

CALIFORNIA 8 HOURS SPORTING REGULATIONS 2019

FOREWORD

The California 8 Hours Race is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), Appendix J, and the present Sporting Regulations specific to the Event, as well as clarifications and bulletins issued by the Promoter, before and during the Event in accordance with article 3.

WC Vision and SRO Motorsports Group (hereinafter jointly referred to as "the Promoter"), will organise the California 8 Hours (hereinafter "the Event") which will be open to cars from four different categories : GT3, GTC, GT4/GTS, TCR and Invitational.

It is a round of the 2019 Intercontinental GT Challenge, which is an FIA International Series whose parent ASN is the RACB.

REGULATIONS

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

GENERAL UNDERTAKING

2. All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Technical Regulations (Article 257A of Appendix J), Additional Supplementary Regulations, Bulletins and Clarifications from the Sporting Board or Technical Director issued before or during the Event, and the present Sporting Regulations. Additional Supplementary Regulations and Bulletins will be approved by the parent ASN, which is USAC (United States Auto Club). USAC enforces a strict substance abuse and alcohol policy with mandatory compliance to the full policy listed in Appendix 5.

GENERAL CONDITIONS

3. It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the applicable Technical and Sporting Regulations as well as Bulletins and Clarifications from the Sporting Board or Technical Director issued before and during the Event.
4. If a competitor is unable to be present in person at the Event, he must nominate his representative in writing to the Stewards of the Meeting. A person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
5. Competitors must ensure that their cars comply with the conditions of eligibility and safety and with the technical regulations throughout the Event.

6. The presentation of a car for scrutineering will be deemed an implicit statement of the conformity of the car.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear appropriate clothing along with the proper pass (credential) at all times as stated in Article 23. Any infractions will result in penalties set by the Stewards of the Meeting.
8. All drivers, competitors and officials participating in the Series must hold current and valid licences. For drivers of cars entered in the Intercontinental GT Challenge, the minimum requirement is a Grade C FIA international Driver's licence, or equivalent licence for drivers with a disability such as the International Licence for Drivers with Disabilities and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and, in case starting permission for international events is not included on their licence, permission from their ASN to compete in the Event.

For cars not entered in the Intercontinental GT Challenge, the minimum requirement is a Grade C FIA international Driver's licence for the GT3 category, or an equivalent licence for drivers with a disability such as the International Licence for Drivers with Disabilities and, where applicable, valid licences and/or authorisations issued by their ASN. The drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the Event.

For cars not entered in the Intercontinental GT Challenge who are competing in the GT4 GTS, TCR and Invitational categories, competitors and drivers holding a valid SRO Motorsports America Driver licence will be accepted.

ELIGIBLE CARS

9. The Event is first and foremost reserved for the following categories of cars. Any variations or waivers will be subject to approval of the Promoter, on submission of a dossier. Additional classes and categories may be added subject to approval of the Promoter and will be communicated via a Sporting Note.
10. **Category 1 : GT3**

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

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

- f) Subject to the approval of the Technical Board, brake discs are open, subject to the brake disc specifications corresponding to the homologated discs, on condition that either the manufacturer has approved them or the team principal and all drivers racing for the team have signed a 'Competitors/Drivers Acknowledgement of Risk' Requests for the use of any alternate brake discs must be submitted two weeks before the first use. Any request or any listed options may be rejected by the Technical board with immediate effect at any time.

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

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

- 2) GT3 cars fitted with adaptations solely for the purpose of allowing their use by disabled drivers will be authorised. These adaptations have to be registered and approved by the Technical Director. Any such cars must carry the universal logo approved by the FIA Disability and Accessibility Commission distinguishing them as a disabled driver, on both car doors, and at the front and rear of their competition vehicle during both competition and testing. (See article 11.2 of Appendix L to the 2019 International Sporting Code)
- 3) Cars complying with the JAF GT300 regulations
- 4) Cars complying with the Super Taikyu STX regulations
- 5) Cars with permission from the Promoter / Technical Director

Category 2 : GTC

This will be open to cars from single-make series, including the Lamborghini Super Trofeo Huracan, Audi R8 Cup, Lamborghini Super Trofeo Gallardo, Porsche Cup and Ferrari Challenge. A separate classification will be drawn up for this class.

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

Any variants to be approved by the Promoter / Technical Director and subject to BOP.

Category 3 : GT4

This will be open to SRO GT4 cars complying with the SRO regulations

Any variants to be approved by the Promoter / Technical Director and subject to BOP.

Category 4 : TCR

This will be open to cars issued from the TCR Series and homologated by the WSC, as authorised to compete in the TCR category of the TC America 2019.

Category 5 : Invitational

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

SAFETY FEATURES

11. All cars must be in conformity with the list of safety features according to Article 257A of Appendix J. This list of safety elements includes the Fuel Tank, Safety structures, seat and mountings, safety belts, fire extinguisher, master switch, rain light, windscreen, towing eyes, rear-view mirrors, cockpit firewalls, and complete refuelling equipment.

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

Fuel rigs are subject to the restrictions in article 126

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

EVENT

12. The Event will have the status of a restricted international Event.
13. The Event consists of one Race with a maximum duration of 8 hours.

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 period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.

The Line is a single line which crosses both the track and the pit lane and which is both the Start and Finish line. The location of the Line will be specified in a Bulletin and in the Drivers' Briefing.

14. The definitive date for the event will be 27th – 30th March 2019. However, in case of force majeure, the Promoter of the Event reserves the right to modify this date as well as the format of the event.
15. The Event may be cancelled in case of force majeure, or with the agreement of the ASN, which is the USAC, WC Vision and the SRO Motorsports Group.

PROMOTER

16. The Promoter of the Event is WC Vision and SRO Motorsports Group, who will make an application to organise the Event with USAC, which is the sanctioning body of the country in which the Event is to take place.

INSURANCE

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

OFFICIALS

19. Officials for the Event will be listed in the Appendix 1 which will be submitted to the USAC for approval.

CONDITIONS FOR THE PARTICIPATION OF DRIVERS AND COMPOSITION OF THE CREWS

20. In all categories, no more than three drivers per car will be accepted. Except for the GT3 Pro category, two drivers may be allowed to compete for a car, subject to the approval of the Sporting Board for the Event (see Appendix 4), on condition that at least one of the drivers is categorised Bronze. In this case, specific driving limits will be given to the approved pairing which will be listed in the document issued by the Sporting Board

Category 1 : GT3

a) Pro Category

No driver categorisations will be applied.

b) Pro-Am Category

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

- Platinum / Bronze / Bronze

c) Silver Cup Category

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

- Silver / Silver / Silver

d) Am Category

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

- Bronze / Bronze / Bronze

Category 2 : GTC

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

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

Category 2 : GTS / GT4

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

- Gold/Bronze/Bronze

- Silver/Silver/Bronze

Category 4 : TCR

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

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

Category 5 : Invitational

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

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

DRIVER CATEGORISATIONS

21. Drivers wishing to compete in the California 8 Hour Race must be categorised by the FIA. Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the Event, using the link available via the FIA website under <http://www.fia.com/fia-driver-categorisation>. The definitions of the categories, the Driver Categorisation List and the application form can be found on the FIA website. All decisions concerning the categorisations are taken under the authority of the FIA Drivers Categorisation Committee.

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

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

The performance of any drivers who have received such a derogation will be monitored by the Sporting Board and may be removed at any time before the start of the race. Drivers with a derogation may be given a maximum driving time during the race. Any such maximum will be marked on their Derogation document.

In certain cases, drivers holding a PWC Pro License, who have never competed internationally or held an international license, and who have never won any national titles, may be categorised by the Sporting Board and will not need to apply for FIA Driver Categorisation. Any such temporary categorisations will be issued on a case by case basis.

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

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

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

COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

22. A team may enter a maximum of four cars in the California 8 Hours Race under one entrant's license, and a maximum of three cars in any category.

The closing date for entries is February 28th 2019

The entry fees are as follows :

GT3 : US\$ 12,000

GTS : US\$ 11,000

GT4 : US\$ 10,000

TCR : US\$ 9,000

Entries received after the closing date of February 28th 2019 but before the start of the Event may be accepted subject availability of tyres but will incur a \$1500 late fee in addition to the fee line-up above.

All applications to compete in the California 8 Hours Race must be submitted to SRO and WC Vision, on an entry form available for download from the Teams section of the IGTC website (<http://www.intercontinentalgtchallenge.com>) - login User: TeamIGTC / Password: IGTC

Entry forms should be sent to :

Sophie Peyrat

Intercontinental GT Series Manager

By email to sophie@sro-motorsports.com

And to

Staci Langham

SRO Manager of Team Relations/Series Business Manager

By email to slangham@wcvision.com

- a) Entries are not transferable and entry fees are not refundable
- b) The application shall include:
 - confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Event, to observe them,
 - the name of the competitor (as it appears on the licence),
 - a copy of the competitor's licence issued by the ASN,
 - the make and model of the competing car(s),
 - the category in which the car will compete,
 - the names of the drivers,
 - the commercial name the team wishes to use
 - Technical dossier if applicable
- c) All competitors must abide by the guidelines set down in terms of sponsorship from the Event's partners as regards team decoration, car livery, team and driver overalls. WC Vision

and SRO Motorsports Group reserve space on the cars and overalls of all competitors (see Appendix 3).

PASSES AND ACCESS TO THE SITE

23. Any participant present in any capacity whatsoever in the reserved areas must wear their pass in such a way that it is clearly visible. The Promoter alone is empowered to issue passes. A pass may be used only by the person and for the purpose for which it was issued.

The following passes will be issued:

Organisation Passes: access to the whole site, including pit garages, pit lane and pit wall, with no restrictions in terms of clothing. Access to the working lane during sessions is restricted to staff wearing helmets and fireproof overalls.

Pit Lane Passes: general entrance, access to the paddock, pit lane and starting grid. During sessions, access to the working lane is restricted to persons wearing helmets and fireproof overalls. Incorrect dress may result in penalties. In any part of the pit lane, no shorts or sandals may be worn.

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

Paddock Passes: general entrance and access to the paddock.

Media Passes: general entrance, access to the paddock and media centre. Access to track roads and pit lane is only authorised with appropriate sticker and tabard as stated in media briefing documents. Media must wear helmets and fireproof overalls in the pit lane.

Teams may not exclude Full Access or Media passes from their pit garages or awnings, and may not produce or distribute additional passes, which supersede those passes distributed by the Promoter.

Officials and the Promoter's representatives with Organisation passes will have access to any team areas within the circuit boundaries.

24. Armbands

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

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

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

DRIVER DESIGNATIONS AND CHANGES OF DRIVER

25. Throughout the Event, no more than three drivers may drive one and the same car.
26. Drivers must be provisionally designated as Driver 1, Driver 2 and Driver 3 before the end of the administrative checks. The final positions of Driver 1, Driver 2, and Driver 3 must be

confirmed after Free Practice, or at the time specified in the Detailed Timetable.

For cars which have been given permission to race with two drivers in accordance with article 20, the first driver will be both Driver 1 and Driver 2, with the second driver being designated Driver 3 in terms of Qualifying. In general, the first driver will be the Bronze driver, or the least experienced driver in the case of two Bronze drivers. This will be specified in the document from the Sporting Board giving permission to race with two drivers.

27. Driver Changes

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

DRIVING

28. The driver must drive his car alone and unaided

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 29. The Promoter, Stewards of the Meeting, Race Director or Sporting Board may give instructions to competitors by means of special bulletins in accordance with the Code. These bulletins will be distributed to all the competitors, who must acknowledge receipt. The signature of the Competitor or of his designated representative is mandatory.
- 30. All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board and also on the digital notice board located on the IGTC website.
- 31. Any decision or communication concerning a particular competitor must be given to him as soon as possible and receipt must be acknowledged. This may take place in person or electronically via the SRO Team Messaging system.
- 32. All teams must have a radio tuned into the Race Control frequency, which will be 462.2250 MHz DPL Code 723. This will only be used for communication from the Race Director to the teams. Teams must be listening to the frequency from 15 minutes before the start of each session to ten minutes after the end of the session or the opening of parc fermé for qualifying and races. Teams may not use this frequency for any other information. Information given on the Race Director's radio frequency is in addition to messages given on the screen. All such messages, whether written or oral, must be adhered to. All teams must be connected to the Team Messaging System throughout the event, and must monitor this at all times.

