



YAS MARINA CIRCUIT, ABU DHABI, 11 DECEMBER 2022

SPORTING & TECHNICAL REGULATIONS

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FOREWORD

Driving Force Events Limited (the “Promoter”) and Yas Motor Racing Club (the “Organisers”) under the authority of the Federation Internationale de l’Automobile (the “FIA”) and Emirates Motorsports Organization (the “ASN”) are promoting and organising a restricted International Competition in 2022, the ‘11th Gulf 12 Hours Race’ (the Competition). It will consist of a 12 hours endurance race. All the participating parties (ASN, Promoter, Organiser, Competitors and Circuit) undertake to apply as well as observe the rules governing the Competition.

The 11th Gulf 12 Hours Race is a Restricted International Competition for GT cars. Entry is by invitation only. The Competition comprises of 5 categories; GT3 (which is further split into Pro Overall, Pro-Am and Gentlemen) and GT4 and GT Cup. The Competition is a qualifying round of the 2022 Intercontinental GT Challenge Powered by Pirelli, with eligible cars running in the GT3 Pro Overall and GT3 ProAm Classes.

1.0 REGULATIONS

1.1 The Competition) is governed by the following Regulations;

- a)** FIA International Sporting Code and its appendices (hereinafter “the Code”), including the provisions of the General Prescriptions for Competitions Run on Circuits and the General Prescriptions applicable to International Series, except where specifically amended by the 11th Gulf 12 Hours Race Sporting & Technical Regulations.
- b)** These 11th Gulf 12 Hours Race Sporting & Technical Regulations, forming the Supplementary Regulations for the Event, including any modifications and supplements made at the request of the FIA or the ASN,
- c)** Additional Supplementary Regulations (“ASR”) issued by the Organising Committee (“Committee” – see Article 2.1) and subsequent Organisers Bulletins made by the Stewards of the Meeting in accordance with the Code,
- d)** Any Additional Supplementary Regulations issued by the Organising Committee designed to ensure that the event complies with the requirements of the FIA and the ASN and local and national governments of the Emirate of Abu Dhabi and the United Arab Emirates in relation to the Covid-19 pandemic.
- e)** The Sporting Regulations 2022 of the Intercontinental GT Challenge Powered by Pirelli apply to all entries in the GT3 Pro and GT3 ProAm classes duly registered for the Challenge, unless otherwise amended by these 11th Gulf 12 Hours Sporting & Technical Regulations.
- f)** FIA Code of Ethics and Code of Good Conduct,
- g)** ASN National Sporting Code or requirements.

These shall constitute the Regulations of the Competition (the “Regulations”).

1.2 Any changes to the Sporting and Technical Regulations will be published via ASR and are subject to approval by the Committee. Obvious errors in the Regulations can be corrected at any time. Each Competitor and Driver registered in the Competition shall be informed of any changes to the Regulations with details of the date on which the change(s) come into force. Email will form the primary delivery method for this communication therefore Competitors should make suitable arrangements to ensure that the Promoter's and Organiser's domains are included in email system safe sender lists. Once the competition has commenced the Supplementary Regulations may only be changed in the form of Bulletins made by the Stewards.

1.3 The Promoter and Organisers reserve the right to modify or supplement the present Regulations if considered necessary for reasons of safety, force majeure or by order of the sporting or governmental authorities or to cancel the Competition in the case that extraordinary circumstance should arise, without any obligations of liability.

1.4 The official language of the Competition shall be English. The final text of the Regulations and any other official paperwork issued for the Competition shall be the English version which will be used should any dispute arise as to the interpretation. Headings in this document are for ease of reference only and do not form part of these Regulations.

1.5 In these Regulations the definitions and abbreviations specified in the Code shall be adopted unless specifically provided for in these Regulations. For the avoidance of doubt, for ease the FIA term "Automobile" has been replaced with "car" throughout these Regulations.

1.6 Should any dispute arise over the interpretation of the Regulations, final decisions of their meaning will be made by the Committee before the Competition (see Article 2.1) or the Stewards at the Competition.

2.0 PROMOTER/ORGANISER

2.1 The Organising Committee ("the Committee") of the 2022 11th Gulf 12 Hours Race is the body entrusted with all necessary powers for the organisation of the Competition. It is comprised of the following appointed members:

Andrea Ficarelli (DFEL), Ali Al Bashr (YMRC), Chris Norman (MSOS), Rafael Calafell (DFEL),
Lauren Granville (SRO)

The Promoter (hereinafter "Promoter") reserves the right to change the composition of the Committee at its sole discretion without giving notice.

2.2 The Competition Owner and Promoter is:

Driving Force Events Limited (DFEL)
Registered Office:
38/39 Fitzwilliam Square West
Dublin D02 NX53
Republic of Ireland
Email: sd@gulf.ms

Any communication to the Organising Committee should be made to the above email address and be clearly marked for the attention of the Organising Committee.

- 2.2.1.** The Promoter has appointed the following organisation to co-ordinate the sporting organisation of the Competition on their behalf:

Motor Sport Organisation Solutions (MSOS)
Registered Office:
114 High Street
Cranfield
Bedfordshire MK43 0DG
United Kingdom
Email: chrisnorman.msos@gmail.com

- 2.3** The Organisers are:

Yas Motor Racing Club
c/o Yas Marina Circuit
PO Box 4442
Abu Dhabi
UAE

- 2.3.1** The Organisers will be assisted in the sporting organisation of the Competition by the organisation detailed in 2.2.1.

- 2.4** The Commercial Rights Owner of the Competition is:

Motorsport Projects FZE
RAK Economic Zone
PO Box 10055
Ras al Khaimah
United Arab Emirates

3.0 GENERAL UNDERTAKING

3.1 All Drivers, Competitors and Officials participating in the 11th Gulf 12 Hours Race undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended from time to time of the Regulations.

3.2 Each Competitor confirms his acceptance to abide by these legal provisions with his signature on the Registration Form and/or Competition entry form. It is the Competitor's responsibility to ensure that all persons concerned with their entry observe all the requirements of all the documents listed in Article 1.1.

4.0 GENERAL CONDITIONS

4.1 If a Competitor is unable to be present in person at the Competition, they must nominate a representative in writing. A person having charge of an entered car during any part of the Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

4.2 Drivers must drive the car alone and unaided.

4.3 Competitors must ensure that their car(s) comply with the conditions of eligibility and safety throughout practice and the race.

4.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must hold an appropriate valid credential at all times.

4.5 Withholding information or giving false information will be penalised and may result in exclusion.

5.0 COMPETITION

5.1 The title of the Competition is “11th Gulf 12 Hours Race”. The 11th Gulf 12 Hours Race will include an absolute (Overall) title as well as titles in each category and sub-category. The categories/classes will be:

- i) GT3
 - a. Pro Overall (Includes nominated IGTC Competitors)
 - b. Pro-Am (Includes nominated IGTC Competitors)
 - c. Am (Gentlemen)
- II. GT4
- III. GT Cup

Please see Article 6.5 Driver Categories and 7 Eligible cars for further details of eligibility.

5.2 The Competition will be a single race of a scheduled 12 hours duration. The Competition is entered onto the 2022 FIA International Sporting Calendar with international status.

The ASN Competition Permit Number is EMSO – TBN

5.3 The Competition will take place on 9th- 11^h December 2022 at Yas Marina Grand Prix Circuit (Abu Dhabi) – 5.281 km anti-clockwise.

The Competition will commence at the scheduled time for scrutineering and sporting checks (whichever is the earliest in the published schedule) and include practice and qualifying sessions and the race itself. The Competition will end at the later of the time for the lodging of a protest under the terms of the Code and subsequently at the time when a technical or sporting certification has been carried out under the terms of the Code.

5.4 The Competition timetable is provisionally as follows. The final timetable will be confirmed by ASR;

Wednesday 7 December

10:30 – 12:00 Team managers briefing (logistics and operations) and team pass delivery
14:00 – 23:00 Access containers and set-up garages

Thursday 8 December

Note: no testing or track activities will be allowed on Wednesday 7 or Thursday 8 December. Test ban will be imposed from Monday 5 December onwards.

09:30 – 10:30 Team managers sporting briefing
10:30 Fuel distribution starts
10:30 – 19:30 Technical scrutineering by appointment
13:00 – 16:00 Arrival of Mille Miglia UAE (paddock should be kept tidy, no fork-lifts allowed)
13:00 – 16:00 Drivers sign-on, first session
16:00 – 17:00 Drivers track walk
18:00 – 19:30 Group photos – all cars and all team personnel

Friday 9 December

09:00 – 10:30 Drivers sign-on, second session and individual photos
11:00 – 11:45 Drivers briefing
12:30 – 13:15 Test Practice 1 (45m)
15:30 – 16:15 Test Practice 2 (45m) – Bronze drivers only
16:30 – 18:00 Test Practice 3 (90m)
19:45 – 21:45 Test Practice 4 (120m) - mandatory night familiarisation

Saturday 10 December

10:30 – 12:30 Free practice 1 (120m)
15:15 – 16:15 Free practice 2 (60m)
17:15 – 17:30 Qualifying, Driver 1 (15m)
17:40 – 17:55 Qualifying, Driver 2 (15m)
18:05 – 18:20 Qualifying, Driver 3 (15m)
18:30 – 18:45 Qualifying, Driver 4 (15m)
19:00 – 22:00 Park Fermé Dinner in the paddock

Sunday 11 December

10:00 – 22:00 Race (12 hours)
22:20 Podium ceremony

6.0 ELIGIBILITY OF COMPETITORS

6.1 Each entry will comprise of three (3) or four (4) drivers, depending upon the category of car entered. Cars entered in the GT sub-category GT3 Pro Overall will be required to enter with three (3) drivers. Cars in all the other categories are required to enter with three (3) or four (4) drivers.

6.2 Competitors must be invited by the Committee in accordance with Article 11.1 and be in possession of a valid International Competitor's Licence issued by an ASN affiliated to the FIA.

6.3 Drivers can only be included on the Entry for one car.

6.4 Drivers' eligibilities are as follows:

- a) In all categories drivers must be at least 16 years of age and in possession of valid 2022 FIA International race competition licence – minimum Grade ITC-C – issued by the respective FIA National Sporting Authority (ASN) accompanied by a letter or visa of approval from the same to participate in the Competition, in accordance with Article 3.9.4 of the Code. They must also have a Medical Certificate of Aptitude (this may be included within the Licence of the Driver).
- b) Exceptionally in GT4 and GT Cup categories, dependent upon the weight/power ratio of the car, an FIA International circuit race Grade ITD-C competition licence (rather than a Grade ITC-C) may be accepted in accordance with Appendix L, 2.6 of the International Sporting Code of the FIA. If the conditions set by Appendix L are met this must be applied for in advance of the Competition and final acceptance is to be approved by the Stewards of the Competition.

If the weight/power ratio of the car does not allow an International Grade ITD-C licence, then the requirement listed in Article 6.4.a above will be applicable.

