted in the fast lane during the time in which the race is stopped, but any such work shall be restricted to:

- Starting the engine and any directly associated preparation;
- The use of external devices such as fans or blowers for cooling, using only air at ambient temperature;
- A change from dry-weather to wet-weather tyres or the reverse, where the weather conditions require a different type of tyre.

43.7 Only team members, officials and duly accredited television cameramen will be permitted in the pit lane

43.8 Unless asked to do so by officials, cars may not be moved from the fast lane whilst the race is suspended. Any driver whose car is moved from the fast lane to any other part of the pit lane will be arranged at the back of the line of cars in the fast lane in the order they got there. Any such cars will be permitted to leave the pit lane when the race is resumed but must re-enter the pit lane when the safety car returns and may join the race once the last car has passed the pit exit after the re-start. At all times drivers must follow the directions of the marshals.

43.9 If the race is suspended before a distance of 75% of the scheduled race duration has been completed, the race may be restarted. If the race is suspended after 75% of the scheduled race duration has been completed, the race may be declared finished, and the results will be taken from the last lap completed before the suspension.

44. RESUMING A RACE

44.1 The delay between a suspension and the resumption of a race will be kept as short as possible. Teams will be informed of the resumption time via the timing monitors, with at least five (5) minutes' warning. Signals before resumption:

- Five (5) minutes: Only team personnel and officials allowed on the starting grid
- Three (3) minutes: All cars must have their wheels fitted and the car must be resting on its wheels. Tyre pressure may not be adjusted after this signal.
- One (1) minute: Start engines. Drivers sitting in their cars. All other persons leave the starting grid without delay

44.2 If any team personnel are touching a car or team equipment is connected to a car on the grid after the fifteen (15) second signal has been shown the driver of the car concerned must start the race from the pit lane.

44.3 Any driver who is unable to start from their grid position must signal to the marshals and, if possible, move their car to the side of the grid. Such a driver must start from the pit lane.

44.4 The Race shall be resumed behind the Safety Car when pit exit is green. The Safety Car shall re-enter the pits after one lap unless

- The Race Director deems more than one lap necessary due to weather conditions;
- All cars are not yet in a line behind the Safety Car;
- The starting grid is still being cleared;
- A further incident occurs necessitating another intervention.

44.5 When the green light is on, the Safety Car shall leave the pitlane with the yellow/orange lights switched on and with all cars following in the order they stopped behind the starting line, no more than 5 car lengths apart. All the Marshals' posts shall display yellow flags and the "SC" board as long as the Safety Car is deployed.

44.6 As soon as the last car in line behind the Safety Car passes the pit lane exit, the pit exit light shall be turned to green and any car in the pit lane may then enter the track and join the line of cars behind the Safety Car. When the Race Director calls the Safety Car in, it must extinguish its yellow/ orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Start Line, which shall be displayed until the last car has crossed the Finish Line.

45. FINISH

45.1 The race is deemed to be finished when the leader crosses the Line at the end of the lap during which the prescribed race duration expires. The checkered flag will be shown to the leader as it crosses the Line.

45.2 All other cars will be classified in the order in which they cross the Line after the checkered flag has been shown to the leader.

45.3 Any car that is still running at the time the checkered flag is shown to the leader will be classified if it satisfies the conditions of art. 8.1.

45.4 All cars must cross the Finish Line under their own engine power. They shall complete a slow-down lap and must not overtake any cars still in the Race. Any classified car which cannot reach the post-race Parc Fermé under its own power shall be taken to the Parc Fermé under the control of an Official.

45.5 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, or the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

45.6 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

46. PARC FERMÉ

46.1 All cars will be placed under Parc Fermé conditions immediately after the end of each qualifying session and each race. Cars must be driven or towed directly to the designated Parc Fermé area.

46.2 No work may be carried out on a car under Parc Fermé conditions without the permission of the Eligibility Scrutineer. Any work carried out without permission will result in the car being excluded from the results. Parc Fermé rules apply to the route to the weighing area and in the weighing area itself.

46.3 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

46.4 The driver must leave the car in neutral and the steering wheel in place.

46.5 Should the environmental conditions require it, the Technical Delegate may authorise the use of external devices such as fans or blowers for cooling with ambient air in the parc fermé for all participants.

47. CLASSIFICATION

47.1 A provisional classification shall be published when the Race is over. The classification shall not become final before all post-race technical checks are completed and the protest and appeal time limits have elapsed.

47.2 The final classification will be determined by the number of laps completed, and then by the time taken to complete those laps.

47.3 A separate classification is published for each Class of art. 5.1.1 alongside the overall classification of the Race.

48. PODIUM CEREMONY AND PRESS CONFERENCES

48.1 The top three (3) finishers in the overall classification and in each class are required to attend the podium ceremony. Failure to attend without a valid reason may result in a penalty.

48.2 The top three (3) finishers in the overall classification may be required to attend a post-race press conference. Failure to attend without a valid reason may result in a penalty.

APPENDICES**APPENDIX A: CHAMPIONSHIP CALENDAR**

ROUND	EVENT NAME	CIRCUIT	COUNTRY	DATES
1	Round 1 – Lusail	Lusail International Circuit	Qatar	16–20 December 2026
2	Round 2 – Kuwait	Kuwait Motor Town	Kuwait	6–9 January 2027
3	Round 3 – Bahrain	Bahrain International Circuit	Bahrain	21–24 January 2027
4	Round 4 – Dubai	Dubai Autodrome	United Arab Emirates	4–7 February 2027

APPENDIX B: OFFICIALS AND DELEGATES

ROLE	NAME	LICENCE NO.
Steward 1	[NAME]	[LICENCE NO.]
Steward 2	[NAME]	[LICENCE NO.]
Steward 3	[NAME]	[LICENCE NO.]
Clerk of the Course	[NAME]	[LICENCE NO.]
Race Director	[NAME]	[LICENCE NO.]
Technical Delegate	[NAME]	[LICENCE NO.]
Chief Timekeeper	[NAME]	[LICENCE NO.]

APPENDIX C: GRAPHICAL CHARTER

(This appendix will be completed by the Championship Organiser and will detail the mandatory placement of Championship logos, sponsor logos, and race numbers on all competing cars. It will also specify the format, size, and color requirements for race numbers.)

APPENDIX D: DRIVER CATEGORISATION AND CREW COMPOSITION

The Championship uses the FIA Driver Categorisation system. All drivers must hold a valid FIA categorisation or must have submitted an application for one to the FIA, in accordance with art. 11.3. The following table defines the crew composition requirements for each class:

CLASS	DRIVER 1 (LOWER CATEGORY)	DRIVER 2 (HIGHER CATEGORY)	DRIVER 3	NOTES
Silver	Silver	Silver	Silver	Any driver may start (art. 17.2).
Pro-Am	Bronze	Platinum, Gold or Silver	Any category	Two or three drivers. The Bronze driver is Driver 1 and starts every race (art. 17.2).
Am	Bronze	Bronze	Bronze	Any driver may start (art. 17.2).

For Pro-Am the table shows a permitted line-up. The governing requirement is that the crew must include at least one driver categorised Bronze and at least one driver categorised Silver; any remaining driver may hold any categorisation, including Gold or Platinum (art. 11.5).

Temporary categorisations may be granted by the Panel of Stewards in accordance with the FIA Driver Categorisation Regulations. Any series using the FIA Driver Categorisation system must declare its use to the FIA at driverscategorisation@fia.com.