UNSPORTING BEHAVIOUR

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

INCIDENTS

34. "Incident" means any occurrence or series of occurrences involving one or more drivers and/or team members, or any action by any driver and/or team member, which is reported to the Stewards of the Meeting by the Race Director (or noted by the Stewards of the Meeting and referred to the Race Director for investigation) and which:
- necessitated the stopping of a practice (free or qualifying) session or the suspension of a race under article 174
 - constituted a breach of these Sporting Regulations or the Code;
 - caused a false start by one or more cars;
 - caused a collision;
 - forced a driver off the track;
 - illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - illegitimately impeded another driver during overtaking;
 - caused a pit lane infringement.
35. Unless in the opinion of the Race Director or Stewards of the Meeting it was completely clear that a driver and/or team member was in breach of any of the above, any incidents involving more than one car will normally be investigated after the relevant session or race.
36. a) It shall be at the discretion of the Stewards of the Meeting to decide, upon a report or a request by the Race Director, if drivers and/or team members involved in an Incident shall be penalised.
- b) If an Incident is under investigation by the Stewards of the Meeting, a message informing all teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit) and/or via radio announcement.
- c) If a driver is involved in a collision or Incident (see Article 34), and has been informed of this by the Stewards of the Meeting no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards of the Meeting.
37. The Stewards of the Meeting may impose one or more of the following five penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident:
- a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
 - b) A Stop & Go time penalty. The driver must enter the pit lane, stop in the designated area for the given time and then re-join the race.
 - c) A time penalty to be served at the next pit stop of that car
 - d) A drop of grid positions
 - e) Disqualification of the driver from the Event.

However, should either of the penalties under a) and b) above be imposed and notified during the last ten minutes, or after the end of the race, at the discretion of the Stewards, Article 38 b) below may not apply and an additional time penalty of a minimum of 30 seconds in case a) and a minimum of 40 seconds in case b) shall be added to the elapsed time of the car concerned.

For penalties according to c), the driver must enter the pit lane and stop in his pit stop position under parc fermé conditions for the given penalty time. No-one from the team may touch the car during this period, and the driver may not open the door. Once the time has elapsed, the pit stop may begin. Where a minimum time from pit in to pit out applies to the pit stop in question, this minimum time will be extended by the penalty time imposed. This includes any stop the driver makes whilst a FCY or safety car procedure is in operation. Such a penalty will not be imposed if there are fewer than 65 minutes before the scheduled end of the race. In the case that a race is red-flagged and cannot be resumed before a penalty has been served, the time will be added to the elapsed race time of the car concerned.

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

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

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

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

38. Should the Stewards of the Meeting decide to impose one of the penalties provided for in Article 37 a or b, the following procedure shall be applied:
- a. The Stewards of the Meeting shall give notification of the penalty by radio and on the timing monitors. From the time the Stewards' decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 38 b), proceeding to the penalty zone where it shall remain for the period of the time penalty. Unless specified otherwise by the Stewards of the Meeting, Stop and Go and Stop and Go Time penalties are to be served in the respective team's working area. Teams are responsible for ensuring that the car stops for the period notified.
 - b. However, unless the car was already in the pit entry for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car has been deployed or a Full Course Yellow period is in operation. The number of times the driver crosses the Line

behind the Safety Car or in Full Course Yellow conditions will be added to the maximum number of times he may cross the Line on the track.

Whilst a car is stationary in the pit lane as a result of incurring a time penalty, it may not be worked on.

However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 97 c). If the driver is unable to start his car by himself, it may be evacuated to the team working area by its mechanics.

c. When the time penalty period has elapsed, the driver may re-join the track without further intervention.

d. No penalty can be taken by a team until it has been notified in writing, either on the timing monitors, over the Team Messaging Application or by document issued by the Stewards of the Meeting, or by radio transmission from Race Control.

SANCTIONS (PENALTIES)

39. The penalties given in these regulations are guidelines only. The Stewards of the Meeting may impose any penalty or combination of penalties, specifically set out in these Sporting Regulations or available to them under the Code which they deem to be appropriate in the event of any breach of regulations. In addition, the Stewards of the Meeting may issue suspended penalties at their discretion. Nothing in these regulations shall preclude the Stewards of the Meeting from referring any matter to the appropriate ASN for consideration of further penalty in accordance with the Code should the Stewards consider that a penalty beyond their powers may be merited in any instance.

PROTESTS AND APPEALS

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

TRANSPONDERS, POSITION PANELS, PIT GANTRY CAMERAS ETC

41. Each driver must use the driver timing transponder specified by the Promoter throughout the Event. It is the responsibility of each competitor to obtain this transponder at their own expense, to install it, to make it work correctly, and to ensure it is showing the correct information at all times. This transponder must be installed in strict compliance with the relevant instructions. Any problems with the transponder must be notified to the Race Director immediately. Failure to use the transponder correctly may result in a penalty from the Stewards of the Meeting up to disqualification from the event. Competitors must use the Timing form to correct any mistakes concerning the driver behind the wheel. Please see Appendix 7 for further details.
42. A Pit Gantry camera (Go-Pro or similar, using SD or micro SD cards) must be obtained by all competitors. It must be installed on the pit gantry or in a similar location in accordance with the specifications. Data cards are the responsibility of the Entrant. The images remain the property of the Promoter. It will be the responsibility of each team to ensure that the camera is switched on during all sessions and races and must be working correctly at all times. The camera may be switched off between pit stops in order to preserve the battery. After Qualifying, Shootout and the Race, the data must be deposited by each team in the box designated for this purpose, so that they can be examined by the Officials. Infractions

may be presented to the Race Director or the Stewards of the Meeting. Failure to provide the images or to deposit the data may result in a penalty. Appendix 9 applies.

43. A light panel approved by the Promoter, showing the car's position, must be installed in each car according to the position set down in the Promoter's Graphical Charter given in Appendix 3. It will be the responsibility of each team to obtain and install the car position light panel according to the instructions issued by the promoter, and to ensure that it is working correctly at all times. Please see Appendix 7 for further details.

DRIVING STINTS AND PIT STOPS

44. MINIMUM PIT STOP TIME

Limits on the pit stop time will be imposed.

GT3 and GTC

The total length of a pit stop, calculated from pit in to pit out, must not fall within a set time range. No stop including both refuelling and the changing of more than one tyre may be shorter than the top of this range. The range will be calculated depending on the length of the pit lane, the minimum refuelling time and the target minimum time for the tyre changes.

Should the length of any pit stop fall within the given range of times, or should a pit stop including both refuelling and the changing of more than one tyre be shorter than the top of the range, a penalty will be awarded by the Stewards of the Meeting which as a minimum will remove any advantage gained by such a stop. Repeated offenses may result in additional penalties.

The provisional prohibited range is as follows : 50.00 seconds to 99.99 seconds
Pit stops including both refuelling and changing of more than one tyre must have a minimum time of 100.00 seconds from pit in to pit out.

Short stops for fuel and changing maximum one tyre, minor repairs, or changing all four tyres with no fuel, must have a maximum duration of 50.00 seconds.

The definitive times will be published by the Stewards of the Meeting in a Bulletin at the Event.

There will be a non-cumulative one-second tolerance, which may be used three times during the Event.

During a Safety Car period, a judge of fact at pit exit will note cars stopped by the red light or flag, for which a tolerance will be applied by the Stewards of the Meeting.

GT4/GTS/TCR

The following provisional minimum pit stop times will apply :

Any pit stop which includes refuelling must have a minimum duration of 120.00 seconds from pit in to pit out.

Any pit stop without refuelling but which includes changing one or two tyres must have a minimum duration of 50.00 seconds.

Any pit stop without refuelling but which includes changing three or four tyres must have a minimum duration of 85 seconds.

Pit stops without refuelling or tyre changes have no minimum pit stop time except for the duration of the pit lane at the maximum speed authorised ie 27 seconds.

The definitive times will be published by the Stewards of the Meeting in a Bulletin at the Event.

There will be a non-cumulative one-second tolerance, which may be used a maximum of three times during the Event.

45. MANDATORY DRIVING TIMES

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

A limitation on the length of the pit stops will be imposed, in accordance with article 44.

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

The total maximum time per driver is 195 minutes (three hours fifteen minutes). This time is taken by adding all stints by each driver, excluding time spent in the pits. An extension to 200 minutes will be authorised should a Full Course Yellow or Safety Car period be in operation at the end of any driver's third and/or final stint only. A penalty will be imposed on the car of any driver who exceeds this limit.

Barring force majeure recognised as such by the Stewards of the Meeting, in order for a car to be classified at the end of the race, each driver registered to drive a particular car must have completed a minimum of 60 minutes behind the wheel (pit out to pit in, not including time spent in the pits).

46. DRIVING STINTS

a) The maximal duration of any driving stint will be 65 minutes. This will be extended to 70 minutes while the Safety Car / Full Course Yellow period is in operation. The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until the end of the 8-hour period. The duration of any driving stint will be rounded down to the nearest second.

For all other driving stints, the time duration will be counted from the time the car crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. The extension to 70 minutes is only applicable if the Safety Car / Full Course Yellow period is in operation at the end of a driving stint for a specific car.

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

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

c) If the same competitor exceeds a driving stint for a second time, a longer penalty may be

imposed by the Stewards of the Meeting, and in the event of repeated infringements, the penalty could go as far as disqualification of the relevant car from the event.

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

e) There will be no official 'pit windows' for driver changes or fuel. Pit stops will be at the discretion of the teams with due regard to the regulations.

NUMBER OF CARS ALLOWED TO PARTICIPATE

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

RACE NUMBERS

48. Each car will carry the race number allocated by the Promoter. Race Numbers must be an integer between 0 and 999. Race numbers and advertising on the cars must be in conformity with the Graphical Charter issued by the WC Vision/SRO Motorsports Group for the Event, given in Appendix 3, and must be clearly visible from the front and from each side of the car. Race numbers with leading '0' digits will only be accepted if no race number with the integer has already been accepted (for example, only one of 7, 07, 007,...can be allowed)
49. Each car and driver must adhere to the WC Vision/SRO Motorsports Graphical Charter for the Event in terms of the decoration of the car, driver overalls, awning and team clothing, as well as the restrictions noted in article 22 c). Any infractions will be reported to the Stewards of the Meeting. Please see Appendix 3.

ADMINISTRATIVE CHECKS

50. At the Event, all the licences of all teams and drivers will be checked. All relevant drivers must have authorisation to compete abroad from their ASN, either in terms of starting permission on the international license for drivers competing in the Intercontinental GT Challenge, or specific permission from the ASN for all other drivers. Any driver or team failing to complete their administrative checks during the allotted time will be reported to the Stewards of the Meeting. Any driver or team who is unable to attend at the given time must inform the Stewards of the Meeting in writing. The Promoter will ensure that he has a copy of the licences of all the drivers and competitors taking part in the Event. The list of competitors and drivers and cars allowed to take part in the Event will be published before the start of the Free Practice Session. Teams and Drivers who are not in compliance with article 49 will not be listed.
51. No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.

52. During the administrative checks, the Competitors must confirm in writing the name of their official representative(s) for the Event.

SEAN EDWARDS FOUNDATION TEST

53. All drivers taking part in the California 8 Hours must have completed the 2019 Sean Edwards Foundation assessment test during the 2019 season before taking part in the Event. Furthermore, the Stewards of the Meeting may insist that any driver take the test at any point during any event.

BRIEFING

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

All drivers entered in the Event, and their competitors' appointed representatives, must be present throughout the briefing. Any driver or competitors' representative found using a mobile phone or a tablet computer during the Briefing for any purpose than to take a photo of a slide being shown by the race director will be considered to be absent and be fined accordingly. Any driver unable to attend must inform the Stewards of the Meeting in writing before the meeting.

Except for force majeure, any absence may result in a penalty from the Stewards of the Meeting. If the Race Director considers that another briefing is necessary, it will be held at a place and time agreed with the Stewards of the Meeting. The drivers and the competitors' representatives will be informed accordingly.