6.5 For all categories, the FIA driver categorisation system will be implemented (the current list can be found at: <http://www.fia.com/fia-driver-categorisation>). As a consequence, the GT3 field will be split into PRO OVERALL, PRO-AM and AM-GENTLEMAN sub-categories and entries will be assigned to each sub-category based on the number of Platinum, Gold, Silver or Bronze drivers in their respective line-ups, according to a table that will be published in Appendix 2 and updated by ASR. The onus is on each driver that does not hold a current valid FIA driver categorisation to make application to the FIA for one at least 15 days in advance of the event and to meet all the necessary fees set by the FIA for their category provision.

Drivers unable to prove their categorisation by the FIA will be considered Gold at the absolute discretion of the Committee. The 2022 FIA driver categorisations will apply to the event. Any driver categorisation downgrade applicable for the 2023 season on the basis of age, in accordance with Article 8 of the FIA Driver Categorisation Regulations, will however be permitted for the 2022 11th Gulf 12 Hours Race, subject to Organising Committee approval. The Organising Committee of the event will, on written request in advance of the event, consider application for any revision of a drivers FIA categorisation made by the SRO Sporting Board to also apply to the Gulf 12 Hours event. The Organising Committee reserves the right to

update the categorisation level of any driver at their own discretion; any such decision will be final and not subject to any protest or appeal.

7.0 ELIGIBLE CARS

The Competition is reserved for GT cars as defined by the applicable specified technical regulations and the Technical Regulations of these Supplementary Regulations (See Article T1.1). The admission and eligibility of all cars will be at the sole discretion of the Committee. No protest or appeal will be heard as to a car's categorisation.

7.1 The cars will be split into the following categories. Please refer to the Technical Regulations for specified modifications and Balance of Performance arrangements:

- i) GT3 (Homologated GT3 cars plus any other commensurate car accepted by the Promoter)
- ii) GT4 (cars complying with the SRO GT4 Technical Regulations plus any other commensurate car accepted by the Promoter)
- iii) GT Cup (Porsche 911 GT3 Cup (series 992) cars complying with their respective Championship Technical Regulations or any other commensurate GT type cars normally running in a single marque Series or Championship accepted by the Promoter. All accepted cars will be subject to specific Promoter's BOP decisions.

7.2 The Organising Committee reserves the right to introduce additional performance balancing restrictions applicable to particular cars competing in the Competition. These will be notified to the Competitor in advance of the Competition and the Balance of Performance (BOP) publicised via ASR prior to the race. On half of the Organising Committee, the SRO Technical Board is allowed to set and modify any parameter required to establish the Balance of Performance for the Competition. The SRO Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of the Race. Teams will be notified of any such changes during the Event via a Bulletin from the Stewards.

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

Cars must comply at all times during the Competition with the information and instructions given in the Balance of Performance document for the Competition, the current version of which will be validated by the Stewards via a Bulletin. Wherever possible performance balancing will be achieved by the Promoter/Organisers dictating the duration and number of refuelling sessions and/or pit stops and/or minimum weight and/or air restrictor size and/or aerodynamics configuration for particular cars or categories.

8.0 GENERAL SAFETY AND DRIVING CONDUCT

8.1 Official instructions will be given to Drivers by means of the signals laid out in Appendix H of the Code. Competitors must not use flags/lights similar to these. The organiser may, at his sole discretion, order a competitor to amend or remove any pit lane or pit wall lighting or signage that may conflict with the official signals.

8.2 During all on-track sessions FIA approved light boards may be used as well as or replace flags to signal to drivers. The boards and the flags both have the same meaning and validity as specified by the Code.

8.3 Drivers may not consume nor be under the influence of (to any degree) alcohol or illegal, banned or controlled substances (unless the Driver concerned is in possession of a current, valid Therapeutic Use Exemption Certificate issued by their ASN) during the course of the Competition. Please refer to Appendix A of the Code for the FIA anti-doping regulations and Appendix C of the Code for the FIA Anti Alcohol regulations.

8.4 The Race Director and/or the Stewards may require a Driver to have a medical examination or a drugs/alcohol test at any time during the Competition. Please refer to Appendix A of the Code for the FIA anti-doping regulations and Appendix C of the Code for the FIA Anti Alcohol regulations.

8.5 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.

8.6 Chapter IV of Appendix L of the Code – Code of Driving Conduct on Circuits must be respected at all times.

Breach of or failure to comply with the provisions of the Code, together with these Regulations relating to general safety discipline or with the Code of Driving Conduct on Circuits may result in the disqualification of the driver and/or Competitor concerned from the Competition, according to the seriousness of the offence.

With the nature of the multiple class endurance Competition, drivers of faster cars are asked to show consideration and fairness towards the slower cars and vice versa.

8.7 Pushing a car on the track is prohibited. In exceptional circumstances drivers may not be penalised if they aid the marshals to remove the car from a dangerous position.

8.8 If a driver has serious mechanical difficulties during a practice session, qualifying or the Race, he or she must leave the track as soon as it is safe to do so. Drivers who do not comply with this requirement and/or obstruct part of the track may be penalised at the discretion of the Stewards.

8.9 The driver of any car leaving the track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit. Should a car stop outside the Pit Lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other drivers.

If the driver is unable to move the car it shall be the duty of the marshals to assist. If such assistance results in the driver re-joining this must be done without committing any breach of these Regulations and without gaining an advantage.

8.10 When vacating the car, the driver must always leave his car in neutral and with the steering wheel reattached to the steering column. This applies both on track and in Parc Fermé.

8.11 Any replenishment of fuel, water, oil, etc. on the track is prohibited.

8.12 When the track is closed by the Race Director/Clerk of the Course during and after practice/qualifying, and after the red lights have gone out to signal the start of the Race, until all related cars have reached Parc Fermé, no one is allowed onto the track except for the marshals or other Officials when carrying out their duties and the drivers when driving or when under the directions of the marshals.

8.13 If a car stops whilst on track, the engine may only be restarted with the starter fitted on board the car. Use of an external starting device (such as a slave battery) to restart the engine is only allowed in the Pits, Pit Lane and on the grid.

8.14 Drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not, and 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, and without prejudice to the actions/penalties listed below, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any lasting advantage.

8.15 A car leaving the track, repetition of serious mistakes or the appearance of a lack of control over the car will be reported to the Stewards and may be penalised.

8.16 If during the Race a driver overtakes another driver by going off the track or is deemed to have gained an unfair advantage by going off of the track, a Drive Through Penalty may be imposed by the Stewards even if this is the driver's first offence.

8.17 A car alone on the track may use the full width of the track. However, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past in a safe manner.

If a driver who has been caught by another driver does not seem to make full use of the rear view mirrors, flag marshals will display waved blue flags/lights to indicate that the faster driver wants to overtake. Any driver who appears to ignore blue flags/lights will be reported to the Stewards who may penalise the driver.

8.18 Overtaking, according to the circumstances, may be carried out either on the right or on the left. However, manoeuvres liable to hinder other drivers, such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalised.

8.19 One or more yellow flags and/or lights being shown at a marshal's post will indicate the existence of a hazard of some kind ahead. Drivers must reduce speed and be prepared to

change direction or possibly come to a stop. Overtaking is strictly forbidden under such circumstances until such time as the driver passes a green flag and/or light.

It must be evident that a driver has reduced speed; this means that a driver is expected to have braked earlier and /or noticeably reduced speed in that sector.

During practice and qualifying it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap, this does not mean he or she has to pit as the track could well be clear the following lap. Any breach of this Article during practice or qualifying may result in penalty under Article 32.6.

Any breach of this Article during a Race may result in the following penalties imposed upon the Driver:

i) First Offence: At the discretion of the Stewards, with a Drive Through Penalty (see Article 32.13) as a minimum.

ii) Second Offence: Stop/Go (Article 32.14) penalty of 120 seconds as a minimum.

8.20 At the end of each practice session, qualifying and Race, each driver may cross the Finish Line only once. Any breach of this Regulation may render the driver liable to a Fine of a minimum of USD 350.

8.21 Any car presenting a potential danger (excessive deterioration or deterioration of a safety component) must stop at its pit for repairs.

The car may only re-join the session with the consent of the Scrutineers.

8.22 If the towing eye breaks, the track marshals will pull the car using any part of the chassis or of the bodywork that they deem sufficiently sturdy. In case of possible damage suffered by the car, protests will not be accepted and a penalty may be imposed by the Stewards.

8.23 The Race Director and/or Stewards or Chief Medical Officer can require a driver or other person under the responsibility of the Competitor to undergo a medical examination or have a Covid-19 test at any time.

8.24 A breach of any part of this Article 8 may render the Competitor or driver individually liable for one or more of the penalties contained in Article 32 by the Stewards (at their discretion notwithstanding that a different penalty is specified within the individual Article concerned).

9.0 INSURANCE

9.1 An insurance policy covering third-party civil liability must be taken by the owner of the Organising Permit, in accordance with the national laws of the UAE.

9.2 Third party insurance arranged by the Organiser shall be in addition and without prejudice to any personal insurance policy held by a Driver or any other participant in the Competition.

9.3 Drivers and Competitors taking part in the Competition are not third parties with respect to one another.

10.0 OFFICIALS

10.1 The following Senior Officials, who may have assistants, shall be nominated, and their names will be confirmed by ASR where amended.

- Stewards of the Competition: Richard Norbury (Chairman) plus two others to be nominated
- Race Director: Peter Roberts
- Deputy Race Directors: Chris Norman, Ronnie Andersen, Michael Schriefl
- ASN Clerk of the Course: TBN
- Race Secretary of the Competition: Ceri Norman
- Race Secretariat: Keke Platzner, Claudia Auer
- Technical Delegate/Senior Scrutineer: Alain Marquet
- Deputy Technical Delegate/Scrutineer: Adriano D’Aniello
- SRO Pit Lane Manager: Ghislain Verriest
- DFEL Pit Lane Manager: TBN
- SRO Sporting Director : Jacquie Groom
- SRO Technical Director : Claude Surmont
- DFEL Senior Scrutineer: Keith Auld,
- DFEL Deputy Senior Scrutineer: Adrian Smith,
- ASN Scrutineer: TBN

10.2 The Officials will be present at the circuit at the latest from the beginning of the Competition (see Article 5.3).

10.3 The Promoter may also appoint the following Delegates to oversee the operation of the Competition within their specific spheres of expertise:

- A Medical Delegate/A Deputy Medical Delegate
- An Extrication & Rescue Delegate/A Deputy Extrication & Rescue Delegate
- One or more additional Technical Delegates/Scrutineers to cover specific categories of car
- A Marshalling Delegate
- A Media Delegate

10.4 The Organisers will appoint Judges of Fact in accordance with the Code and their names will be confirmed by the issue of a bulletin made by the Stewards.

11.0 COMPETITORS' APPLICATION AND CONDITIONS FOR ENTRY

11.1 Applications to compete in the Competition will only be permitted from Competitors specifically invited to compete by the Promoter, following the procedure laid down in Appendix 4 of these Regulations.

Following invitation by the Promoter Competitors are required to complete the entry form with all associated paperwork required by these Regulations, together with the relevant entry fee payable to the Promoter. Should completed entry forms not reach the Promoter within 15 days then the invitation issued to the Competitor to take part in the Competition may become void.

11.2 The initial Closing date for entries will be 15th September 2022. Entry fees will not be refundable under any circumstances unless the Competition is voluntarily cancelled by the Promoters or subject to a force majeure situation or as specified in Appendix 4.

11.3 The Promoter reserves the right to consider an entry ineligible until such time that any outstanding monies due to Driving Force Events Ltd or their partners in respect of previous Gulf 12 Hour Race events have been satisfactorily paid.

11.4 Competitors are required to nominate all their entered drivers by 25th November 2022. A penalty fee of USD 500 will be payable for any and each driver nominated or changed after this date. The fee is charged to offset the increased costs deriving from alterations to the Competition programme document and any subsequent delays in its publication.

11.5 The application to compete shall include:

- confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Competition, to observe them; _____
- the name of the Competitor (as it appears on the licence). The name of a manufacturer/tuner or the designation of the make/model of car entered may be associated with that of the Competitor. Furthermore, with the agreement of the Promoter, the name of a sponsor may also be associated;
- a copy of the Competitor's licence issued by the ASN;
- the make and precise model of the competing car(s), together with the category entered;
- the names of the drivers and a copy of their licences plus confirmation of their FIA driver categorisation. Their names may be announced to the Promoter at a later date in accordance with Article 11.4 above but the expected driver categorisation combination of the crew of the car must be specified. Competitors will be allowed to change driver combinations at any time until 25th November 2022 by paying the additional fee with no penalty in the case of class upgrade or receiving the relevant refund in case of class downgrade;

- Details of the technical regulations that the race car is built in accordance with and the desired category for the race (see Article 7 and T1.1) as well as a paper or electronic copy of homologation papers.

11.6 The maximum number of entries that can be accepted is at the sole discretion of the Promoter, subject to the maximum number of cars permitted by the relevant governing bodies to run on the circuit at the Competition.

11.7 Entry fees:

Entry fees will be as specified in Appendix 4 and will depend upon the Category entered into and the date that the Entry was accepted by the Promoters. Payment of Entry fees will be subject to payment terms set by the Promoter. The Promoters decision in such matters will be final and binding.

Entries not received, or entry fees not received, by 31st October 2022 may be regarded as null and void. Entry Fees must be paid in FULL by this date.

12.0 AWARDS

12.1 Trophies will be awarded to the Competitor/Drivers winning each category as listed in Article 5.1. subject to at least three cars starting in the category.

12.2 Trophies will be awarded to the competitor/drivers finishing second and third overall.

12.3 Any revisions/additions to this trophy schedule will confirmed by ASR.

13.0 SCRUTINEERING

13.1 The Competitor must present the car and the driver must present the mandatory driver's safety equipment at Technical Scrutineering at the published times. A separate timetable for each team/car may be specified to maintain social distancing. The car must be presented in the configuration that it will be used in the competition (including competition numbers) and it is the Competitors responsibility to ensure that the car fully complies with the applicable Technical Regulations at all times throughout the competition, commencing with initial scrutineering. The paper copy or electronic copy of FIA homologation papers (or series organisers homologation papers for cars homologated by organisations other than the FIA) and any technical passport applicable to the car must be presented during Scrutineering together with the drivers' safety equipment (see Article T9). The refuelling equipment must be properly installed, empty, earthed and have the appropriate restrictor fitted at the due time for inspection, together with team members safety equipment. The presentation of a car and Competitor equipment for Scrutineering will be deemed to represent an implicit statement of eligibility and conformity of the car and equipment.

All costs associated with dismantling, checking and reassembling a car or Competitor equipment in order to prove eligibility and compliance will be borne by the Competitor. Competitors will be required to provide personnel, tools and detailed specifications in order to confirm eligibility.

13.2 Cars must be presented to Scrutineering at the time indicated on any published Scrutineering Timetable in the following condition :

- with homologation forms and the any relevant car passport,
- 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 sealed by the manufacturer,
- 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 Regulations
- with dry-weather tyres.

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

13.4 The Stewards authorise the Technical Delegate/Senior Scrutineer to conduct the following operations and checks:

- a) Check the eligibility of a car and/or of a Competitor at any time during the Competition;
- b) Require a car or Competitor equipment to be dismantled by the Competitor to make sure that the conditions of eligibility or compliance are fully satisfied;
- c) Request the Competitor to provide any samples or parts that they deem necessary;
- d) Refuse a car on the grounds of safety;

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

13.5 The Organisers official specified sponsor graphic formats (as shown in Appendix 1 and confirmed by ASR) must be properly placed on the car in the manner provided throughout the Competition. The placement will be checked during scrutineering. The Organiser reserves the rights to amend the official sponsor space at any time by ASR.

13.6 Cars that have passed preliminary scrutineering will be issued with an “OK” sticker by the Scrutineers. This must be in place throughout the meeting and must not be removed or manipulated in any way.

13.7 Immediately after the final qualifying session a car competes in and at the end of the race the cars must proceed directly to the designated Parc Fermé area for scrutineering. The

presence of an authorised representative of the Competitor is required. Parc Fermé regulations will apply in the area between the Control Line and the Parc Fermé entrance and come into effect when the chequered flag is shown at the Control Line and no substance may be added to or removed from the car without the approval of the Scrutineers until cars are released from Parc Fermé. If a car is being worked on in the Pit Lane at this point, then all work on the car must immediately cease and the driver must obey the instructions given by the Officials to deliver the car directly to Parc Fermé. Unless otherwise authorised by the Stewards, failure to immediately comply with Parc Fermé regulations after the final qualifying session a car competes in may result in the qualifying times for that car being deleted, and after the Race may result in exclusion of that car from the results.

13.8 The readings obtained from the official weighing scales are final. No protest or appeal will be entertained on this matter. Should the weight of a car be less than that specified on the Balance of Performance table for the Competition, the Competitor concerned may be penalised by the Stewards in accordance with these Regulations, save where the Stewards are satisfied that the deficiency in weight results solely from the accidental loss of a component of the car. The Scrutineers will make the scales available to Competitors at times for scrutineering as published via ASR.

13.9 Should a Competitor damage the weighing scales through negligence sufficiently to render them unusable for the remainder of the session, then their times from that session will be disallowed and the Competitor will be liable for the cost of any necessary repairs.

13.10 Competitors are only allowed into the areas subject to Parc Fermé conditions at the invitation of the Technical Delegate/Senior Scrutineer. Should unauthorised persons be present in these areas, they render their associated car liable to disqualification from the qualifying session or Race.

Unless any other arrangements are fixed by the Stewards, cars will remain under Parc Fermé regulations until released by the Technical Delegate/Senior Scrutineer. Any cars removed from Parc Fermé before the Technical Delegate/Senior Scrutineer has released them may be disqualified from the results of that qualifying session or Race.

13.11 In accordance with instructions from the Stewards, the Scrutineers may request and retain one or more parts from the car or Competitor equipment in order to check its eligibility. They may also label any part of the car or Competitor equipment. In this case, the Competitor or his representative must not replace the part until authorised to do so by the Senior Scrutineer.

The removed part(s) will be duly sealed, labelled and packaged in the presence of the Competitor or his or her representative, who will receive a copy of the sealing certificate and a description of the identifications. The Competitor or his or her representative may attach a marking to the removed part(s).

No protests or appeals can be made about the origin of the removed part(s). Any removed part(s) that are declared ineligible will be retained by the Committee. Removed parts that are declared eligible will be returned to the Competitor.

If having been invited the Competitor or his appointed representative is absent during this procedure and these operations then no protests or appeals regarding the checks made on the part(s) will be accepted.

13.12 Any Competitor whose car is retained for routine checks at the end of the qualifying session or is the subject of a Protest must not oppose the placing of seals on those parts of the car or Competitor equipment to be checked in such a way that the inspection procedure is able to take place after the Race. In this case, the Competitor understands and accepts that an exclusion would apply to the car not only in the qualifying session but also from the time of sealing until the time of checking, unless the incriminated part(s) were replaced with the prior permission of the Senior Scrutineer and under his supervision or that of a nominated representative.

13.11 Competitors undertake to refrain from claiming financial recompense for these routine inspections and dismantling, even when the car is found to be eligible.

13.12 Any car, which, after having passed preliminary scrutineering, is damaged or significantly modified, must be re-presented to the scrutineers after repair and be approved in order to continue in the Competition. The Race Director/ Clerk of the Course and/or the Stewards and/or the Technical Delegate/Senior Scrutineer may require that any car involved in an accident be stopped and checked before it is allowed to proceed in the Competition.

13.13 Cars may not be removed from the allocated area in the Paddock/Pit during the Competition between preliminary scrutineering and the end of the Competition (that is after the lifting of Parc Fermé conditions after the Race) except for the purpose of competing in the official sessions comprising the Competition, at the direct request of the Committee and/or with the prior written permission of the Stewards.

13.14 In accordance with Articles 13 and 18 the Organisers will require all cars to be impounded for a set period of time in Parc Fermé (located in the Pit lane in front of Pit Garages 1, 2 and 3 and inside Pit Garages 2 and 3) at the end of their final Qualifying Session in order for scrutineering checks to be made.

13.15 In accordance with Article 29 cars will be impounded in Parc Fermé (located in the Pit lane in front of Pit Garages 1, 2 and 3 and inside Pit Garages 2 and 3) after the end of the Race for scrutineering checks.

Among other procedures the Scrutineers will check that the car's weight is as per its BOP and Judges of Fact will check that any minimum number/duration of pit stops imposed on a car have been complied with.

14.0 DRIVERS'/TEAM MANAGERS' BRIEFING AND COMMUNICATION

14.1 The time and location of the Drivers and Team Managers Briefings will be advised by ASR. It is an absolute requirement that a driver must attend the briefing before participating in the competition.

14.2 It is compulsory for all Drivers and all Team Managers to attend the briefing for the Competition at the due time. Non- or late attendance will be reported to the Stewards who may impose a penalty of USD 750. Any Driver or Team Manager found using a portable electronic device (mobile phone, etc.) during any Briefing will be considered to be absent from the briefing. Copies of written briefing notes or visual presentations will be made available to Competitors after the briefing.

14.3 The Race Director reserves the right to organise a special Drivers' and/or Team Managers briefing in addition to the compulsory briefing. Attendance at such additional briefings at the scheduled time remains compulsory. Repeat offences of non-or late attendance will incur a higher financial penalty.

15.0 ADMINISTRATION & INSTRUCTIONS/COMMUNICATIONS TO COMPETITORS

15.1 The following documents must be presented by the Competitor for checking at Signing On at the Competition:

- Competition Racing Licences of the drivers;
- Medical Certificates of Aptitude (this may be included within the Licence of the Driver);
- Foreign entry approval from the ASN who issued the Licence of each Driver (this may be included within the Licence of the Driver);
- Competitor Licence;
- Signed parental authority for the driver to participate if the driver is under 18 years of age.

15.2 At Signing On the Competitor is required to confirm that the FIA driver categorisation declared for each driver of their car is correct.

15.3 The Promoter/Organisers reserve the right to require Competitors to submit copies of all documentation electronically for checking prior to the event and, if deemed necessary, to advise of Signing On/Scrutineering procedures that set timetables and processes to minimise inter-personal contacts.