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

SCRUTINEERING

55. Each competitor must have all documents required by Article 8, and the various documents relating to his car, available for inspection at any time during the Event. Each car must bear identification stickers clearly visible from the rear and from each side of the car.
56. Competitors must present a technical passport (with first pages completed and pictures added) and homologation form for each of their cars entered in the Event. The technical passport will be established the first time a car is presented for scrutineering.
57. Cars must be presented to scrutineering at the time indicated on the Scrutineering timetable in the following condition :
- with homologation forms and the car passport / annual certificate / technical logs as appropriate
 - with fuel cell and safety cage certificate
 - without fuel
 - with restrictors, ready for sealing, wire to be provided by the team
 - with ballast, ready for sealing, wire provided by the team
 - with the engine ready for sealing. Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers. Twisted wire must be installed on each side of the engine, coming from the sump, joining each group of screws, holes or ribs so that these parts cannot be

- separated. Wire ends must be long enough to allow the plaques and seals to be affixed
- for cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired
 - with identification and additional lights installed if applicable
 - with all mandatory stickers (technical / safety / series sponsors) in accordance with the Graphical Charter (see Appendix 3)
 - with slick tyres.
58. The weight of the car and other figures (number of seals, restrictor diameter) that will be written in the technical passport are under the sole and entire responsibility of the competitor. It is always up to the competitor to provide, at any time during the event, proof that his car and equipment are in conformity with the regulations and current BOP decisions.
59. Any breaking of a seal during the Event must be requested in writing to the technical delegate.
60. The refuelling tower must be properly installed, empty and earthed before scrutineering. The refuelling rig restrictor must be in accordance with the BOP decisions for the Event, and accessible for measurement and sealing. The refuelling tower must comply with FIA appendix J art 257 (A) or with the relevant refuelling tower regulations for cars regularly competing in other series. Cars competing in the Intercontinental GT Challenge must additionally comply with the terms of article 126.
61. All drivers competing in the Event must use a helmet and forward head restraint (FHR) unit. For cars competing in the GT3 category, helmets meeting the FIA Standard 8860-2004, 8860-2010, 8860-2018 or 8860-2018-APB –(International Sporting Code Appendix L Chapter III Article 1) and the FHR devices that are homologated by the FIA are mandatory. These helmets are highly recommended for all other categories. The minimum specification for helmets for drivers competing in all categories except GT3 is according to the FIA Technical List 25 and within expiration dates
- Any exposed hair must be completely covered by protective, fire-resistant clothing. Any damaged helmets may be retained by the Organisers and forwarded to the certifying organisation. All helmets must display the approved unaltered decals.
- Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, all of which meet the FIA Standard FIA 8856-2000. Helmets and clothing must pass scrutineering and driver overalls must be checked for conformity to article 49 and article 22 c
62. The official sponsor patches provided by the Promoter must be stitched or embroidered on the drivers' overalls in the respect of the FIA safety rules. Any breach of this Article may lead to sanctions imposed by the Stewards. No logos from any other conflicting sponsors may be visible on any overalls, either from drivers, mechanics or crew members. Space will be reserved on the overalls in accordance with Appendix 3.
63. Initial scrutineering of the car and of the drivers' equipment and sporting checks for the competitors will take place in accordance with the official timetable for the Event. Any competitor unable to attend at the given time must request permission in writing to the Stewards, who may grant a waiver. Competitors who do not keep to these time limits or who do not obtain a waiver may be given a penalty by the Stewards of the Meeting.

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

64. No car and no driver may take part in the Event until they have passed all scrutineering checks.
65. The Scrutineers may:
- a) check the eligibility of a car or of a competitor at any time during an Event, and may conduct checks without prior request from the Clerk of the Course or the Stewards,
 - b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
 - c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
 - d) require a competitor to supply them with such parts or samples as they may deem necessary. At the end of qualifying, and of the races, the car must contain at least 2 kg of fuel. The 2 kg of fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5). The sample-taking must be done prior to any check requiring the engine to be started.
 - e) Check the air restrictor diameters:
 - 1) Competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J and in article 10 1) b), and modifications throughout made by the SRO Technical Board
 - 2) The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout made by the SRO Technical Board, at all times and in all temperatures.
 - 3) The restrictors to be checked and marked must be accessible during the scrutineering of the cars.
 - 4) The information entered on the technical passport for each Event is the responsibility of the competitor, who will sign it, once he has filled in all requested information.
 - 5) Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. This number will also appear in the technical passport. The diameter must be engraved on the restrictor. It will be up to the competitor to ensure that the Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

66. DATA LOGGER

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

The logger is also a scrutineering device and data will be used for scrutineering purposes. The reference engine data will be the data collected during the 2018 Blancpain Official BOP test or those collected during other tests and races with the current BOP decisions.

The data thus collected must remain at the disposal of the SRO Technical Department and the Technical Delegate. The SRO Technical Department can be assisted by technicians

specialized in electronic systems in order to ensure the correct operation and the conformity of the readings of the data logging system and the conformity of the various systems with which the cars are equipped.

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

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

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

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

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

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

67. The reference ECUs from the SRO Balance of Performance test will be used as reference for this Event.
68. Before the end of the initial scrutineering, the cars will be presented in race condition but without fuel for weighing in the Scrutineering garage. At this moment, the restrictor plates will be identified.
69. At the end of the qualifying practice session and after the finish of the races, all classified cars must make their way to the Parc Fermé for checking. The presence of an official representative of the competitor is required.
70. Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
71. With the exception of the races, the scrutineers may request a car to stop in the Scrutineering Area at any point during a session for checks to take place. Any infractions will be reported to the Stewards of the Meeting.
72. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.
73. The Stewards of the Meeting will publish the scrutineers' findings each time cars are checked during the Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.
74. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

WEIGHING

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

To identify which driver is on board the car, each driver will bear on both sides of his helmet a numbered sticker plus any other identification mark required by the Promoters of the Event in agreement with the Stewards of the Meeting and the Technical Delegate.

- a) Should the weight of a car be less than that specified on the Balance of Performance table for that event, the competitor concerned may be given one of the penalties set out in Article 75 g), save where the deficiency in weight results from the accidental loss of a component of the car.
- b) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his official capacity and in accordance with the technical regulations, or when requested to do so by a scrutineer).
- c) No one other than scrutineers and officials may enter or remain in the Scrutineering garage without the specific permission of the Technical Delegate.
- d) A car must carry an official TV on-board camera and its equipment if so requested. The weight is included in the weight of the car as specified on the Balance of Performance sheet for that event.
- e) A competitor may be instructed to obtain and fit an onboard camera in a camera position stipulated by the Organisers. Any footage from this camera would be used for TV purposes.
- f) A competitor may fit one or more personal cameras per car. The competitor must obtain written permission from the Promoter and from the Technical Delegate. The installation must be presented at the time of scrutineering. The images from the camera may not be presented by the team to the Race Director or Stewards to support any sporting matter. However, the Race Director or the Stewards may requisition the images at any point.
- g) They must not be in the line of sight of any official cameras. The weight of the complete equipment is not included in the minimum weight of the car. Cameras transmitting live video footage are not authorised.
- h) The average weight of the drivers in any car competing in the Event must be at least 85 kilograms. Should the average weight of the drivers in any specific car be less than 85 kg, the car will be expected to carry Driver Ballast to compensate. The following procedure will be followed:
 - i. Each Competitor must declare the weight of his drivers, including overalls, underwear, shoes, gloves, helmet and HANS, at the time of the administrative checks
 - ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W)
 - iii. If $W < 85$, then the Driver Ballast to be carried by the car will be $85 - W$
 - iv. The Driver Ballast must be installed in the ballast box and sealed before qualifying.
 - v. The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the event. Any anomalies will be reported to the Stewards of the Meeting. Penalties may go as far as cancellation of times in Qualifying or Disqualification from the race.
 - vi. The Driver Ballast is not to be included in the minimum BOP weight of the car.
 - vii. Exception : for cars competing in the GT3 Am, GT4 and TC categories only, if $W > 85$ then the weight of $W - 85$ may be removed from the minimum BOP

weight of the car.

- i) In the event of any breach of these provisions for the weighing of cars, the Stewards of the Meeting may drop the competitor as many grid positions as they consider appropriate or disqualify him from the race.

SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

76. a) Tyre Supply

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

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

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

All tyres must be used as supplied at the event by the tyre manufacturer specified by the Promoter. They must comply with the specifications determined by Article 76 b). Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. Modification to marking, reference, information written on tyre or any traceability means is forbidden. This includes the barcode, manufacturer serial number, type of tyre, dimensions and any other relevant items.

Teams are required to adhere to the limits issued by Pirelli and received from the Promoter before the Event.

Teams and drivers are required to sign the acknowledgement of risks form issued by Pirelli. On entering the Event, teams are required to sign and return the 'supply agreement with Teams' issued by Pirelli.

A set of tyres must comprise two front tyres and two rear tyres of the same type (dry or wet weather tyres)

b) Dry and Wet weather tyres

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

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

Tyre width:

- 9 inches 180 x 180 mm
- 10 inches 200 x 200 mm
- 11 inches 230 x 230 mm
- 12 inches 250 x 250 mm
- 13 inches 280 x 280 mm

- 14 inches 300 x 300 mm
- 15 inches 320 x 320 mm
- 16 inches 345 x 345 mm

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

c) Control of tyres:

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

d) Tyre-heating devices

The use of tyre-heating devices is not authorised at this Event.

LIMITATIONS ON THE NUMBER OF TYRES

77. **Twelve (12)** sets of slick tyres, in accordance with article 76, will be marked per car.

These sets must be used throughout the event, from Free Practice onwards.

An additional set of tyres will be authorised for the cars qualifying for the pole shootout. This set of tyres may be used during the race but may not be used for the start of the race.

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

Each car entered in the Event has an allocation of four joker tyres, which can be used to replace any tyres which have been damaged or are otherwise unusable, on condition that the Stewards of the Meeting are satisfied that the damage has not been caused on purpose or by misuse. The use of a joker tyre will be authorised after consultation with the Technical Delegate. A formal request must be made in writing and must include the reference of the damaged tyre and the reference of the tyre replacing it.

During free practice and qualifying, wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for that session. For the Race, the use of Wet-weather tyres is free. However, should the race start behind the Safety Car in accordance with article 174, wet-weather tyres will be mandatory for the start.

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

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

BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING

78. The Balance of Performance for the California 8 Hour Race will be published two weeks prior to the event. Only the vehicles entered will be shown on this document.

The Technical Director reserves the right to modify any parameter required to establish the Balance of Performance at any point before or during the event and to adjust the Balance of Performance until 120 minutes before the start of the Race. The Technical Director will also be responsible for any issues of the eligibility of cars to take part in the event and for issuing technical notes to the Competitors. Decisions taken by the Technical Director on these matters may not be appealed.

79. **Test Sessions**

Test sessions may be organised by the circuit before the first free practice session. These sessions will not be considered as part of the meeting. There will be no limitations on the tyres for these private sessions, but they must be in conformity with the principles laid down in article 76. Tyres used during these sessions may not be marked for use during the Event.

80. **Private Testing**

Private testing means any testing carried out by a team or driver entered in the Event with a car eligible for the Event. Private testing at the Laguna Seca Circuit is forbidden without prior permission from the Promoters from two weeks before the beginning of the Event and until the date scheduled for the Event.

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

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

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

PROMOTIONAL ACTIVITIES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS

81. In order to retain a level of equity between teams and drivers, the following restrictions apply during the Event:
- Additional laps with the race cars entered in the Event are only authorised as part of media activities to aid the promotion of the Event, including tracking laps for photo shoots, filmed laps for TV programmes or other activities organised by the WC Vision/SRO Motorsports Group.
 - Promotional activities with road cars may be organised by teams for their VIP guests or Media with permission from the Promoter. Promotional activities with race cars are not authorised except with exceptional permission from the Promoter.
 - Promotional activities with race cars which are not eligible for the Event may be authorised with permission from the Promoter. Drivers competing in the Event may take part in these activities.
 - There are no restrictions on drivers and teams competing in other races taking part at the same Event, as long as this does not impact on their participation in the mandatory

activities for the California 8 Hours, including briefings, podiums, autograph sessions, press conferences etc.

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

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

GENERAL CAR REQUIREMENTS

85. No signal of any kind may pass between a moving car and anyone connected with the car's Competitor or driver, save for the following:
- legible messages on a pit board;
 - body movement by the driver;
 - lap trigger signals from the pits to the car;
Lap marker transmitters shall be battery-powered and, once operating, must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
 - verbal communication between a driver and his team by radio;
 - electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter
 - Telemetry: one way (car to pit) telemetry is allowed.
 - **IMPORTANT:** no item, installation or antenna is permitted which may interfere at any time with the official data logger, timing, radio and TV systems.

GENERAL SAFETY

86. Official instructions will be given to drivers by means of the signals set out in the Code and modified by Appendix 6. Instructions may be given by means of a light panel shown on the start gantry / bridge. Competitors must not use flags similar in any way whatsoever to these.

87. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position and in accordance with the instructions of the marshals.
A car may only be pushed to remove it from a dangerous position as directed by the marshals.
This rule is also applicable when the car is parked in the Parc Fermé.
88. Any driver intending to leave the track must signal his intention to do so in good time, making sure that he can do this without danger.
89. During practice and the races, drivers may only use the track and must at all times respect the provisions of the Code relating to driving behaviour on circuits.
90. A driver who abandons a car on the track must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
91. Repairs to a car may be carried out inside or outside the pits, on the working lane, on the starting grid or as provided for in articles 94 and 174. A driver who manages to repair the car after it has been pushed to a place of safety, with or without remote assistance from their team, may rejoin the session.
92. If a car breaks down outside of the pit lane, any repair work to be carried out must be undertaken only by the Driver using the tools or components on board the car after the car has been moved to a safe zone by the marshals. If the driver feels that a repair is not possible in these circumstances, they may request that the recovery team return the car to the designated area in the paddock. If authorised by the Race Director, this will be undertaken by the recovery team when possible, remembering that on-track incidents will take priority. Once the car has been returned to the paddock, the Competitor may use their best endeavours to repair the car and return it to the Race. The stint of the driver in question will be considered to have ended when it was returned to the team.
93. At least two fire extinguishers of 5 kg capacity or greater must be available at each pit working area and must be working properly.
94. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the team's designated working area, in the pit lane or on the starting grid.
95. At no time may a car be reversed in the pit lane under its own power.
96. Drivers must use the track at all times. The white/painted lines defining the track edges are considered to be part of the track but the kerbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. Drivers consistently crossing the white/painted lines defining the edge of the circuit, whether or not they gain an advantage, will be stopped during the free practices, have their lap time(s) cancelled during qualifying and may receive a "drive through", during the race. The Stewards of the Meeting can apply any other penalty available. At the absolute discretion of the race director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track. Notifications will be for the car, not the driver.

97. a) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
- marshals or other authorised personnel in the execution of their duty;
 - drivers when driving or under the direction of the marshals;
 - team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- b) At any time during the Event, a driver may join the track, including the pit lane and the grid, only after starting the engine alone and unaided, and leaving its working area with no external assistance.
- c) During a race, the engine may only be started with the starter except on the grid or after a Stop and Go penalty, where the use of an external starting device is allowed. The car must leave its position in the pit lane with no external intervention. Any car reported to have received assistance to start will be given a stop and go penalty, during which the car must be started by the driver alone. If the driver is unable to start his car by himself, it may be evacuated to the team's working area by its mechanics and must then rejoin in accordance with this article.
- d) A car may only leave its working area when it is ready to rejoin the track, and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for force majeure.
- e) Cars already in the fast lane have priority; cars blending from the slow lane must do so promptly but without hindrance to cars already in the fast lane.
98. Drivers taking part in practice (including the warm up if any) and the race must always wear the clothes, underwear, helmets, and FIA-approved head restraint specified in Appendix L to the Code.
- A driver coming into the pit lane cannot loosen or unfasten his safety harness or racing net until his car is completely stopped in front of their working area. After a pit stop, the car can only start moving after the safety harness and racing net have been fastened. It is the car controller's responsibility to ensure that a driver is properly buckled in before the car leaves its working area to enter the track.
99. Extrication and Recovery exercises may take place before the Event. Teams will be notified by the Stewards of the Meeting and must make their car and a driver, fully clothed in race gear with helmet and FHR, available at the stated time.
100. If a driver has serious mechanical difficulties during practice or the races, he must leave the track or return to his working area as soon as it is safe to do so. At no time may a car be driven unnecessarily slowly (over 110% of the class lap time), erratically or in a manner that could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane. Any such car may be summoned by the Race Director to return to the pits.
101. The car's regulatory lighting system must function during the Event. Any car that does not present the minimum illumination listed below, may be stopped by the Clerk of the Course for repairs:
- At the Front: 2 headlights (right and left) and 2 direction indicators
 - At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights.
 - Also, should the weather conditions deteriorate, the rain light.

102. The car's headlights, red rear light and rear rain lights must be illuminated when so instructed by race control. It shall be at the discretion of the Race Director to decide whether a driver should be stopped because his car's lights are not working. If a car is stopped for that reason, it may re-join the Event once the fault has been remedied. Once the race has been declared Wet, it remains Wet for the remainder of the Race. However, instructions will be issued from Race Control for when lights can be switched off.
103. A maximum of two working team members per participating car are allowed on the signalling area reserved for the team during practice and the race(s). People under 16 years of age are not allowed in the pit lane, on the signalling area or on the grid, except during the 'pitlane walkabout' or the 'grid walk' when they may be allowed if accompanied by an adult and if authorised by the circuit. Personnel must adhere to the regulations concerning clothing and helmets according to article 23. Infractions may be penalised by the Stewards of the Meeting.
104. Only certified animals (Guide dogs) are permitted unless others are allowed in the Supplementary Regulations. They must be restrained by leash or cage and are forbidden in the pit lane area.
105. The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to undergo a medical examination at any time during the Event, including concussion testing if so notified in the supplementary regulations of the Event.
106. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.

PIT LANE ALLOCATION

107. The allocation of pit lane working areas will be done by the Promoter.
108. The installation of teams and their equipment in the pit lane and working lane will take place subject to the approval of the Race Director and/or the Pit Lane Supervisor, whose decision is final.
109. For the avoidance of doubt and for description purposes, the pit lane shall be divided into the following zones :
- a) The pit wall is a physical barrier or a line which separates the team's pit area from the pit lane. Except when work is being carried out on the car, all team personnel must remain behind the pit wall
 - b) The Working Lane is the section of the pit lane closest to the pit wall and to the team pit areas and is the only area where any work may be carried out on a car. A dotted white line on the ground a maximum of one metre from the pit wall will mark the zone in which team personnel and equipment may be in position before the start of the pit stop, and over which all personnel and equipment must be in position before the car is allowed to leave at the end of the pit stop. In terms of the pit stop itself, this line has no meaning.
 - c) The Fast Lane is the lane closest to the track
 - d) The lane between the Working Lane and the Fast Lane will be reserved for access to and from the fast lane. It may also be used by teams to push cars behind the wall if necessary. No work may take place in this area.

- e) The Signalling Area is located on the wall separating the pit lane from the track
110. Competitors must not paint lines on any part of the pit lane. Any markings made with tape must be removed at the end of the Event.
Suppliers may not install floors, lighting, etc without specific written authorization from the WC Vision/SRO Motorsports Group.
111. Smoking, making fire and welding are all strictly forbidden in the team pit area as well as within a six-metre radius. No welding operations can be carried out within this perimeter, and no devices generating sparks will be allowed in this area.
LPG gas cylinders and accessories are strictly forbidden in the pit lane, in the pit garages and for a distance of at least five metres behind the pit lane, as well as inside the competitors' trucks. Any infractions may result in a penalty from the Stewards of the Meeting. A grounding wire will be supplied by the promoter for fuel tanks.
112. An inventory may be carried out on the pits and surrounding areas. All damage caused will be invoiced to the Competitor.
113. Pit Installations including folding brackets and flexible air, fuel or lighting mountings may not exceed the width of the working area, nor may they be less than two metres above ground level. Support arms must be suspended and fastened by chains or wire cables. Lighting arrays must be directed towards the interior of the working area. Lighting equipment should not face the oncoming traffic. It should be low-temperature, flame-proof and must not be located less than 50 cm away from the refuelling pipes and tower. Halogen lights are not authorised. The equipment must be sufficiently rigid, be made from translucent material and may not extend beyond the base of the signalling wall. Sunshades, parasols and umbrellas are prohibited. Material fixed onto the signalling wall must not cause any damage. All advertising or promotional material on the signalling wall is prohibited, with the exception of the equipment from the organisation.
114. A speed limit of 50 km/h will be enforced in the pit lane. Any driver exceeding the limit above will be reported to the Stewards of the Meeting.
Penalties will be awarded according to the following schedule :
During the Free Practice, and Qualifying Sessions, the following penalties will be imposed:
A fine of 50 \$ per mile over the 50 km/h limit
During the race, a drive-through penalty will be imposed for a first offence. Further offences will result in penalties as determined by the Stewards of the Meeting.
115. Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated pit working area to the end of the pit lane.
116. Any driver intending to start the race from the pit lane may not drive his car from his team's designated pit working area until the pit exit is closed and must stop in a line in the fast lane.
117. No equipment may be left in the working or 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.
118. A maximum of five minutes before the start of any practice session, qualifying session or warm-up, cars may be allowed to drive from their allocated working area to queue in the fast lane. Cars may only leave their working area to queue after an instruction of 'FAST

LANE OPEN' has been given on the timing monitors and/or the team radio. Should it not be possible to give this instruction, cars may not move until the pit lane exit is green.

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

119. It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
120. Cars must leave the working area in an appropriate manner. Any infractions will result in a penalty. Cars must move from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop.
121. During the race, cars may only leave their working area when they are ready to rejoin the race. Except for safety reasons, they may not stop in the fast lane, or proceed at low speed.
122. At all times when the cars are allowed onto the track:
 - a) Officials shall have free access into the working areas.
 - b) No cars may go behind the wall without permission from the Race Director or Stewards of the Meeting. Any car going behind the wall may be pushed by a maximum of four mechanics.
 - c) Except for the gantries, and refuelling rigs, no tools or equipment may be left on the working area once a pit stop is over.
 - d) There is no limitation on the number of mechanics authorised when the car has been pushed behind the wall.
 - e) At the start of any session, cars should be at an angle of 45 degrees, nose towards pit exit. Except during qualifying, cars should stop parallel to the pit building for pit stops and be parked at 45 degrees at other times. During qualifying, it must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the pit garage and the nose facing towards the pit exit.
 - f) At all times, when ready to leave the working area, the engine must be restarted by the driver alone, and the car must leave the working area with no external assistance.
 - g) When returning from the paddock, teams must use the gate behind pit in to return to their working area.
 - h) If a car stops between the white line at pit entry and the speed limit line at pit entry, and is taken by the marshals into the pit lane, exceptionally, up to four mechanics from the team will be able to collect the car and return it to their working area.
 - i) Any team timing equipment placed on top of the signalling wall, must be securely fixed in position using strong tape, to the satisfaction of the pit lane officials or may be removed.

FUEL

123. A single fuel supplier will be designated. The supplying of this fuel must be carried out in accordance with the conditions set out in the contract signed between WC Vision and the selected supplier.

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

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

ASSISTANCE IN THE PITS AND REFUELLING

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

Should a car overshoot its working area (by a maximum of one pit box), it may be pushed back to its location by the mechanics, under supervision of the marshals.

Cars may be placed on skates to move them in the working lane as well as to and from the paddock.

125. Only the car controller and the replacing driver are allowed into the working area a maximum of one lap before the pit stop of the car.

No equipment must be in the working area before the car has stopped in front of the team's working area.

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

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

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

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

Each Competitor must ensure that its mechanics and team manager wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for all those wearing armbands. Eye protection in the form of visors or safety glasses is highly recommended for all personnel in the working lane, and mandatory for those wearing armbands.

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

REFUELLING

126. FUEL RIGS

Fuel rigs are defined by drawing 252-7 of Article 257 A of Appendix J (2019) and described in art 257 A section 6 of Appendix J. Cars may use fuel rigs authorised in their Championship as long as these are accepted by the Technical Director.

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

- In accordance with Article 257 A of Appendix J (2019) article 6.1.2, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow.
- The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the suppliers.
- The SRO Technical Department has acquired couplers from the different suppliers supplying the couplers to the manufacturers for reference. The couplers are those used during the BOP refueling test. Only couplers that are the same as those used by the Technical Department can be used by the teams in the GT3 category (see appendix 11) Teams are reminded that these couplers may not be modified. In case of any doubts, teams may ask the Technical Delegate to have their couplers checked.
- When required, a sensor provided by SRO for measuring the amount of fuel must be fitted to the tank. The Competitor must ensure its proper function during the entire Event.
- In accordance with article Article 257 A of Appendix J (2019) article 6.3, the fuel cell must be equipped with the foam supplied by and installed following the directives from the manufacturer of the fuel cell. The full fuel circuit (including piping and hoses) and refuelling nozzles must be as indicated in the homologation file and as designed and supplied by the Manufacturer.

127. REFUELLING

With the exception of the Qualifying session, refuelling is allowed from the green light or flag at the start of any session only in each car's designated working area in the pit lane and may be carried out only at the beginning of a pit stop.

Refuelling in the pit lane may only take place using the fuel rig as outlined in article 126.

Sufficient care and attention must be taken with fuel in the pit lane; penalties may be awarded by the Stewards in case of spillages or other incidents.

Refuelling is allowed in the pit lane by means of a refuelling tower with a maximum of one independent tank per car entered in the event. These tanks must not move, either independently or through any other means, during any session.

Cars may refuel at any tower belonging to their team

1) Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire, whose only purpose is to earth the car. This must be placed by a mechanic, which may be the mechanic charged with helping the driver. It must be removed by one of the people authorised to be working on the car at the point once refuelling is finished and the earthing wire can be removed.

2) While refuelling is being carried out, the car must remain on its wheels. the driver may stay in the car but the engine must be switched off.