15.4 Unless duly authorised by the Stewards, no Competitor shall take part in any session on the track without having met all of the requirements of the Signing On process.

15.5 Unless duly authorised to do so by the Stewards, Competitors that did not complete the Signing On process and preliminary scrutineering on time will not be authorised to take part in the Competition.

15.6 Any failure to observe the timetable for Signing On and preliminary scrutineering may result in a fine of USD 750 which must be paid by the Competitor concerned. Any request for late Signing On and/or preliminary scrutineering must be sent to the Stewards, who will accept or refuse the request, depending on the validity of the reason for the delay. The

amount of the fine can be increased at the discretion of the Stewards depending on the nature of the breach.

15.7 In exceptional circumstances, the Stewards may give instructions to Competitors by means of special notices in accordance with the Code. These notices will be distributed to all Competitors who must acknowledge receipt. Electronic means of distribution may be used.

15.8 All Provisional and Final classifications and results of each practice session, qualifying session and Race, as well as decisions issued by the Officials of the Competition, will be posted on the Official Notice Board as soon as possible after the end of each session. The location of the Official Notice Board will be confirmed by ASR or Stewards Bulletin. The Promoters/Organisers also reserve the right to release such information on an electronic/virtual form of notice board. Details will be provided to all Competitors by ASR or Stewards Bulletin if this is the case. The time of posting on any physical Official Notice Board, should one be in use, will always be used when determining the protest and appeal deadlines – see Article 33.

15.8 Any decision or communication concerning a particular Competitor should be given to them within 30 minutes of such a decision being reached and receipt must be acknowledged. Whenever possible and appropriate, this information will also be displayed on the timing monitors.

15.9 Each Competitor/Driver must remain available and easily contactable at a Competition until any protest and/or appeal period relating to the Competition has elapsed, failing which, any judicial action against or relating to that Competitor and/or Driver may be heard in their absence.

15.10 Due to the potential risks imposed by the Covid-19 virus, the following changes may be implemented by the Stewards regarding written documents and communications:

- a) Summons - will be issued to a Competitor (or their nominated representative) and sent electronically to the address lodged with the Race Secretary of the Meeting at the start of the event. A Summons will include the names of the Stewards but will not include handwritten signatures. Upon receipt of a Summons, a Competitor should send a message in reply, stating 'Received'.
- b) Decisions - will be issued to a Competitor and sent electronically to the address lodged with the Race Secretary of the Meeting at the start of the event. A Decision will include the names of the Stewards but will not include handwritten signatures. Upon receipt of a Decision, a Competitor should send a message in reply, stating 'Received'. It should be noted that this acknowledgement does not state or imply that a Competitor accepts the Decision and does not affect in any way the right of a Competitor to appeal a decision, where permitted to do so under the regulations.
- c) Bulletins and Decisions – will be posted on the noticeboard. The time of posting will be stated on each document and will be the official time. Paper copies will not be distributed.

16.0 PRACTICE

16.1 At least three Test Practices (one of which will be declared as the mandatory 'night' familiarisation session) and two 'day time' Free Practice sessions will be scheduled at the Competition at times to be confirmed by ASR. Should a practice session be disrupted, the Race Director shall not be obliged to resume the session or re-run the session to achieve the time criteria. The decision of the Race Director shall be final. Except where these Regulations require otherwise, pit and track discipline and safety measures will be the same for a test or practice session as for a qualifying session and race.

16.2 All drivers are required to participate in the session declared as 'night' familiarisation and cover a minimum of one (1) complete timed lap in this session.

16.3 The Promoters/Organisers have imposed a pre-event private testing ban. Any entered Competitor team or driver driving any car on the Yas Marina Circuit from any time from Monday 5th December 2022 until the start of the scheduled Test Practice 1 on Friday 9th December 2022 will render the Team/Driver liable to penalty and having their invitation to enter this Competition or any future Driving Force Events Ltd Competition withdrawn by the Promoter.

17.0 STOPPING A PRACTICE SESSION OR QUALIFYING SESSION

17.1 Should it become necessary to stop a practice session or a qualifying session due to an incident, because the track is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags/lights to be shown at marshal posts and abort lights to be shown to the Control Line.

17.2 When the red flags/lights are deployed all cars must immediately reduce speed to 80 km/hr, being prepared to stop if necessary, and proceed back to the Pit Lane (or any other place indicated by the Race Director) with extreme caution and no overtaking. All abandoned cars will be moved to a safe position. Any lap time recorded after the red flags/lights have been displayed will not be taken into account.

17.3 The Race Director, in consultation with the Stewards, will decide upon the restart of any session and the duration of any restarted session. Once the session is resumed cars will be released back onto the track via the green light at the pit exit.

18.0 QUALIFYING AND GRID POSITIONS

18.1 Qualifying will be split into four 15-minute sessions. All cars accepted by the Stewards to qualify may participate.

Competitors entered with three drivers must take part in the first three sessions and Competitors entered with four drivers must take part in all four sessions, with a different member of the driver crew in each session.

Only one driver can take part in each 15-minute session.

Drivers for each session must be submitted to the organisers within 60 minutes of the conclusion of the final practice session on the specific form.

18.2 For scrutineering purposes all four qualifying sessions will be classed as a single session, therefore any infringement of the technical regulations will affect the entire qualifying.

18.3 At the latest, all competing cars must be in position in the working area of the pit lane when the qualifying starts. The qualifying session is defined as starting from the green flag for the start of the first Driver 1 session until the end of the final Driver 4 session.

18.4 Throughout all the qualifying sessions, all competing cars must remain in the Pit Lane or the Parc Fermé area if not on the track. Except with the express permission of the Race Director, no competing car is allowed in the pit garages or paddock areas until such time as all the qualifying sessions have ended and the car has been cleared from any post qualifying scrutineering checks and released from Parc Fermé conditions. Any car that fails to respect the requirements of Article 18.4 will be at risk of losing all their qualifying times.

18.5 After the chequered flag for the final qualifying session in which the car is due to participate, the car must proceed on the track directly to Parc Fermé without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary). Any car that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the marshals who will escort the car to Parc Fermé.

18.6 The Race Director may interrupt a qualifying session as often and for as long as he deems necessary to clear the track or to allow the recovery of a car. Whenever possible, the time lost by the suspension of a qualifying session shall be recovered so that the minimum scheduled period for qualifying may be accomplished. However, it is not obligatory to resume the session or re-run the session to achieve the time criteria. The decision of the Stewards in this matter shall be final. No protest or appeal will be accepted as to the possible effects of the interrupted/shortened session on the qualification of any Competitor/Driver.

18.7 The following principles will apply, from the green flag at the start of the first Driver 1 session until the chequered flag at the end of the final Driver 4 session, including during the gap in between sessions;

- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of the Driver 1 session until the end of the Driver 4 session. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the Team/pit to the car.

- No blowers or fans may be used on or near the car.
- Skates may be used to move cars in the working lane during or between the sessions. However, no skates may be used at the end of the session to move the car into Parc Fermé.
- No external batteries may be plugged in.
- Only the following work can take place on the car;
 - o Cleaning windscreens (inside and outside) and mirrors.
 - o Changing tyres.
 - o Changing drivers.
 - o Checking and adjusting tyre pressures.
 - o Engine fluids (other than fuel) may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
 - o Removing dirt, gravel or grass from the radiator.
 - o Adjusting mirrors or other similar adjustments for safety reasons.
 - o Repair of genuine accident damage with the prior approval of the Technical Delegate.
 - o Sanitising cockpit & steering wheel in line with Covid-19 procedures.

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

These regulations also apply during any red flag period during qualifying, unless otherwise indicated by the Race Director or Stewards.

18.8 An average lap time calculated from the best time achieved in all qualifying sessions (one from each driver) will serve as the reference time for establishing the grid.

The fastest average time will be in pole position, second fastest in second and so forth irrespective of category. This order will be amended by any relevant penalties issued by the Stewards.

Should two or more cars set identical average times the car whose first driver was fastest will take the priority.

18.9 Drivers participating in qualifying must complete a minimum of one (1) timed lap during qualifying (excluding the out lap and in lap) and as a principle, drivers should demonstrate that they can lap within 130% of the fastest time set in their category.

18.10 If any car fails to qualify, the Competitor must submit a written request to the Stewards to be allowed to start, provided that the grid is not full. This may be authorised by the Stewards if they are satisfied that the driver(s) in question is (are) likely to be able to race at a competitive pace. Reference may be made to times set in practice to assist this decision; the decision of the Stewards will be final.

18.11 Should a driver not set a time in a qualifying session in which he or she was due to participate the car will be permitted to start the Race provided the other drivers nominated for the car have each set a time. The grid position will be determined by the average of the

remaining drivers entered in that car but there will then be a ten (10) position grid penalty for that car.

18.12 If more than one car must start from the back of the grid due to penalties being imposed, the fastest time of each of those Competitors average lap time during qualifying will be used to determine their grid positions (even if their times have subsequently been disallowed by the Stewards), unless the Stewards determine to the contrary.

18.13 When considering multiple grid position penalties the principle that the Stewards should follow shall be that all penalties are applied to the original grid (that based on average qualifying times). This may mean that if there are multiple penalties to be applied a Competitor without a penalty moves significantly forward on the grid.

18.14 Where through exceptional circumstances it is not possible to hold a qualifying session, the grid will be formed according to the overall fastest times achieved in the final free practice session run.

18.15 A red light and a green light will be placed at the Pit Exit during a qualifying session. Cars may only leave the Pit Lane when the green light is on. Additionally, a flashing blue light or a waved blue flag may be shown at the Pit Exit to warn drivers leaving the Pit Lane if cars are approaching on the track. The locations of these lights/flags will be clarified at the Drivers/Team Managers Briefing.

18.16 All laps completed during a qualifying session will be timed, except for laps when the red flag and/or lights are shown. A car will be considered to have completed a lap every time it crosses the timing Control Line, either on the track or through the Pit Lane. The lap times obtained after a red flag and/or lights are shown will not be taken into account.

18.17 The grid for the start of the Race will be published a minimum of one hour before the Race, wherever possible. If a Competitor determines that a car is unable to start for any reason whatsoever, they must inform the Race Director/Secretary of the Competition in writing at the earliest opportunity and, in any event, no later than 90 minutes before the start of the Race. If one or more cars are withdrawn, the Grid may be closed up accordingly at the discretion of the Stewards.

19.0 METHOD OF START

19.1 In the interest of safety each Competitor should start the Race with a driver that has experience of the rolling start procedure. Ideally the starting driver for the race will be one of the two fastest qualifiers for the car. If the Competitor does not have a driver with rolling start experience they should start with the driver that set the fastest lap time in the car during an official session (practice or qualifying). The Organisers will require the Competitor to nominate their start driver using the official form, to be submitted at least 60 minutes before the due start time of the formation lap. Any request to change the starting driver after the deadline must be submitted to the Stewards, who will decide if the request can be accepted and who may impose a penalty.

19.2 The start of the Race will be by means of a rolling start with a two by two (2 x 2) formation and will be as described below. Competitors will be briefed if a variation in the start procedure is deemed necessary.

19.3 30 minutes before the start of the Formation Lap the cars will leave the Pit Lane and cover a reconnaissance lap to the Grid where they will stop in starting order with their engines stopped. The nominated driver must 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 between laps, respecting the pit lane speed limit.

19.4 17 minutes before the start of the Formation Lap, a warning signal will be given indicating that the exit end of the Pit Lane will be closed in two minutes.

19.5 15 minutes before the start of the Formation Lap the exit end of the Pit Lane will be closed and a second warning signal will be given.

19.6 Any car that remains in the Pit Lane when the Pit Lane is closed can start from the end of the Pit Lane provided it got there under its own power with the driver in position. If more than one car is affected they must line up in the order in which they reached the end of the Pit Lane. These cars may join the Race at the back of the grid on the Formation Lap and will be released from the Pit Exit after the last car has passed the Pit Exit.

19.7 The approach of the start will be announced by signals showing ten minutes, five minutes, three minutes, one minute and 15-seconds before the start of the Formation Lap, each of which will be accompanied by an audible warning.

5 Minutes:

Everyone, except the driver in the car and Competitor crew members, to leave the Grid. All cars must have their wheels fitted.

3 Minutes:

When the “three-minute” signal is shown, cars must have their wheels properly fitted and be resting on the wheels on the ground. Any car which does not have all its wheels fully fitted and/or is not resting on its wheels at the “three-minute” signal will be penalised with a Drive Through Penalty (see Article 32.13) by the Stewards. All persons except for the drivers, officials and one Competitor crew member per car must leave the Grid.

1 Minute:

When the “one-minute” signal is shown, doors must be closed, engines must be running and everyone, except the drivers, must leave the Grid before the “15-second” signal is given taking all equipment with them. If any driver needs assistance after the showing of the “15-second” signal they must indicate this to the marshals and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car(s) into the Pit Lane by the fastest route. In this case, marshals with yellow flags will stand behind the Pit Wall beside the car concerned to warn drivers behind. Any driver being pushed from the grid may not attempt to bump start the car and must follow the instructions of the marshals. If

able to start the car with the on-board starter the car may take up a position for the start behind all other cars. If the car is pushed to the Pit Lane the car(s) may then start from the Pit Lane and will be released after the last car to take the start has passed the Pit Exit following the start of the Race. The lights at the pit lane exit must be strictly observed.

15 Seconds:

15 seconds after this signal green lights/green flag will be shown at the front of the grid whereupon the cars will begin a Formation Lap with the Organiser's official car (the Lead Car) leading, maintaining their starting order. Practice starts are forbidden during the Formation Lap and the formation must be kept as tight as possible. Overtaking during the Formation Lap is only permitted if a car is delayed when leaving its grid position, or if a car suffers mechanical failure during the Formation Lap, or a car leaves the track and car(s) behind it 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. If a car has not established the original starting position before Intermediate Timing Point 2 (the end of timing sector 2) and is not at the back of the field of cars it must enter the Pit Lane and start the Race from the Pit Exit.

19.8 Formation Lap

Any car delayed leaving the Grid at the start of the Formation Lap may not overtake another moving car (unless it is in mechanical difficulty) if they were stationary after the remainder of the cars had passed under the startline gantry, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the Grid in the order they left to complete the Formation Lap.

During the Formation Lap the start lights will be illuminated red. The speed of the Lead Car will be approximately 80kph during the Formation Lap but this may be amended on the instructions of the Race Director. Cars must maintain the starting order.

After Turn 9 the official Lead Car will extinguish the roof lights and a 2 x 2 Board will be shown at Marshals Post 14.5 after Turn 14 indicating that competing cars must pair up into two rows in their assigned starting order. Drivers should line up directly behind the car ahead. Cars should be at least one (1) car width to the right/left and between one to three (1 – 3) car lengths front/rear.

The Lead Car will reduce the speed of the field to 50kph before pulling off to the run-off area on the left after Turn 15 at the end of the Formation Lap. The cars will continue on their own with the pole position car setting the speed. The leader must then slowly increase their speed to a maximum of 110kph by the moment of the start. A Judge of Fact will monitor the speed of the car in pole position by radar or similar speed measuring device. Any divergence from the prescribed instructions before the signal to start is given will result in a Drive Through Penalty (Article 32.13) by the Stewards.

19.9 The signal to start the Race will be given by means of the red lights going off. Once this signal is given overtaking is allowed.

19.10 If the Starter is not satisfied with the position of the cars or a problem arises when the cars reach the Line at the end of the Formation Lap, the red lights will remain on. This is the signal that an additional Formation Lap is required. Yellow flags will be displayed at all marshal points. The cars, with the pole position car leading, will complete another Formation Lap. They may be joined and led by another official leading car.

19.11 If additional Formation Laps are necessary, all additional laps will count towards the total duration of the Race. The procedures at the end of an additional Formation Lap(s) will be the same as at the end of a Formation Lap. If more than one Formation Lap is necessary the Drivers' stint time at the start and the race itself will be considered as having started at the end of the first Formation Lap. The Race Starter and the Chief Timekeeper will be nominated as Judges of Fact for such circumstances.

19.12 Variations to the start procedure will only be permitted in the following circumstances:

a) If the Race has been declared "wet" and there has been no practice and/or qualifying session that was declared "wet" at the Competition then a minimum of two Formation laps will be undertaken behind the official leading car. Where possible Drivers will be notified accordingly before they leave the Pit Lane.

b) If the Race has not been declared "wet" and it starts to rain after the cars have left the Pit Lane but before the Race has started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tyres, the abort lights with "Start Delayed" board will be shown on the Start Line. There will be a delay in which the Competitors may change tyres on the grid and then the normal start procedure will recommence from the "ten-minute" signal.

c) If the start of the Race Part 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 with "Start Delayed" board will be shown on the Start Line. Information about the likely delay will be displayed on the timing monitors, if possible. Once the start time is known, a warning will be issued at least ten minutes before the start of the Formation Lap.

d) If the Race is started behind the Safety Car, Article 19.13 will apply.

19.13 Under certain circumstances the Race may be started behind the Safety Car. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In this case, drivers may only overtake to restore the original starting order. Any driver delayed leaving the grid may not overtake another moving car (unless it is in mechanical difficulty) if they are passed by all other cars. This driver must then take up position at the back of the line of cars behind the Safety Car. If more than one driver is

affected, they must take up position at the back of the field in the order in which they left the grid.

19.14 A Drive Through Penalty (see Article 32.13) may be imposed by the Stewards on any driver who breaches the start procedure. In the case of a serious breach, the Stewards have the right to apply an increased penalty. The Stewards may use all available video or electronic equipment to assist them in reaching a decision. In such circumstances, the Stewards may overrule the Judges of Fact.

Any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director or the Stewards in this regard is not subject to protest or appeal.

19.15 During the start of the Race, the pit wall must be kept clear of all persons with the exception of the properly authorised officials carrying out specific duties assigned by the Race Director/Clerk of the Course and fire marshals equipped with fire-fighting equipment.

19.16 Once the Race has started, the Chief Timekeeper will announce the official 'Race Start Time' by means of a message displayed on the timing screens.

20.0 FULL COURSE YELLOW FLAGS ("FCY")

20.1 In accordance with Appendix H of the Code, the Race Director may declare a Full Course Yellow (FCY) period to neutralise the race should it prove necessary for safety reasons, such as a car stopped in a dangerous position or track vehicles or marshals working close to the track.

20.2 The FCY message will be displayed on the timing monitors and the instruction "Full Course Yellow" will be given on the Team radio after a countdown. Waved yellow flags and FCY boards will be shown at all marshal posts, the Line and at Pit Exit. A Full Course Yellow period will be deemed to have started at the time that FCY is first declared on the timing monitors or Team radio.

20.3 Once the FCY is first declared all cars must immediately, but safely and with due regard to surrounding traffic, slow down to 80 kph and proceed in single file maintaining a constant speed at this level until the end of the FCY procedure. Approximate distances to cars in front and behind must be seen to be maintained and overtaking is strictly forbidden, except for safety reasons accepted as such by the Race Director or the Stewards. The restrictions apply on the track and also in the pit entry and pit exit roads.

20.4 The Pit Entry and Pit Exit will remain open and cars are free to make a pit stop but speed must be limited to 80 kph in the pit entry and pit exit before "Pit In" and after "Pit Out". The Pit Lane Speed Limit must be respected. However in accordance with Article 26.4 any pit stop made during a FCY period will not count toward the Imposed Time Pit Stop total and therefore is not subject to a minimum time. Cars entering the Pit Lane may overtake cars that are on the track once they cross Safety Car Line 1 and cars exiting the Pit Lane may overtake cars that are on the track until they reach Safety Car Line 2.

20.5 Unless the car was already in the pit entry or pit exit roads or in the pit lane for the purposes of serving a Drive Through and/or a Stop/Go penalty at the time that the FCY procedure was first declared on the timing monitors such penalties must not be undertaken until such time that the FCY is removed and the Green Flag message has been displayed on the timing monitors.

20.6 Speeds will be monitored. Any car being driven in a manner not compatible with these FCY requirements or in an otherwise potentially dangerous or unfair manner will be reported to the Stewards.

20.7 Once the problem(s) are resolved the Race Director will end FCY and return the track to green. Initially a pre-warning will be displayed on the timing monitors and Team radio stating "End of FCY in under 1 minute". Subsequently a "Green Flag" message will be displayed on the timing monitors and the waved yellow flags and FCY boards displayed at all marshals posts, the Line and at Pit Exit will be replaced by waved green flags to signify that the speed restriction is removed and racing may recommence.

20.8 If the problem remains unresolved or additional safety risks become apparent then a FCY period may be followed by a Safety Car neutralisation in accordance with Article 21 of these Regulations. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it reaches the leader. It will then switch on its lights, and the SC boards will be shown. From this point onwards it will proceed according to Article 21.

20.9 Each lap completed during a FCY period will be counted as a race lap.

21.0 SAFETY CAR

21.1 The Race Director will have a Safety Car at his disposal to neutralise the Race should it prove necessary for safety reasons. At the start of an incident which may need the Safety Car to be deployed, the Race Director reserves the right to declare a Full Course Yellow period before the Safety Car is deployed at his discretion. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it reaches the leader. It will then switch on its lights, and the SC boards will be shown.

21.2 The Pit Lane will remain open during a Safety Car period and cars are free to make a pit stop. However in accordance with Article 26.4 any pit stop made during a Safety Car period will not count toward the Imposed Time Pit Stop total and therefore is not subject to a minimum time, unless specifically declared to be permitted by the Race Director/Stewards and noted on the timing monitors accordingly.

21.3 If the Safety Car is required to lead competing cars through the Pit Lane in accordance with Article FIA 2.10.14 below then time spent driving through the Pit lane will be counted towards the drivers driving time under Article 25, except for cars choosing to perform a pit stop.

21.4 The operation of the Safety Car for the Competition will be in accordance with Article 2.10 of Appendix H of the Code. For ease the relevant sections are included in italics below.

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.