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

4) Personnel authorised in the pit lane working area during refuelling:

- a) 1 Car Controller with a white armband.
 - b) A maximum of 4 mechanics, to include:
 - 1) The fuel attendant identified with a red armband, wearing a helmet with a visor, incapable of being confused with drivers' helmets and homologated to one of the standards recognised by the FIA in Technical List n°25.
 - 2) 1 'fire' attendant, whose presence is compulsory, holding an extinguisher of a minimum capacity of 5 kg ready for use.
 - 3) 1 mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change. This mechanic may continue to clean the windscreen and lights during the subsequent tyre changes or other work. Removing a windscreen film as described in article 3.2.1 of Article 257J of Appendix J is considered as cleaning the windscreen.
 - 4) The so-called 'dead man' controlling the fuel flow shut-off valve at the refuelling tower, whose presence is compulsory and who will not be considered as one of the four working mechanics. He may not undertake any other task. However, he must be suitably attired in fireproof overalls and with a helmet homologated to one of the standards recognised by the FIA in Technical List n°25.
 - 5) **Note:** for cars which have the vent valve and the refuelling valve on opposite sides of the car, if a vent man is required he may enter the pit lane shortly before the arrival of the car. Once his task is finished, the vent man will be considered a second 'dead man'. Once the nozzle man has crossed the white line, the tyre changes can begin, even if the vent man has not yet crossed the line.
 - b. The driver exiting the car may assist the driver replacing him.
 - c. All other team members standing in the working area ('working lane', Article 109), will be considered as working on the car and as such will be counted as mechanics, as will a driver if he performs any work on the car. All mechanics in the working area must wear an armband. For those not specifically mentioned above, an orange armband must be worn.
 - d. 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 23.
- 5) After refuelling, the fuel contained in the overflow pipe must be poured into a container provided by the competitor which must be capable of holding 5 litres at least, graduated and fitted with a coupling.
128. **TYRE CHANGES** may be carried out on the car, after refuelling if applicable, in the pits/working area of the pit lane and parallel to the pit lane. Only ambient pressurised air (or Nitrogen) can be used to fill the tyres or operate the air guns.
- 1) Personnel authorised in the pit lane working area for tyre changes:
 - 1 Car Controller with a white armband.
 - A maximum of 2 mechanics, clearly identified for the whole procedure wearing red armbands (having no possibility to swap their tabard or armband) are allowed to carry out

any operations needed to change the tyres, using only one pneumatic wheel gun or torque wrench. Cars from Groups 3 may use one additional wheel gun or wrench. Cars from Group 4 may use an additional gun or wrench if indicated by the Technical Delegate. These two people may come into the working area and start these operations only once the car has stopped in front of the team working area with the engine off.

- They must:
 - a. bring and connect the air hose to the air jacks. Once the wheels have been changed, the hose must be removed by one of the two mechanics to bring the car down. No other system may be used to bring the car down onto its wheels.
 - b. bring only one gun or wrench onto the working area, unless an additional gun or wrench is permitted as above
 - c. take the new wheels and put the replaced ones inside the pit,
 - d. carry permanently the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car,
 - e. not throw the wheels or drop them,
 - f. take the equipment back inside the pit.
 - The driver exiting the car may assist the driver replacing him.
 - Any other team members standing in the working area (working lane, Article 109) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car.
 - One mechanic may wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle or assist the drivers during the driver change. Removing a windscreen film as described in article 3.2.1 of Article 257J of Appendix J is considered as cleaning the windscreen.
 - A data technician may download data from the car by cable, card or data stick, without performing any other task
 - All mechanics in the working area must wear an armband. For those not specifically mentioned above, an orange armband must be worn.
 - 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with article 23.
 - 2) The car cannot leave the pit working area until all personnel and their equipment are no longer in the working area, where 'Personnel' includes the tyre, refueling and other pit stop personnel but does not include the Car Controller (who has to be in the working zone for the release of the car) and the exiting driver.
- Teams with cars fitted with four or five lug hubs will be permitted to leave lug nuts in the working areas when the car leaves. Any lug nuts in the working area must be cleared immediately after the car has left the working area. ALL other equipment must be cleared before the car moves.

129. **OTHER OPERATIONS**, including replenishment of lubricants and various fluids, may be carried out on the car when the mechanics in charge of the wheel changes and their equipment are no longer in the working area. These operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane.

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

- 1 Car Controller

- A maximum of 4 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
- A data technician may download data from the car by cable, card or data stick without performing any other task
- The driver exiting the car may assist the driver replacing him.
- Any other team members standing in the working area (working lane, Article 109) will be considered as mechanics and working on the car, as will a driver if he performs any work on the car. All mechanics in the working area must wear an armband. For those not specifically mentioned above, an orange armband must be worn.
- 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They wear an armband in accordance with article 23.

Should any such operations be expected to last more than ten minutes, or need more than four mechanics, the car must be placed behind the wall. After requesting permission from the Race Director or Stewards, the car must be pushed by not more than four mechanics. At the end of the operations, the car must be pushed out and restarted in accordance with article 130. In this case only, the car may be refuelled before rejoining the race.

Special case : Brake Operations or other operations needing the tyres to be removed

Refuelling must first take place first according to article 126. During the tyre changes, the following procedure must be followed :

- 1: the tyres must be removed from the car by the two tyre mechanics (red armbands). They must then take the wheels, tyres, and the tyre changing equipment (wheel guns) out of the working zone.
- 2: four mechanics may enter the working zone to proceed with the brake or other operation (red or orange armbands)
- 3: once these four mechanics have finished and left the working zone, the two tyre mechanics (red armbands) must put the tyres (either new or the previous used tyres) back on according to the standard procedures in article 127.
- 4: Once the tyre mechanics (red armbands) have put the car back on its wheels and taken themselves and the equipment from the working zone, the other operations listed in article 128 may take place.

During the operations in point 2 above, at no point must there be more than four mechanics in the working zone.

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

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

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

REPLACEMENT OF MECHANICAL PARTS

132. During the Event, it is forbidden to replace the following parts on pain of a sanction which may go as far as disqualification:
- the engine, i.e. the turbo(s), the cylinder head(s), cylinder head cover(s), oil pan and engine block, parts that may be attached by means of seals,
 - the chassis or the monocoque structure.

THE EVENT

133. Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the races.
134. During the free practice, pre-qualifying and qualifying sessions, controls on the tyre markings may be carried out before the cars take to the track under the orders of the marshals, and there may be a green light and a red light or similar flags at the pit lane exit. Cars may only leave their working area according to the procedure listed in article 118. Cars may only leave the pit lane when the green light is on or the green flag is shown at the start or restart of a session. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

FREE PRACTICE, PRE-QUALIFYING AND QUALIFYING FOR THE EVENT

135. There will be a minimum of one practice session of a maximum of 90 minutes. There will be one pre-qualifying session of a minimum of 60 minutes. There will be no Parc Fermé after these sessions.

136. QUALIFYING

There will be one 60-minute qualifying practice session, divided into three periods with a break between each one and the next. Except for cases of force majeure, recognised as such by the Stewards of the Meeting, all drivers must complete at least one timed lap, not including in and out laps during one qualifying session in order to qualify for the event

The session will take place as follows :

- a) From 0.00 to 0.15 (Q1) all cars driven by 'Drivers 1' will be permitted on the track
- b) From 0.22 to 0.37 (Q2) all cars driven by 'Drivers 2' will be permitted on the track
- c) From 0.45 to 1.00 (Q3) all cars driven by 'Drivers 3' will be permitted on the track

The qualifying time for each car will be calculated by taking the average of the fastest lap set by each driver during each of Q1, Q2 and Q3.

Cars with two drivers, according to Article 20, must comply with the instructions in Article 26 in order to compete in all three sessions.

To be considered a Qualifying time, a time must be within 110% of the best time for that category in the Session. Any driver failing to set a time within 110% must request permission to take part from the Stewards of the Meeting.

Cars which fail to set a time in one of the three Qualifying sessions will be placed behind the cars with three qualifying times, in the order of the average of their two remaining times.

Cars which fail to set a time in two of the three Qualifying sessions will be placed behind cars with two qualifying times, in the order of their one qualifying time.

From the start of Q1 until the end of Q3 the following principles will apply :

- The cars must be on the pit lane, from the first green light from Q1 through to the chequered flag for Q3. Any car which is pushed behind the wall during that time will have all its times cancelled and will not be able to take any further part in the qualifying session.
- no fuel can be added or removed from the cars.
- no computers can be connected to the cars from the start of Q1 to the end of Q3. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind.
- cars will only be allowed on the fast lane after the Fast Lane Open signal has been given or when the pit exit is open at the start or restart of the session.
- After the completion of Q3, all cars will be immediately under parc fermé conditions and must proceed to parc fermé. Any cars which are in the pit lane at the end of the session may be driven to the parc fermé area.

137. POLE SHOOTOUT

One fifteen-minute pole shootout session will set the top positions on the starting grid. Should 30 or more cars be on the Final Entry List for the Race, the number of cars qualifying for the Pole Shootout will be 15. Should there be under 30 cars on the Entry List, the number of cars in the Pole Shootout will be 10.

Each team must nominate the driver who will take part in the Shootout by the deadline specified in the official Timetable of the Event. Should any team fail to specify the driver by the given time, the driver will be selected by the Promoter as the driver with the fastest individual time in Qualifying.

The cars which qualify for the Shootout may be worked on between the end of parc fermé for Qualifying and the Shootout.

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

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

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

Teams may use either the extra set of tyres authorised for the Shootout, or one of their 10 sets of declared tyres.

Any driver coming into the pit lane and stopping in his pit box will be under Parc Fermé conditions unless the car rejoins the track, in which case all the times he has set up to that moment will be cancelled. Should the team choose to stop in their working area, they may refuel, change tyres or work on the car before returning to the track.

Cars that are on the track at the end of the Pole Shootout must be driven directly to the parc fermé.

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

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

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

Any driver taking part in any practice session or race who, in the opinion of the Stewards of the Meeting, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties referred to in Article 138.

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

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

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

142. All cars abandoned on the circuit during the free practice sessions will be brought back to the paddock as soon as possible and may participate in the subsequent session.

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

STOPPING THE PRACTICE

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

When the red flag is deployed, all cars shall immediately reduce speed. During free practice, qualifying and the warm-up, the cars shall proceed slowly back to their working area in the pit lane with no overtaking. They may not line up in the fast lane.

After a red flag has been deployed, cars may only leave their working area in accordance with article 118.

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

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

145. At the end of any session or race, each driver may cross the Finish Line only once. Any driver violating this rule will be reported to the Stewards of the Meeting, who may issue a penalty which may be a five-minute hold for the next session or a drive-through penalty for the Race.

QUALIFYING PRESS CONFERENCE

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

- 1: The top three drivers overall according to the results of the Shootout
- 2: The drivers on pole position in Pro-Am
- 3: The drivers on pole position in Silver
- 4: The drivers on pole position in Am
- 5: The drivers on pole position in Category 2 – GTC
- 6: The drivers on pole position in Category 3 – GT4
- 7: The drivers on pole position in Category 4 - TCR
- 8: The drivers on pole position in Category 5 - Invitational

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

THE GRID

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

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

- 1: The cars which qualified for the Pole Shootout, in the order of the best time set by each

car in the Pole Shootout session

2: The cars which qualified for the Pole Shootout but which failed to set a time during the Pole Shootout session, in the order of the best average time they set during qualifying

3: The cars which qualified for the Pole Shootout but which failed to attend the Pole Shootout session, in the order of the best average time they set during qualifying

4: The cars which did not qualify for the Pole Shootout, in the order of the average time set by the drivers of each car in the qualifying session according to the procedure in article 136.

Apart from the procedures set out above for the Pole Shootout, any car that does not complete a timed lap will be placed at the back of the grid. If two or more cars fail to complete a timed lap, their order will be determined by the Stewards. In this case, a team may not appeal the Stewards' decision.

148. Should, for any reason, it be impossible to hold the Qualifying session, or the Qualifying session is curtailed before times have been set, the results of the Pre-Qualifying session will be used to set the starting grid.

149. The pole position will be on the left.

150. Any driver who fails to qualify and whose best practice time in the free practice or pre-qualifying sessions is outside of 130% of the fastest time in the relevant session may be allowed by the Stewards of the Meeting to take part in the race but may impose restrictions on the driver in question.

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

152. 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.

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

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

If one or more cars are withdrawn, the grid will be closed up accordingly.

STARTING DRIVERS

154. After the end of qualifying, before the deadline specified on the Official Timetable, the Team Manager of each Competitor must inform the Promoter of the name of the driver who will take the start of the race. Any change after the deadline must be notified to the Stewards of the Meeting in writing.