FIA2.10.1 *On the decision of the Clerk of the Course, the safety car may be brought into operation to:*

- *neutralise a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race;*
- *start a race in exceptional conditions (e.g. poor weather) (see Articles 19.12 & 19.13);*
- *pace a rolling start (acting as the organisers official leading car, see Article 19.8);*
- *resume a suspended race (see Articles 23.3 & 23.4).*

FIA2.10.2 *At circuits where safety car procedures are to be used, two continuous, 20 cm wide “Safety Car Lines” should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, at right angles to the track centreline, at the following places:*

- *Safety Car Line 1: at the point at which it is deemed reasonable to allow a car entering the pits to overtake the safety car or another competing car remaining on the track. It is also the point at which competing cars can pass the safety car as it enters the pits at the end of the intervention.*
- *Safety Car Line 2: at the point at which cars leaving the pits are likely to be travelling at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it.*

FIA2.10.8 *When the order is given to deploy the safety car, all marshal posts will display waved yellow flags and “SC” boards and the orange lights at the Line will be illuminated, for the duration of the intervention.*

FIA2.10.9 *The safety car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is.*

FIA2.10.10 *All the competing cars must then form up in line behind the safety car no more than five car lengths apart, and overtaking, with the following exceptions, is forbidden until the cars reach the Line ... after the safety car has returned to the pit lane. Overtaking will be permitted under the following circumstances:*

- *if a car is signalled to do so from the safety car;*
- *under Article 19.13;*
- *any car entering the pits may pass another car or the safety car after it has crossed the first safety car line, as defined under Article FIA2.10.2;*
- *any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line, as defined under Article FIA2.10.2;*

- when the safety car is returning to the pits ... it may be overtaken by cars on the track once it has crossed the safety car line 1;
- any car stopping in its designated garage area whilst the safety car is using the pit lane (see Article FIA2.10.14) may be overtaken;
- if any car slows with an obvious problem.

FIA2.10.11 Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at anytime whilst the safety car is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

FIA2.10.12 When ordered to do so by the Clerk of the Course, the observer in the safety car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

FIA2.10.13 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 (or, when there is more than one safety car, all the cars in that safety car's sector).

Once behind the safety car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article FIA2.10.15) and all remaining cars must keep the formation as tight as possible.

FIA2.10.14 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

Under certain circumstances, the Clerk of the Course may ask the safety car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

FIA2.10.15 When the Clerk of the Course calls in the safety car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At 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 pit lane, 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 These will be displayed until the last car crosses the Line.

FIA2.10.16 *Each lap completed while the safety car is deployed will be counted as a race lap.*

FIA2.10.17 *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*

22.0 SUSPENSION OF THE RACE

22.1 Should it be necessary for the Race Director to suspend the Race because the circuit is blocked by an accident or adverse weather or other conditions make it unsafe to continue, the Race Director will order red flags and/or lights to be shown at all marshal posts and the red lights to be shown to the Control Line. This is the signal for all drivers to stop driving at racing speeds and proceed slowly without overtaking and with maximum caution, being prepared to stop if necessary.

22.2 The Pit Exit will be closed and all cars must proceed in running order slowly to the red flag line, which will be the Start line, where they must stop in staggered formation. If the leading car on track at the time is not at the front of the line then any cars between the Line and the leader will resume the Race in accordance with Article 23.2. If, at the sole discretion of the Race Director, the Safety Car has been directed to lead the cars into the Pit Lane, the cars must stop in line in the Fast Lane.

22.3 The length of the Race suspension will not be added to the remaining time for the Race unless decided otherwise by the Stewards. The Stewards may order an amendment to the Driver Stint time requirements (see Article 24 and Appendix 2) in response to any time lost due to a Race suspension.

22.4 If any cars are unable to return to the Start line as a result of the track being blocked, they must return when the track is cleared. Cars will be moved to the grid and arranged in the order they occupied before the Race was suspended. The order will be taken at the last point at which it was possible to determine the position of all cars. Any such cars will then be permitted to resume the Race.

22.5 Cars entering the Pit Lane when the Race is suspended or moved to the Pit Lane from the line behind the red flag line will incur a Drive Through Penalty (see Article 32.13). This penalty shall not apply to any car which was in the Pit Entry or the Pit Lane when the Race was suspended. Cars in the Pit Lane will resume the Race from the Pit Exit in the order in which they got there under their own power. If the Race Director instructs that the Safety Car is to lead the cars into the pit lane, then any car that goes to its pit box will, if able to do so, resume the Race from the back of the grid in the order in which they got there under their own power and will incur a Drive Through Penalty (see Article 32.13).

22.6 During a Race Suspension driver stint times are suspended, the driver who is in the car at the time of Race Suspension is expected to be driving the car when the race is resumed.

22.7 The Safety Car will then be driven to the front of the grid.

22.8 Whilst the Race is suspended:

- a) The race and the timekeeping system will not be stopped except as allowed for under Article 22.3.
- b) A red flag during the Race will trigger immediate Parc Fermé conditions. Work on the cars that were already in the Pit Lane when the red flag was displayed shall stop at once, while working on the cars that stopped behind the red flag line or entered the pit-lane at the moment of the race stoppage will be forbidden. Competitors not complying with this rule may be disqualified from the Race. Once the three-minute signal is given work may resume on these cars
- c) Drivers will be allowed to leave the cockpit and one member of the Competitor crew per car will be granted access to the grid to make sure that the driver is properly strapped in their safety harness before the restart. This will be the only moment in which such Competitor crew member will be authorized to touch the car during this procedure.

22.9 Drivers of cars that enter the Pit Lane after the Race has been suspended and before the resumption of the Race will be penalised with a Drive through Penalty (Article 32.13) once the Race has resumed. However, if the cars have been directed into the Pit Lane, a penalty will only be imposed on any driver whose car is moved from the Fast Lane to any other part of the Pit Lane. If the Race is not resumed, a Time Penalty of up to a maximum of 60 seconds may be imposed at the discretion of the Stewards. For the avoidance of doubt, any car that was in the Pit Entry or Pit Lane when the Race was suspended will not incur a penalty.

22.10 Any car in the Pit Lane will be permitted to leave from the Pit Exit once the Race has been resumed and all cars behind the Safety Car have passed the Pit Exit. Subject to the above, any car intending to resume the Race from the Pit Exit may do so in the order in which they got there under their own power.

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

22.12 Only cars which started the Race may resume the Race, irrespective of the distance they have completed in first part of the Race prior to the Suspension.

23.0 RESUMING THE RACE AFTER SUSPENSION

23.1 The delay will be kept as short as possible and as soon as a resumption time is known Competitors will be informed, via the timing monitors wherever possible. In all cases at least ten minutes' warning will be given.

23.2 The approach of the restart will be announced by signals showing "10 minutes", "5 minutes", "3 minutes", "1 minute" and "15 seconds" accompanied by audible warnings. The meaning will be as per the start with certain amendments. For ease of reference the complete information is included below.

10 Minutes

Start of the countdown. The cars on the grid are no longer under Parc Fermé conditions and Team members may access the grid only to assist the driver, check tyres and brakes, bring and connect an external battery only for the purpose of restarting the engine and, if authorised by the Race Director, to change the tyres.

5 Minutes:

Drivers on board, all cars must have their wheels fitted.

4 minutes:

Any car between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

3 Minutes:

Only the driver helper may be with the car.

1 Minute:

When the “one-minute” signal is shown, doors must be closed, engines must be running and everyone, except the drivers, must leave the grid before the “15-second” signal is given taking all equipment with them.

15 Seconds:

15 seconds after this signal green lights/green flag will be shown at the front of the grid whereupon the cars will move off behind the Safety Car, no more than ten car lengths apart. The Race timing will resume from this point, although the Race will remain neutralised until the Safety Car is withdrawn.

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

Any driver delayed leaving the grid may not overtake another moving car (unless it is in mechanical difficulty) if they are passed by all other cars. This driver must then take up position at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must take up position at the back of the field in the order in which they left the grid.

If any driver needs assistance after the showing of the “15-second” signal they must indicate this to the marshals and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car(s) into the Pit Lane by the fastest route. In this case, marshals with yellow flags will stand behind the pit wall beside the car concerned to warn drivers behind. Any driver being pushed from the grid may not attempt to bump start the car and must follow the instructions of the marshals. If able to start the car with the on-board starter the car may take up a position for the start

behind all other cars. If the car is pushed to the Pit Lane the car(s) may then start from the Pit Lane and will be released after the last car to take the restart has passed the Pit Exit following the resumption of the Race, also see Article 23.5. The lights at the pit lane exit must be strictly observed.

23.3 The Safety Car will lead the cars until the Race Director is satisfied that the race neutralisation can end. This will be kept as short as possible.

23.4 Racing will resume in the same manner as the Safety Car procedure please see Article 21.4 which includes FIA Appendix H 2.10.15.

23.5 All cars in the Pit Lane will be permitted to leave the pits once the Race has been resumed but cars that were in the Pit Entry or Pit Lane when the Race was suspended will be allowed to re-join the track ahead of other cars providing they are ready. Other than this, cars will be released from the Pit Exit in the order in which they arrived at the green light.

23.6 Should the cars be brought into the Pit Lane when the race is suspended, the Race Director, at his sole discretion, may elect to resume the race from the Pit Lane behind the Safety Car.

23.7 If the Race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given. E.g. if the signal to suspend the race is given and the leader has completed 100 laps (is on their 101st lap) the result will be taken at the completion of lap 99.

23.8 A car which is judged by the Stewards to have been responsible for causing an incident or situation which resulted in a Red Flag may be given a penalty up to and including disqualification from the Race

24.0 DRIVING TIME & CHANGE OF DRIVERS

24.1 The Chief Timekeeper is a Judge of Fact for stint time. All teams will be expected to operate driver change transponders. Teams not carrying such equipment must advise the promoters/organisers in advance.

24.2 The following applies to all drivers as specified in all classes, regardless of a car's or driver's categorisation;

- a) For all classes a 2 hour (120 minutes) minimum driving time for the full 12 hour race applies for each driver.
- b) A minimum of a one hour rest period is required before a driver can re-enter the car, regardless of the duration of any driving stint.
- c) The maximum continuous driving time for any driver in the race is 2 hours 30 minutes (150 minutes).
- d) In the race the first driver's stint starts at the start of race signal and ends as the car crosses the Pit In timing loop of the Pit Stop when the driver exits the car. Each subsequent driver's stint time starts as the car crosses the Pit Out timing loop and

ends when the car crosses the Pit In timing loop of the Pit Stop when they exit the car or the car crosses the Finish Line at the end of the Race.

- e) If a driver does not exit the car at a pit stop and does successive stints in the car then the duration of the Pit Stop recorded between Pit In and Pit Out as detailed in d) above is not included in the stint time.

24.3 A minimum combined driving time applies to all Bronze drivers only in the GT3 ProAm and GT3 Am (Gentlemen) and GT4 and GT Cup classes as detailed in Appendix 2 of these Regulations. The minimum combined driving time is calculated by adding together all of the driving times of all Bronze drivers in the same car during the full 12 hours race length, using the methodology detailed in Article 24.2 d) and e).