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

'The Race Director may give a specific briefing to the drivers on the front of the starting grid. The date, time and location of the briefing will be described in a bulletin and attendance by the drivers concerned is mandatory'

STARTING PROCEDURE

155. A minimum of 20 minutes before the time for the green flag/start of the formation lap of the Race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid position on the track in starting order with their engines stopped. Only the nominated starting driver may drive the car for the reconnaissance laps.

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

Cars wishing to refuel may do so according to the refuelling regulations according to article 127.

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

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

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

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

Cars will join the race when the whole field has passed the pit exit on its first racing lap.

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

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

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

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

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

After this signal, wheels may only be removed in the pits, except under Article 175.

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

At the three-minute signal, all personnel and their equipment must leave the grid. Cars must be resting on their wheels and the wheels must have been tightened.

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

After the one-minute signal has been shown, only one person per car is allowed to be on the grid. The announcement 'Gentlemen, start your engines' will be given, engines will be started and all team technical staff must leave the grid by the time the 15-second signal is given, taking all equipment with them.

159. Fifteen-second signal: 15 seconds after this signal, a green flag or light will be shown at the front of the grid whereupon the cars will begin two formation laps behind the Official Leading Car, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation laps is permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. Other cars shall not advance or attempt to fill empty positions.

Any car which is delayed at the start may regain its position provided it gets underway before the last car has left the grid, and that it regains its original position before T7 on the first formation lap. If such a car has been overtaken by all the grid before it gets underway, or if it fails to regain its position before T7 on the first formation lap, it must line up at the back of the grid. Should any car have a problem during the formation laps, it may not regain its position and must line up at the back of the grid.

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

During the first formation lap, the speed of the Official Leading Car will be sufficiently high as to allow the cars to warm up their tyres. On the second lap, the speed will be lowered to approximately 80 kph.

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

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

161. When all cars are lined up side-by-side for the start, the Official Leading Car will reduce the speed of the field to 50 km/h before pulling off the track into the pit lane. From that moment, the car on pole position will be in charge of the speed. The leader will then slowly increase his speed to a maximum of 110 Km/Hr by the moment of the start. Drivers are not allowed to overtake before they see the green flag.

During the briefing the Race Director may define a 'Starting Zone' from which point the start can be given. In this case, the cars will only be authorised to race and overtake once they have entered the zone.

162. There will be a rolling start as described in the Code. Race timing will commence at the point that the race start signal (green light or other start signal as specified in the Drivers' Briefing) is given. Should an additional formation lap be carried out, Article 163 will apply.

During the start of a race, the signalling area must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass. During a start behind Safety Car, the team personnel may return to the signalling area once the cars have left the grid.

163. If a problem arises when the cars reach the Line at the end of the second formation lap, yellow flags will continue to be displayed at all marshal posts. The cars, with the pole position leading, will complete a new formation lap.

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

164. A penalty will be imposed for a false start if so reported by start line judges, judges of fact, the Race Director or the Starter.
165. Only in the following cases will any variation in the starting procedure be allowed:
- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tyres, the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Article 173 will be followed.
 - b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.
 - c) If the race is started behind the Safety Car, Article 173 will apply.
166. The Stewards of the Meeting may use any video or electronic means to assist them in reaching a decision. The Stewards of the Meeting may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result any penalty up to the disqualification of the car and drivers concerned from the Event.

THE RACE

167. The race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 174).
168. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the race.
169. During the race, drivers leaving the pit lane will do so only when the light or flag at the pit lane exit is green and under their own responsibility.

FULL COURSE YELLOW / SAFETY CAR

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

period.

Double yellow flags will be displayed at all stations around the track. FCY may be used with or without a Safety Car. All Drivers cars must gather in single file behind the leader or Safety Car. Cars must slow down and no overtaking is allowed. FCY shall remain until the green flag. As soon as green flags are shown at all stations around the circuit, racing may resume and cars may overtake once they have crossed the Line.

SAFETY CAR

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

At the start of any incident which may need the Safety Car to be deployed, Full Course Yellow period will be declared before the Safety Car is deployed according to article 172.

172. SAFETY CAR PROCEDURE

When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and "SC" boards (if available for the duration of the intervention).

The Safety Car will start from its designated location with its yellow lights illuminated and will join the track regardless of where the race leader is.

All the competing cars must then form up in line behind the safety car no more than five car lengths apart, and overtaking, with the following exceptions, is forbidden until the Safety Car has returned to the pits and the Green flag is shown.

Overtaking will be permitted under the following circumstances:

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

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

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

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

While the Safety Car is in operation, competing cars may enter the pit lane. The pit exit will be open at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. In this case, cars will be stopped at pit exit by an Official, which may include the use of a red flag.

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

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

Wave-by

If he deems it to be necessary, the Race Director may authorise a 'wave-by' for any car that has their class leader behind them in the order circulating behind the Safety Car. Teams will be notified by Team Radio and/or the Team Messaging Application. It is the competitor's responsibility to determine if their car is eligible for the "wave-by".

Wave-by will only be authorised for a particular class of cars (ie GT4, GTC, TCR) and not for a category within the GT3 class (Pro-Am, Am, Silver). They will only be considered if there are more than cars from two separate teams in that class.

Any such cars, when authorised to do so, must pull out from the line of cars and overtake the Safety Car in the proper order, and proceed safely at a good pace to take position at the rear of the pack of cars behind the Safety Car. These cars must remain in the order relative to each other that was initially established behind the Safety Car. They will not be considered to have overtaken under yellow. The Safety Car and field will move left, and the wave-by cars move right.

Any car which takes a 'wave-by' when they are not eligible will be given a penalty by the Stewards of the Meeting of a minimum of a five-minute stop-and-go penalty.

End of the Safety Car Procedure

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

Each lap completed while the Safety Car is deployed will be counted as a race lap.

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

173. STARTING THE RACE BEHIND THE SAFETY CAR

In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its yellow lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car at the time scheduled in the timetable for the start of the race. When the signal is given, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race timing will start when the green flag is waved.

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

Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit will open ; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

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

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

SUSPENDING THE RACE

174. RED FLAG

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the pit lane, where they will stop in the fast lane in the order that they returned to the pit lane.

The cars will be under parc fermé conditions unless notified otherwise by the Race Director. One crew member may visibly inspect the tyres, take temperatures and adjust tyre pressures. No driver changes may take place. Cars which were in the pit lane at the time of the red flag will also be placed under parc fermé conditions.

Should the race be initially placed under Full Course Yellow and/or Safety Car conditions but is then red flagged and does not resume, the results of the race will be determined by the passing of the timing line of the leader and all following cars the lap before the Full Course Yellow / Safety Car procedures are deployed.

RESUMING THE RACE

175.

When the situation causing the red flag has been resolved, the cars will leave the pit lane in the order they are lined up in the Fast Lane.

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

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

No car may leave its working area unless it has been signalled to do so by the Pit Officials.

The race clock will not stop during any red flag period.

Driver stints will restart from the time at which the Safety Car starts

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

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

FINISH

176. The end-of-race signal will be given at the Finish Line as soon as the leading car crosses it after the scheduled time has elapsed. There will be no white flag to indicate the final lap.

177. Should for any reason (other than under Article 174) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Finish 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.

178. After receiving the end-of-race signal, all classified cars must proceed directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

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

PARC FERME

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

180. When the Parc Fermé is in use, the area between the Finish Line and the Parc Fermé entrance will be considered to be Parc Fermé as well.

181. The Parc Fermé shall be sufficiently large and secure so that no unauthorised persons can gain access to it.
182. The Parc Fermé will last for a maximum of one hour from the chequered flag for the qualifying session or race. After this time, any cars which have not been chosen for further examination by the Technical Delegate or ordered by the Stewards of the Meeting will be released.

CLASSIFICATION

183. The car placed first will be the one having covered the greatest distance in the scheduled time. 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 Finish Line.
184. If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by that car.
185. 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.
186. The official overall classification will be published and posted by the Promoter on the Official Notice Board after the race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.

PODIUM CEREMONY

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

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

- 1: 1st, 2nd and 3rd overall
- 2: 1st, 2nd and 3rd in Category 1 - Pro-Am Cup
- 3 : 1st, 2nd and 3rd in Category 1 - Silver Cup
- 4: 1st, 2nd and 3rd in Category 1 - Am Cup
- 5: 1st, 2nd and 3rd in Category 2 – GTC
- 6: 1st, 2nd and 3rd in Category 3 – GT4 / GTS
- 7 :1st, 2nd and 3rd in Category 4 - TCR
- 8: 1st, 2nd and 3rd in Category 5 - Invitational

There may additionally be podiums for the Intercontinental GT Challenge winner (if different from the winner overall) and for the Intercontinental GT Challenge Bronze Drivers.

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

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

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

RACE PRESS CONFERENCE

188.

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

- 1: 1st, 2nd and 3rd overall
- 2: 1st, - Pro-Am Cup
- 3: 1st, Silver Cup
- 4: 1st, Am Cup
- 5: 1st, GTC
- 6: 1st, GT4/GTS
- 7: 1st, TCR
- 8: 1st, Invitational

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

APPENDIX 1

PART A

- a) Name and address of the National Sporting Authority (ASN).
- b) Name and address of the Promoter.
- c) Date and place of the Event.
- d) Times of the sporting checks and technical scrutineering on..... (date) at..... (time).
- e) Time and Location of the Briefing
- f) Start time of the race.
- g) Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed.
- h) Details of the circuit, which must include:
 - 1. location and how to gain access,
 - 2. length of one lap
 - 3. direction (clockwise or anti-clockwise),
 - 4. location of the pit exit in relation to the Finish Line.
 - 5. Grade of the FIA circuit homologation
 - 6. Date of the expiry of the licence
- i) Precise location at the circuit of:
Stewards' office, Race Director's office, sporting checks, scrutineering, flat area and weighing, Parc Fermé, Drivers' and competitors' briefing, official notice board, press conference, media centre and media accreditation centre.
- j) List of any supplementary trophies and special awards in addition to those specified in these Sporting Regulations.
- k) Amount of the Appeal and Protest fees
- l) The names of the following officials of the Event, appointed by the ASN:
Clerk of the Course,
Stewards of the Meeting
Secretary of the Meeting,
Chief National Scrutineer,
Chief National Medical Officer.
Pit Lane Officials
Chief Timekeeper
Safety Car Driver

Any other specific items.

PART B – List of Officials nominated by the Promoter and the Parent ASN

Chairman of the Stewards

Race Director

Deputy Race Director

Technical Delegate

Sporting Director

Press Delegate

Composition of the Sporting Board for the event

PART C – Detailed timetable

PART D – Event Insurance

APPENDIX 2 – FIXED PENALTIES TO BE APPLIED DURING THE EVENT

The penalties given in these regulations are guidelines only. The Stewards of the Meeting may impose any penalty or combination of penalties, specifically set out in these Sporting Regulations or available to them under the Code which they deem to be appropriate in the event of any breach of regulations. In addition, the Stewards of the Meeting may issue suspended penalties at their discretion. Nothing in these regulations shall preclude the Stewards of the Meeting from referring any matter to the appropriate ASN for consideration of further penalty in accordance with the Code should the Stewards consider that a penalty beyond their powers may be merited in any instance

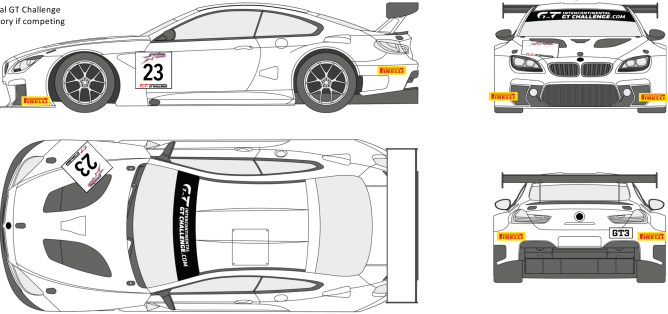
APPENDIX 3

The valid Graphical Charter for the CALIFORNIA 8 HOURS is always the latest version, which will be distributed to the teams and which will replace the version hereunder

Cars entered in the Intercontinental GT Challenge must also abide by the Graphical Charter published in the 2019 Sporting Regulations of the Intercontinental GT Challenge.