If a car is taken into its garage for repair work that is of sufficient duration to make it impossible for the bronze driver's combined minimum time to be achieved then the minimum time for that car will be reduced by the amount of time that the car was in its garage. This will be calculated by taking the overall pit stop time (including the time spent in the garage) and then deducting the minimum pit stop duration time. The application must be made by the Competitor in writing within 30 minutes of the car re-joining the race after the repair work that was undertaken.

24.4 Any breach of Articles 24.2 and/or 24.3 will be dealt with as follows;

- a) Minimum driving time short by up to 59.999 seconds will be penalised with the imposition of a Drive Through Penalty (see Article 32.13) by the Stewards.
- b) Minimum individual driving time short by 60 seconds or more in duration will be penalised with the imposition of a Stop/Go penalty (see Article 32.14) by the Stewards, with the car stopped in the penalty box (see Article 32.14.c) for a time equivalent to the additional driving time that would have been required to meet the minimum set time.
- c) If the breach is identified within the last 30 minutes of the Race then the penalty will be replaced with a time penalty of 30 seconds plus a time equivalent to the additional driving time that would have been required to meet the minimum set time, or the imposition of penalty lap(s)/race position penalty, at the discretion of the Stewards. The imposed penalty lap(s)/race position penalty will be calculated by the Stewards in conjunction with the Race Director and the Chief Timekeeper.
- d) Any breach in the Race of the minimum individual driving time by a Platinum, Gold or Silver driver that prevents their Bronze Drivers minimum combined driving time from being achieved in the Race will incur an additional penalty to be determined by the Stewards.
- e) Any repeat offence will merit a higher penalty as determined by the Stewards
- f) None of the penalties imposed under Article 24.4 are subject to Appeal.

24.5 Any car completing 80% or more of the total Race time on track must meet the requirements detailed in Articles 24.2, 24.3 and Appendix 2 for each driver/combined Bronze

drivers or face possible penalty under Article 24.4 by the Stewards, giving regard to the time short and potential advantage gained by the car.

24.6 Competitors must report on driver changes and time the car is in the pits to the pit observer in writing, recording details on the Race Team Pit Report driver change document. This documentation must be completed even if driver change transponders are fitted. Failure to report this information accurately will be considered a breach of the Regulations and reported to the Stewards.

24.7 In accordance with Article 24.2 where there is a driver change the time that a car is in the pits will not be included in any driver's stint time. However, any time that the car is stopped on track will be included until the driver reaches the pit (either in the car or on foot) and the driver change document is signed.

To avoid a repaired car immediately having a lengthy Stop/Go penalty after repair, if a car is stopped on circuit while recovery is being undertaken a Competitor may request that the stint time for the driver be suspended once the race leader has completed an additional 2 laps from the time that the car stopped. If this occurs a driver change must be undertaken before the car returns to the Race. The original driver's stint time will be suspended once the request is authorised by the Race Director.

25.0 PIT LANE SAFETY

25.1 Except in exceptional circumstances, as adjudged by the Stewards only, cars leaving the Pit Lane to return to the track must not cross any line marked at the Pit Lane Exit aimed to separate the cars leaving the Pit Lane from the cars running on the track.

25.2 The section of track leading to the Pit Lane shall be referred to as the "Pit Entry". Any driver intending to leave the track or to enter the Pit Lane shall signal their intention to do so in good time and shall make sure that it is safe to do so. At all times access to the Pit Lane is allowed only through the Pit Entry. Except in exceptional circumstances, as adjudged by the Stewards only, the crossing in any direction of the line separating the Pit Entry and the track is prohibited.

25.3 The Pit Lane shall be divided into two lanes. The lane closest to the Pit Wall will be referred to as the "Fast Lane" and the lane closest to the pit garages will be referred to as the "Inner Lane".

- a. The only area in the Pit Lane where any work can be carried out on a car is the Inner Lane.
- b. Cars may enter or remain in the Fast Lane only with the driver sitting in the car behind the steering wheel in their normal position, even when the car is being pushed.
- c. No equipment may be left in the Fast Lane and it must be kept unobstructed to allow safe passage of cars at all times.

d. Cars in the Fast Lane have right of way over cars in the Inner Lane. A car may only be released from the Inner Lane to the Fast Lane when it is safe to do so without hindering the progress of any car(s) already in the Fast Lane.

25.4 Cars shall only be permitted to stop in the zone allocated to their car. Stopping or parking a car, even temporarily, outside of the zone assigned to that Competitor/Car is not permitted at any time. Unreasonable obstruction of other competitors is not permitted.

25.5 Notwithstanding Article 25.4, should any car overshoot its assigned zone in the Pit Lane and stop beyond it, the car may only regain access to its own zone by being pushed (see Article 25.6), providing that it is safe to do so.

25.6 In the Pit Lane, a maximum of 4 people are authorised to push a car belonging to their team and then only as far as its allocated pit.

25.7 At no time may a car be reversed in the Pit Lane under its own power.

25.8 A speed limit of 60kph and maximum safety precautions will be enforced in the Pit Lane at all times during the Competition. Signs and/or lines will be used to indicate the beginning and end of the area to which the speed limit applies. These will also be confirmed in the Drivers/Competitor Manager Briefings (Article 14).

Any breach of this Article during practice or qualifying will be penalised by the Stewards.

Any breach of this Regulation during the Race will result in the imposition of a Drive Through Penalty (see Article 32.13) by the Stewards. The Stewards will increase this penalty for repeat offences.

For the purposes of determining speed in the Pit Lane, the Stewards may use any information obtained by the Judges of Fact by means of specific speed control instruments (such as electronic and timing devices, radar or laser speed guns, etc.).

25.9 A Working Line is to be placed within the Inner Lane of the Pit Lane ahead of the red pit lane demarcation line ("Pit Lane Red Line"). The Competitors fuel rigs must be placed behind this line in the pit lane. They must be properly secured (stationary) within this area at all times during official sessions. The Competitors are responsible for marking this line accurately at a distance from the Pit Lane Red Line to be confirmed by ASR, preferably with yellow heavy duty tape, should it not be marked by the circuit, be cancelled, damaged or rendered invisible in part or whole.

25.10 Pit perches and large umbrellas may be used along the signalling wall to protect from rain and sun. They must be securely attached to the pit wall/railing in the pit signalling area to the satisfaction of the officials and venue management.

25.11 The maximum quantity of fuel authorised by Yas Marina Circuit to be stored in each pit garage at any one time is 400 litres. This maximum figure applies also to any shared garages, where both Competitors will be considered jointly responsible for compliance. Any fuel not held in the FIA specified refuelling rig must be stored near the door into the Paddock from the Pit Garage and a fire extinguisher must be permanently stationed near to the fuel store area. At all times the Competitor is expected to adopt appropriately safe working practices with regard to the handling of fuel by team personnel at the venue.

25.12 Any car going to the end of the pit area while awaiting the green light must arrive there under its own power.

25.13 Cars must drive in the pit at a suitable pace, without slowing or stopping except in cases of force majeure, while respecting the pit lane speed limit. Except for safety or genuine technical reasons, recognised as such by the Stewards, cars must not stop in the fast lane, proceed at low speed or in any other way impede the progress of other Competitors. Any breach of this Article during practice or qualifying or the Race will render the Competitor liable to be penalised by the Stewards.

25.14 Only compressed air of atmospheric composition or nitrogen can be used in the pits.

26 PIT STOPS & RE-FUELLING

26.1 Articles on pit procedures/behaviour apply for the whole Competition.

26.2 During the race a minimum time will be imposed on a specified number of Pit Stops (hereafter "Imposed Time Pit Stops"). The number of Imposed Time Pit Stops for each car is set at **ten (10)** for all classes over the full 12 Hours of the race. This figure is subject to alteration by the Promoters/Organisers for different classes and for different competing cars/refuelling equipment/wheel locking system combinations in the interests of Balance of Performance considerations. In such cases details will be announced by the issue of an ASR by the Organising Committee prior to the commencement of the Competition or by the issue of an Organisers Bulletin issued by the Stewards once the Competition has commenced.

26.3 For an Imposed Time Pit Stop the minimum time (including the refuelling time) is 100 seconds for all classes except GT4. For GT4 a longer minimum time (including the refuelling time) may be announced once the entry list is known by the issue of an ASR by the Organising Committee prior to the commencement of the Competition or by the issue of an Organisers Bulletin issued by the Stewards once the Competition has commenced. This is to equalise cars with different wheel fixing systems. The minimum time for particular categories, as well as any additional Pit Stop time allocated to particular cars, may be adjusted by the issue of an ASR by the Organising Committee prior to the commencement of the Competition or by the issue of an Organisers Bulletin issued by the Stewards once the Competition has commenced.

The Imposed Time Pit Stop will be measured between the Pit In and Pit Out timing loops. The Pit In loop is situated at the marked start of the Pit lane speed limit and the Pit Out timing loop is situated at the end of the pit lane, just at the entry to the exit tunnel, as marked by green cones. The distance between the Pit In and Pit Out timing loops is 355.4m. Any changes to these locations, markings or measurement will also be confirmed in the Drivers/Competitor Manager Briefings (see Article 14).

For all classes the mandatory minimum number of ten (10) Imposed Time Pit Stops must be undertaken for each car after the car has crossed the Line on the track at least once after the start of the Race and within the first eleven (11) hours fifteen (15) minutes of the Race. At the final Imposed Time Pit Stop in the Race, the car must have crossed the Pit Out timing

loop before the race time clock indicates eleven (11) hours fifteen (15) minutes have been completed.

The Promoters/Organisers reserve the right to review the number of “Imposed Pit Stops” considering any performances deemed by them to be exceptional in practice. For the avoidance of doubt, providing a car completes the required number of “Imposed Pit Stops” during the Race, then any other stops it undertakes at any time during that part of the race will not be subject to any minimum time limitations.

26.4 Any pit stop made during a FCY or Safety Car period will not count toward the Imposed Time Pit Stop total and therefore is not subject to a minimum time. A stop will be considered to be made under FCY or Safety Car if FCY signs or SC boards were displayed before the car left the track to join the Pit Entry Road even if the FCY or Safety Car period ends before the car crosses the Pit Out timing loop. For the purposes of this article (only) information displayed on the broadcast timing screen will constitute a display of the FCY signs or SC boards.

26.5 Should the numbers of or duration of any Imposed Time Pit Stop for any car be shorter than that specified by the Organisers then the following will apply;

- a) Up to 0.999 seconds shorter will be considered a ‘Joker Stop’ without penalty for one Imposed Time Pit Stop only throughout the entire 12 Hour Race.
- b) Up to 4.999 seconds shorter will incur the imposition by the Stewards of a Drive Through Penalty (see Article 32.13)
- c) Any Imposed Time Pit Stop 5 seconds or more shorter will incur the imposition by the Stewards of a Stop/Go Penalty (see Article 32.14) of twice the time that the Pit Stop was short of the specified time, rounded up to the nearest whole second (time stop was short rounded and then multiplied by 2).
- d) Any car failing to complete the mandatory number of Imposed Time Pit Stops in the Race will receive a 3 lap penalty in the Race for each occurrence.
- e) Any repeat offence may merit a higher penalty as determined by the Stewards
- f) None of the penalties imposed under Article 26.5 are subject to Appeal.