LAGUNA SECA CALIFORNIA 8 HOURS
MANDATORY CAR DECALS

Intercontinental GT Challenge logo is mandatory if competing



DOOR PANEL & RACE NUMBERS
Dim. 41cm x 41cm
To be displayed on the doors and bonnet
Provided by SRO to the teams

WINDSCREEN BANNER
Minimum display 1000mm x 120mm
Provided by SRO to the teams

PIRELLI STICKERS
Dim. 300mm x 57mm
To be displayed in each corner of the car near the wheels arches
Provided by SRO to the teams

CATEGORY STICKERS
Dim. 197mm x 90mm
Provided by SRO to the teams

GT3 GT4 GTC TC

LAGUNA SECA CALIFORNIA 8 HOURS
MANDATORY CAR DECALS



RESERVED AREAS

PIRELLI

PIRELLI logo on left chest and arm is mandatory .

Logos from other series than SRO and Blancpain GT
World Challenge will have to be covered

APPENDIX 4

SPORTING BOARD FOR THE EVENT – RULES AND REGULATIONS

INTERNAL REGULATIONS

Article 1 – Purpose

The Sporting Board is a body set up by the Promoters of the California 8 Hours, the purpose of which is to manage certain aspects relating to the application of the sporting and technical regulations and the organisation of the Event, other than those which fall within the exclusive remit of the officials of the Event as defined by the provisions of the International Sporting Code.

Article 2 – Members

The Sporting Board will consist of the following people or their representatives:

- The Chairman of the Stewards
- The Race Director
- The SRO Technical Director
- The SRO Sporting Director
- The Intercontinental GT Challenge General Manager
- A Representative of SRO Motorsports America
- A Representative of SRO Motorsports Group

Article 3 – Missions

The tasks of the Sporting Board will include:

- Issuing clarifications on the regulations and their interpretation
- Taking decisions on the application of the regulations at the Events, in order to respond to specific situations (e.g. shortening of grid procedures, timetable issues)
- Responding to any situations involving the commercial management of the Event
- Deciding on the acceptance of requests for private testing
- Deciding on derogations in terms of Driver Categorisation
- Deciding on derogations for allowing two drivers to take part and associated time limits

Article 4 – Meetings

Meetings of the Sporting Board can be called at any point before or during the Event.

Decisions will be taken by unanimous agreement of the members. Two or more members may be authorised to take decisions on matters of derogations or permissions on behalf of the Board.

Article 5 – Right of Protest

Decisions taken by the Sporting Board may not be appealed.

APPENDIX 5 : SUBSTANCE ABUSE POLICY

The United States Auto Club "(USAC)" strives to maintain the integrity of the Club and its Events (Event as defined in the USAC Regulations). USAC are concerned about the problem of substance abuse in America's society and, more particularly, the threat that this may create for the safety of our racing participants. The use of illegal drugs at any time, or the use of alcohol during an Event, and even the proper use of certain medications during an Event, may endanger the internal and external perception of the Club. Such conduct cannot be permitted by USAC or WC Vision.

With the above in mind, this Substance Abuse Policy ("Policy") has been adopted. It applies to drivers, mechanics and crew members (hereinafter "Competitor" or "Competitors"), as well as to USAC officials (hereinafter "Official" or "Officials"). It may also be applied to other participants in an Event as USAC deems appropriate in its sole discretion.

5.1.1 Prohibited Acts and Substances

A. Prohibited Substances

For the purpose of this Policy, "prohibited substances" are substances that are determined by USAC, in its sole discretion, to adversely affect the integrity of the Club or well-being of Competitors or Officials, or others, or the performance of a Competitor or Official in connection with an Event. "Prohibited substances" include, but are not limited to, illegal drugs such as marijuana, cocaine, and hallucinogens. Furthermore, for purposes of the foregoing, the definition of "prohibited substances" also includes, without limitation, paraphernalia associated with illegal drug use and mind-altering and/or addictive substances, which are not sold as drugs or medicines, but are used or marketed for their mind or behavior-altering effect. USAC may make a determination that any particular substance is a prohibited substance at any time, in its sole discretion. Competitors and Officials are prohibited from using, possessing, purchasing, selling, manufacturing and/or participating in the distribution of prohibited substances, regardless of the amount, at any time.

5.1.2 Proper and Improper Use of Prescription and Over-the-Counter Medications/Substances

USAC recognize that there are many prescription and over-the-counter medications that serve essential or beneficial purposes for the health and well-being of Competitors and Officials, and nothing in this Policy is intended to discourage the proper use of these medications. Just as importantly, however, it must be recognized that there are some medications that, even when properly used, may adversely affect a participant's fitness to be involved in a racing event or events. For example, many types of cough medicines contain codeine, which is a potent narcotic that may result in drowsiness or diminished alertness.

Misuse and the illegal use, acquisition or distribution of a prescription or over-the-counter medication or any mind-altering or addictive substance by an individual is prohibited and, for these purposes, is deemed to be the use of such a medication in a manner which is inconsistent with the instructions provided by the manufacturer, pharmacist and/or the prescribing physician. In addition, illegal use, acquisition, or distribution of any prescription drug, over-the-counter medication, or any mind-altering and/or addictive substance is strictly prohibited at any time. For example, it is a violation of this Policy for an individual to use a prescription or over-the-counter medication in a manner that is not consistent with the intended and medically-prescribed use. To the extent that USAC in their sole discretion determines that the use of any prescribed medication or other substance, including properly prescribed prescription drugs and properly used over-the-counter medications, causes an individual to have a diminished or impaired ability to perform his or her duties on

the day of an Event, those substances shall be deemed to be prohibited substances for purposes of this Policy.

5.1.3 Alcohol

No Official or Competitor may consume alcohol in the hours prior to or during an Event involving on track activity, nor may any Official or Competitor be under the influence of alcohol at any Event. "Under the influence," for purposes of this Policy means that in the sole judgment of USAC the Official or Competitor has an impaired ability due to alcohol consumption to conduct himself or herself as USAC would expect at an Event. Nothing in this paragraph shall preclude USAC from determining that a Competitor or an Official with any alcohol usage, however minimal, is physically unfit for driving, participating, or officiating in an Event. An alcohol test by breathalyzer, blood test, or other scientifically-acceptable method may be performed if deemed appropriate by USAC at its sole discretion. In connection with the foregoing, USAC may take such action as it deems appropriate.

5.2.1 Targeted Testing for Reasonable Suspicion of Drug/Alcohol Use

USAC may require a Competitor or Official to submit to a test or tests, including without limitation, urine, blood, saliva, hair, breath tests, and/or any other scientifically-acceptable method of testing when USAC has reasonable suspicion that the Competitor or Official has violated any part of this Policy or that he/she has diminished ability to perform due to the use of any prohibited substance or alcohol. Examples of the conditions, observations and/or reports that may result in "reasonable suspicion" include, but are not limited to, the following:

- a) When a Competitor or Official is found or observed in possession of illegal drugs or drug paraphernalia at any time;
- b) Observation of signs, symptoms and/or behaviors that may be associated with the use of prohibited substances or alcohol including, but not limited to:
 - 1) Direct observation of an individual engaged in drug-related or alcohol-related activity.
 - 2) Discovery or presence of prohibited substances or alcohol in an individual's possession.
 - 3) Odor or residual odor associated with prohibited substances or alcohol.
 - 4) Statements made by an individual that may indicate that he/she uses prohibited substances or alcohol.
 - 5) Red or droopy eyes, dilated or constricted pupils.
 - 6) Slurred speech, stumbling, or hyperactivity.
 - 7) Needle marks or other physical evidence that an individual has used a prohibited substance.
 - 8) Unexplained disappearances from an Event.
 - 9) Nose constantly runs, appears red, or persistent sniffing.
 - 10) Unexplained tardiness, absences, or missed appointments;
 - 11) Chronic forgetfulness or broken promises.
 - 12) Involvement in an accident during an Event.
 - 13) Inability to concentrate, remember, or maintain attention.
 - 14) Mental confusion, paranoia, or expression of abnormal or threatening statements.
 - 15) Violent tendencies, loss of temper, or irritability.
 - 16) Unexplained or excessive negligence or carelessness.
 - 17) Extreme, unusual, or unexplained personality change, or unusual, irrational or erratic behavior.
 - 18) Deteriorating personal hygiene or appearance.
 - 19) Pattern of abnormal conduct.
 - 20) Repeated failure to follow instructions or operating procedures.
 - 21) Violation of USAC safety policies or failure to follow safe practices.
 - 22) Display of any item that reflects that the individual may be in violation of this Policy.
 - 23) Evidence that an individual has tampered with or not cooperated with a prior drug or alcohol test.

- c) An arrest or conviction for driving under the influence of alcohol or drugs, or a drug/alcohol related arrest /conviction.
- d) Receipt of a report from a source deemed credible or reliable by USAC and Pirelli World Challenge that a Competitor or Official is under the influence of drugs or alcohol on the day of an Event, or, at any time, that an individual is in violation of this Policy.
- e) An examination or test, as provided by the USAC and Pirelli World Challenge Rules, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.
- f) Aroma of an alcoholic beverage or prohibited substance on or about the breath or body of a Competitor or Official consistent with use of a prohibited substance or alcohol.
- g) Following an incident in which careless acts were observed in connection with an Event.

5.2.2. Testing: Scheduled and Random

At its sole discretion, USAC may require Competitors or Officials to submit to an annual and/or random testing for the use of a prohibited substance and/or alcohol. Selection of individuals for random testing shall be done by USAC, at their sole discretion.

5.2.3 Authorization for Testing and Release

If, upon request by USAC, a Competitor or Official refuses to promptly execute the authorization for testing and release form enclosed with this Policy and deliver it to USAC by the time designated by USAC for receipt, that Competitor or Official will not be issued an USAC/PWC Competitor's or Official's license and/or membership and, if already issued, the USAC/PWC license and/or membership will be suspended until the Competitor or Official executes the above mentioned authorization and release and delivers it USAC.

If USAC directs a Competitor or Official to submit to a test to determine whether he/she is in violation of this Policy, that Competitor or Official must consent to and promptly and fully participate in and cooperate with the test in accordance with the instructions of USAC. If that Competitor or Official refuses to promptly consent and/or fully participate in and cooperate with such a test or tests within the time period designated by USAC, USAC may eject the Competitor or Official from the racing premises or take such other action as may be appropriate, and that Competitor or Official will also be subject to disciplinary action.

5.2.4 Screening

Annual random testing will be formal. While random or targeted testing may be formal, USAC may conduct random or targeted screening by USAC approved medical staff to determine if formal testing is appropriate.

5.2.5 Collection and Transport of Specimen(s) as to Formal Testing

USAC may designate specific USAC representatives or USAC may designate others to be in charge of collection of specimen(s) to be tested. Such designated individuals shall:

- a) Ensure that the specimen(s) are from the Competitor or Official in question (including, where necessary, observation of the collection of the specimen(s)).
- b) Ensure that the specimen(s) are collected within the time period designated. Normally, collection shall be made within one (1) hour or less of the notification of the Competitor or Official that testing will be conducted, unless a different time is designated by an Official based on the circumstances.
- c) Ensure that the specimen(s) have not been adulterated or manipulated by promptly measuring the temperature of the specimen(s). Where results indicate that the sample is inappropriate for testing, USAC may require the Competitor or Official to provide additional specimen(s) as necessary.
- d) Label, secure, and transport the specimen (s) to USAC's designated testing facility in such a manner as to ensure that the specimen(s) are not misplaced, tampered with, or relabeled.
- e) Provide a form to be completed by the Competitor or Official in question that identifies all prescription and over-the-counter medications consumed by the Competitor or Official in the preceding three months.

5.2.6 Facility for Formal Testing

All testing will be performed at a facility or facilities selected by USAC at its sole discretion.

5.2.7 Technological Aspects of Testing

The USAC-designated testing facility will determine whether and in what amount a particular specimen tests positive with respect to a prohibited substance and/or alcohol, and whether the specimen has been adulterated or manipulated. The testing facility will transmit the results to USAC Director of Competition and to any designated third party medical review facility.

5.2.8. Procedures if a Test Shows the Presence of Prohibited Substances or Alcohol

A. With Respect to Prohibited Substances Other Than Alcohol:

- 1) Upon being notified that a Competitor or Official has tested "true positive" for a prohibited substance, USAC's Director of Competition or his/her designee may suspend that Competitor's or Official's USAC/PWC license and/or membership for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances.
- 2) If that Competitor or Official wishes to return to racing or officiating during or after the suspension period, that Competitor or Official must submit to a re-test or re-tests. This will be done at a time and place and under conditions specified by USAC, at the Competitor's or Official's expense, which expense will include laboratory fees and all other direct and indirect costs incurred by USAC in connection with each test. If and when a Competitor's or Official's test shows no evidence of a prohibited substance, that Competitor or Official may be allowed to return to racing or officiating, but only if he/she is not otherwise ineligible. Furthermore, if the Competitor or Official does return to racing or officiating, he/she shall be subject to future tests for any substance, drug or alcohol, at such times and places as may be determined by USAC, at its sole discretion, and at the expense of the Competitor or Official.

B. With Respect to Alcohol:

- 1) Upon being notified that a Competitor or Official has been determined to have consumed alcohol in violation of this Policy, the USAC Director of Competition or his/her designee may suspend that Competitor's or Official's USAC license and/or membership for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances.
- 2) If a Competitor or Official does return to racing or officiating during or after the suspension period, he/she shall be subject to future tests for any substance, drug or alcohol, at such times and places as may be determined by USAC, at its sole discretion, and at the expense of the Competitor or Official.

C. Testing Results

USAC may publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test to such third parties as USAC, in its sole discretion, deems reasonable under the circumstances. The Competitor or Official shall have no claim or cause of action of any kind against USAC and WC Vison, LLC/WC Vision or any director, officer, employee or agent of USAC and WC Vison, LLC/WC Vision with respect to such publication. It is the intent of USAC, and USAC will endeavor to, treat the results of any test or tests as confidential as warranted by the circumstances.

5.2.9 Falsification or Withholding Information

Any Competitor or Official who attempts to or does falsify, alter, or otherwise tamper with, adulterate or manipulate any specimen or any aspect of a test performed under this Policy will be subject to disciplinary action that USAC in its sole discretion deems appropriate. A specimen that is identified as having been adulterated or manipulated shall be treated in the same manner as a "true positive" test result for a prohibited substance other than

alcohol, with all of the consequences of such a positive test, including those provided in Paragraph 9.A. 1 and 2, above.

5.2.10. Disciplinary Action for Prohibited Acts without Evidence from Testing of Prohibited Substances or Alcohol

If USAC determines that a Competitor or Official has engaged in any such prohibited act, USAC may eject the Competitor or Official from the premises or take such other action as deemed appropriate by USAC in its sole discretion, and that Competitor or Official shall also be subject to disciplinary action that USAC in its sole discretion deems appropriate.

5.2.11. Treatment for Drugs/Alcohol

USAC do not provide drug or alcohol rehabilitation programs. However, USAC strongly encourage self-help and treatment for those who may have a drug or alcohol abuse problem. Many worthy programs, both public and private, are available for the treatment of drug and alcohol abuse. USAC will continue its efforts to support a drug-free America and a society in which alcohol is not abused.

5.2.12. Applicability of the USAC Rules

This Policy, as it may be amended from time to time, is a supplement to the provisions of the USAC Rules, and will be interpreted and applied by USAC. This Policy is binding upon all USAC members in the same manner and to the same extent as are the provisions of the USAC Rules.

Listing of Prohibited Substances

- Amphetamines Ephedrine Class Narcotics Benzodiazepines Barbiturates
- Amphetamine Ephedrine Alfentanil Alprazolam Amobarbital
- Methamphetamine Psuedoephedrine Codeine Diazepam Butabarbital
- MDMA Phenylpropanolamine Dihydrocodeine Lorazepam Pentobarbital
- MDEA Fentanyl Oxazepam Phenobarbital
- MDA Hydromorphone Temazepam Secobarbital
- PMA Hydrocodone
- Meperidine
- Other: Methadone Specimen Validity:
- Marijuana Morphine Nitrites
- Cocaine/Crack Oxycodone Chromates
- Meprobamate/Carisoprodol Propoxyphene Specific Gravity
- Methyphenidate Sufentanil ,Zolpidem

USAC SUBSTANCE ABUSE POLICY AUTHORIZATION FOR TESTING AND RELEASE

I have read the United States Auto Club (USAC) Substance Abuse Policy. I hereby give my consent to USAC, WC Vision and its designated agents to collect blood, urine, saliva, hair, and breath specimens from me; and to screen and/or test those specimens for the presence of alcohol and/or any prohibited substance under USAC's Substance Abuse Policy; and to conduct such other tests as USAC deems necessary from time to time to determine my fitness to participate in or at an Event, all as set forth in the USAC Substance Abuse Policy as it may be amended from time to time. In addition, I give my permission to any doctor, nurse, technician, laboratory, or health facility which administers drug or alcohol tests or screens to release the results of any tests of examinations to USAC.












I recognize that the USAC Substance Abuse Policy has been adopted and is administered by USAC to promote the integrity of USAC-sanctioned racing. Accordingly, I ALSO HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE AND AGREE TO HOLD HARMLESS USAC, WC Vision, LLC/Pirelli World Challenge, its officers, employees, representatives, agents, and testing facilities, as well as any individual or company in any way affiliated with USAC, WC Vision, LLC/Pirelli World Challenge and any other persons or entities against whom I might have a claim, from and/or for claims, damages, losses, or expenses of any kind, whether caused by negligence or otherwise, arising out of the implementation of the USAC

Substance Abuse Policy, or any act or omission in connection therewith, including and without limitation the testing of specimens and the publication of the test results and circumstances giving rise to such test or tests to any third party or parties by USAC, WC Vision or said drug testing facilities, as well as the officers, employees, and agents of each of them, or any other persons or entities.

I have read and agree to the Annual Release and Waiver of Liability

APPENDIX 6 : FLAGS AND USAGE

Flags will be shown in accordance with article 2.4.4 and 2.4.5 of Appendix H to the International Sporting Code with the exception of Full Course Yellow, being shown by double waved yellow flags

FLAG	Note <i>Any flag signal may be accompanied by additional messages from race control and a digital display board</i>
	GREEN Indicates that the track is clear, to be shown at the marshal point immediately after the incident that necessitated the use of one or more yellow flags
	BLACK/WHITE DIAGONAL (Shown with No. Board) Warning to the driver concerned that he has been reported for unsportsmanlike behaviour
	BLACK – (Shown with No. Board) The driver must stop at his pit on the next approach to the pit entry.
	BLACK with ORANGE CIRCLE (Shown with No. Board) The car has mechanical problem likely to endanger himself or other competitors. He must stop at his pit on the next lap.
	SINGLE YELLOW Danger – reduce your speed, to not overtake and be prepared to change direction. There is a hazard beside or partly on the track.
	DOUBLE YELLOW (Full Course Caution – FCY) Caution: Reduce Speed, overtaking prohibited throughout circuit. Flags displayed at all stations along with activated Yellow light system. FCY may be used with or without a Safety Car. All Drivers gather in single file behind the leader or Safety Car. FCY shall remain until the green flag.
	RED Waved when the session or race has been stopped. Reduce speed and return to the working area in the pit lane or as directed by Race Control. Overtaking is prohibited. Pit exit is closed.
	BLUE During practice : a faster car is close behind and about to overtake you During race : shown to a car about to be lapped. When shown, the driver concerned must allow the following car to pass at the earliest opportunity
	YELLOW WITH RED STRIPES There is a deterioration of grip due to oil or water in the area beyond the flag
	WHITE There is a much slower vehicle on the sector of track controlled by that flag point
	CHEQUERED FLAG Indicates the end of a practice session or the race

APPENDIX 7 – MANDATORY EQUIPMENT

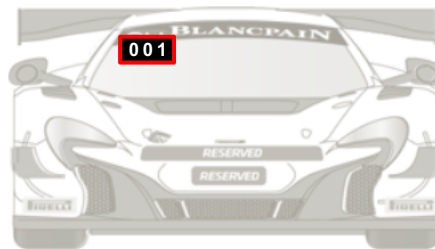
TRANSPONDERS

Please see <http://files.world-challenge.com/vehicletech/techforms/2018-PWC-TransponderInfo-SprintX.pdf>

LED POSITION LIGHTS

LUMIRANK® 3-digit panels will be available for teams in the SRO offices and must be installed prior to the first official practice session. Panels must be returned at the conclusion of the race. Teams are required to complete the equipment receipt form and credit card authorization in case of loss or damage.

MOUNTING: Position panels must be installed on the inside of front windscreen on passenger side just below the banner. They are secured using VELCRO® strips (included). Windscreen banners may be trimmed to raise the display providing all series logos remain fully visible. A +12V DC power cable (available for purchase) is the only vehicle connection required.



APPENDIX 8

TBC

APPENDIX 9

PIT GANTRY CAMERAS

Each team entered in the Competition must acquire a video camera which must be affixed to the pit gantry or in a similar location. camera.

Suitable Data cards must be supplied by the Entrant. The images remain the property of the Promoter

CAMERA SET-UP

One pit-gantry camera must be affixed to each pit gantry or in a similar location. The camera must be placed to see the full working zone from the white line onwards and a minimum of two metres in each direction of the car which has stopped.

The camera must be switched on from five minutes before the start of each session or race, and may only be switched off after the chequered flag at the end of the session or race, or on instruction from the Pit Lane Official. During the race, the pit gantry camera must be switched on for all pit stop but it may be switched off in between to conserve the battery.

Failure to switch on the camera will be reported to the Stewards of the Meeting.

The images on the cards are under embargo during the sessions and may not be examined by the teams.

Immediately after qualifying and race(s), the cards must be deposited in the location which will be specified during the briefing. Once parc fermé is open, any cards which are not under investigation will be available for collection, at which point teams may examine the files and clean the cards before the next session. Failure to deposit the cards on time, or to collect them for the next session will be reported to the Stewards of the Meeting.

These rules may be changed according to the Event by a Bulletin from the Stewards.

USE OF THE CAMERA IMAGES

The images from the cameras may be used in the following cases :

On request of an Official

An official of the Event may request that the images relating to any car or team be examined after the race. In this case, a Pit Lane Official will recover the images and give them to the Stewards of the Meeting who may impose penalties for any breaches of regulations. Any such cars will be placed under investigation.

On request of a Team

In case of a report from a Pit Lane Marshal, the team may challenge the report and request that the images should be examined. In this case, a Pit Lane Official will check the images after the chequered flag. Should the images confirm the Pit Marshal's report, an additional penalty may be given.

Important : no team may request that the images of a specific car be examined without making a formal protest to the Stewards of the Meeting according to the International Sporting Code.

APPENDIX 10

TBC

APPENDIX 11

The list of authorised couplers is as follows (cf article 35.4)

Make	FIA GT3 Homologation	Model	Refueling Coupler Male
BMW	GT3-043	M6 GT3	Krontec RFC-88K-SL
Bentley	GT3-049	Continental GT3	Staubli SAF 45.1838
Ferrari	GT3-044	488 GT3	ATL RE-AG-003
Nissan	GT3-048	GT-R Nismo GT3 2018	ATL RE-AG-022
Porsche	GT3-041	991 GT3-R	Krontec RFC-88K-SL
Acura	GT3-047	NSX GT3	ATL RE-AG-003
LEXUS	GT3-046	RCF GT3	Staubli SAF 45.1838
McLaren	GT3-037	650S	ATL RE-AG-003
Aston Martin	GT3-032	Vantage GT3	ATL RE-153
Lamborghini	GT3-040	HURACAN GT3	Krontec RFC-88K-SL
Mercedes	GT3-042	AMG GT GT3	ATL HWA
Audi	GT3-038	R8 LMS	Krontec RFC-88K-SL
Bentley	GT3-035	Continental GT3	Staubli SAF 45.1838
Nissan	GT3-030	GT-R NISMO GT3	ATL RE-AG-022
Lamborghini	G3-003	Gallardo	R-EXATL RE-AG-003

Make	FIA GT3 Homologation	MODEL	Refueling Coupler Manufacturer	Refueling Coupler Part No.
BMW	GT3-043	M6 GT3	Krontec	RFC-88K-SL
Bentley	GT3-049	Continental GT3	Staubli	SAF 45.1838
Ferrari	GT3-044	488 GT3	ATL	RE-AG-003
Nissan	GT3-048	GT-R Nismo GT3 2018	ATL	RE-AG-022
Porsche	GT3-041	991 GT3 - R	Krontec	RFC-88K-SL
Acura	GT3-047	NSX GT3	ATL	RE-AG-003
Lexus	GT3-046	RCF GT3	Staubli	SAF 45.1838
McLaren	GT3-037	650S	ATL	RE-AG-003
Aston Martin	GT3-040	Vantage GT3	ATL	RE153
Lamborghini	GT3-040	HURACAN GT3	Krontec	RFC-88K-SL
Mercedes	GT3-042	AMG GT GT3	ATL	HWA
AUDI	GT3-038	R8 LMS	Krontec	RFC-88K-SL
Bentley	GT3-035	Continental GT3	Staubli	SAF 45.1838
Nissan	GT3-030	GT-R NISMO GT3	ATL	RE-AG-022
Jaguar	G3-105	XK Emil Frey G3	Staubli	SAF 45.1838
Lamborghini	G3-003	Gallardo R -EX	ATL	RE-AG-022