26.6 During any pit stop, whatever the reason, the driver is obliged to turn off their engine, especially before any refuelling commences or work is undertaken. 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. A drop-start system, if installed, may be used on condition that this is used in conjunction with a positive action from the driver. Should no such system be installed, the driver must start the engine from his seat, using only those means available on board. After work is completed the engine may only be started when the car is about to re-join the Race and when the car is sitting on its wheels on the ground.

26.7 Any refuelling undertaken during a practice session must be as described within Article 26.11 and must be undertaken in the Pit Lane under the conditions specified. Refuelling in a garage is not permitted. Refuelling is not permitted during or between qualifying sessions (see Article 18.7).

26.8 During a Pit Stop only the following tasks can be carried out in the Inner Lane of the Pit Lane:

- a) Refuelling – this must be undertaken at the start of a Pit Stop; Should a car suffer damage during the race and repairs need to be carried out in the garage, the car may be pushed into the garage immediately after entering the pit lane. After the repairs have been completed, the car may be pushed out and placed parallel to the pit building. The Team may then proceed with a standard pit stop - starting with refuelling.
- b) Driver change;
- c) Wheel/tyre change;
- d) Cleaning of windscreen, lights and windows;
- e) Replacement of brake pads/discs;
- f) Replenish engine oil, coolant and other fluids;
- g) Removal of debris from the car;
- h) During practice only – set up adjustments to the car.
- i) During qualifying – minor works as detailed in Article 18.7 above.

Refuelling is strictly controlled by Article 26.11.ii and while it is being undertaken no other authorised tasks are permitted except as described in Article 26.11.i & ii.

The repairs and maintenance listed in a-i above are only permitted in the allocated pit zone (Article 25.4) in the Inner Lane of the Pit Lane or in the pit garage.

All maintenance/repairs not listed in a-i above must be carried out in the Competitors respective pit garage in order to avoid disadvantaging other Competitors. Cars must not enter the pit garage under their own power/momentum. Cars must stop in the working area parallel to the pit garages with the engine off before cars are pushed into the pit garages. During the Race, should a Competitor wish to use skates to manoeuvre the car in the pit lane or into the pit garage this may be done, either before or after refuelling takes place but skates must not be in position whilst the refueller is connected. After refuelling, the refuelling equipment must be removed from the working zone before skates may be put in place. The penalty for a breach during practice will be a USD 100 fine and during the Race it will be a Drive through Penalty (see Article 32.13).

26.9 All equipment, with the exception of the extending refuelling equipment, fire extinguisher(s), lollipop and number board must be behind the Working Line (see Article 25.9), until the refuelling process is finished (see Article 27.11.ii).

26.10 All crew taking an active part in a Pit Stop (that is all crew past the Pit Lane Red Line and not on the pit wall) must wear an FIA homologated fire resistant suit and balaclava with eye protection or full face helmet and fire resistant gloves and shoes when carrying out their duties, without exception.

26.11 The number of crew members that are allowed past the Working Line (see Article 25.9) into the Inner Lane of the Pit Lane is strictly controlled and changes at distinct stages of a Pit Stop. Only those personnel listed in each section may be past the Working Line. For the purposes of this Regulation crew that remain on the pit wall or any official Pirelli Tyres Motorsport personnel are not included as active personnel on being past the Working Line. The activities permitted to be undertaken by the crew members are also strictly limited (see Article 26.8). The controlled stages of a pit stop are:

- i) Before the car stops until the start of refuelling;
- ii) During refuelling;
- iii) After refuelling has finished.

26.11i Before the car stops until the start of refuelling

A car controller (lollipop man) may stand in the Inner Lane of the Pit Lane up to one lap before the car stops. The car controller may put the car number board in place to advise the driver where to stop before waiting for the car to arrive. At this time the Refuelling Crew (as detailed in Article 26.11.ii. may wait behind the Working Line (see Article 25.9). Exceptionally, if a car has a breather vent fitted on the opposite side to the fuel filler then the additional vent man detailed in Article 26.11ii is allowed to be beyond the Working Line in the inner lane of the pit Lane up to one lap before the car stops in order to access the breather pipe.

When the car is stopped the car controller may remain in front of the car or, if the driver is exiting the vehicle, may act as an assistant to help the driver out of the car but is not permitted to work on the car beyond these duties. Refuelling may start while the driver is exiting or with the driver in the car. For the avoidance of doubt the next driver may not enter the car until the refuelling operations described in Article 26.11.ii are complete.

Before refuelling can start the car must be electrically earthed by means of an independent copper wire. The only purpose of the wire must be to earth the car. It must be placed on the car by one of the crew members permitted to work on the car under Article 26.11.iii but NOT one who is part of the refuelling crew under Article 26.11ii. The sole role of this crew member at this stage of the process is to earth the car and then return back behind the Working Line without carrying out any other work. During this stage the fire extinguisher attendant must primarily remain focused on using the fire extinguisher should it be necessary.

26.11ii During Refuelling

Refuelling is considered to start when the dry break nozzle is offered up to the car. The Refuelling Crew is made up of three (3) or four (4) personnel depending on the fuel filler arrangement of the car. The three (3) crew members are a refueller, a fire extinguisher attendant and a fuel valve operator. If a car has the breather vent on the opposite side to the fuel filler then one (1) additional crew member must carry out the refuelling to operate the breather taking the total from three (3) to four (4) crew. The Refuelling Crew described in this Article plus the car controller and one driver (who is exiting or remaining in the car) are the only people allowed past the Working Line

during the refuelling process. The exiting driver must go behind the Working Line and wait until refuelling is completed. Only at this point is the next driver permitted beyond the Working Line to access the car and the previous driver allowed back beyond the Working Line to help the next driver to enter the car. Failure to comply with these personnel restrictions during the Race will incur a Stop/Go penalty of 10 seconds (see Article 32.14).

In summary therefore;

The team's refuelling crew is made up of 4 or 5 team members depending on the fuel filler arrangement of the car including the 1 car controller.

The 4/5 crew members allowed to stay out of the garage on the Pit Lane during refuelling are:

- 1 car controller (not permitted to work on the car)
- 1 refueller
- 1 fuel valve operator
- 1 fire extinguisher attendant (not permitted to work on the car)
- 1 additional crew member to operate the breather (only if the car has the breather vent on the opposite side of the car to the fuel filler.

Only the equipment detailed in Article 26.11.i and 26.11.ii may be past the Working Line at this stage of the pit stop.

Competitors are required to provide their own Class B rated fire extinguisher(s), each with a capacity of at least 5kg.

If a car is fitted with two fuel filler intakes, refuelling can only be done one at a time.

During refuelling the car must be resting on its wheels (not up on the jacks) with the engine off.

Care must be taken that no fuel is spilt during the refuelling process.

Refilling the fuel rig while the car is being refuelled is prohibited.

Refuelling is considered to have finished when the dry break fuel filler nozzle and tank breather nozzle are removed from the car.

Working on the car during refuelling operations is forbidden and will result in a Stop/Go penalty (see Article 32.14) and a fine of USD 1,000.

26.11iii After Refuelling has Finished

When Refuelling has finished a total of six (6) crew members (plus the drivers entering the car- or who may have remained in the car) are allowed past the Working Line into the Inner Lane of the Pit Lane at any one time to undertake the activities listed in Article 27.8.b-g; these are made up as follows:

1 x Car Controller— not permitted to work on the car.

1 x Driver helper (can be the previous Driver) – not permitted to work on the car other than to properly install the driver.

4 x Crew members – all allowed to work on the car.

For the avoidance of doubt the Refuelling Crew stop being classed separately as soon as the dry break nozzle is removed and therefore are counted in the total above until they cross the Working Line to leave the Pit Lane. The refuelling crew may undertake work on the car immediately after refuelling as part of the personnel allowed above. The driver helper may be another driver but this does not affect the number of staff available for other functions. Other crew members may pass on equipment but must remain behind the Working Line. The copper earth wire detailed in Article 26.11.i must be removed by one of the 4 working crew members before the car may leave the pit zone.

26.12 Assuming Article 26.11 is complied with, Competitors may change their wheels/tyres as and when required. However, each car crew (see Article 26.11.iii) can only have two powered wheel guns (pneumatic/battery) in the Pit Lane (past the Pit Lane Red Line) at any time. Pneumatic air powered wheel guns are mandatory for all GT3 cars and highly recommended for GT4 and GT Cup cars. Exceptionally, should any Competitor running a GT4 or GT Cup car need to use battery powered wheel guns they may be permitted to do so, providing that they clarify why this is necessary and obtained written approval from the Promoter in advance of the event.

26.13 Should the Competitor choose not to refuel the car during a pit stop any driver waiting to get into the car is not permitted to move beyond the Working Line until the car has stopped in the correct allocated pit zone (Article 25.4) in the Inner Lane of the Pit Lane

26.14 It is the responsibility of the car controller to release the car after a pit stop only when it is safe to do so. All personnel and equipment (including wheels and tyres) must be behind the Working Line prior to release. Cars in the fast lane have priority over those in the inner lane. Cars must not run side-by-side in the pit lane.

26.15 After refuelling the fuel contained in the overflow pipe must be poured into a container fitted with a coupling provided by the Competitor which must be capable of holding at least 5 litres.

26.16 Drivers may only leave the Pit Lane when the light at the Pit Exit is green. They re-join the track under their own responsibility.

26.17 A flashing blue light or a waved blue flag at the Pit Exit onto the track will warn the driver of other cars approaching on the track.

26.18 Should, in the opinion of the Pit Lane marshals, any Competitor or his/her representative, whether they have been previously warned or not, position their equipment in such a way that is considered to cause a danger, obstruction or interference with the activities of another Competitor, a penalty in accordance with Article 32.6 will be imposed upon the Competitor at the discretion of the Stewards.

26.19 The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car will be strictly enforced. Any non-compliance will be reported to the Stewards and penalized at the full discretion of the Stewards. Engines must not be running while a car is on jacks or other temporary supports.

27 PITS/PADDOCKS AND PARKING AREAS

27.1 Detailed illustrations/allocations of the layout for the pit wall, Pit Lane, pits, paddock areas and parking areas will be provided by Team Information documents from the Promoter or ASR.

27.2 Competitor pit allocation will be made by the Committee and published by Team Information documents from the Promoter or ASR. Decisions are final and the pit allocation will be published, once the final entries have been confirmed. There is no right to be allocated a specific pit. Each pit will be shared by several Competitors/cars if the entry warrants.

There is no claim to particular pit wall, paddock areas and parking areas. Access and allocation of areas will be made upon instruction of the officials and their instructions must be strictly respected.

The Committee reserves the right to relocate any Competitor/Car at any time during the Competition should that be deemed necessary.

27.3 It is the responsibility of each Competitor to ensure that personnel/representatives are fully conversant with all pit rules. Any contravention by any Competitor crew member may entail the imposition of a penalty up to exclusion of the Competitor from the Race. To avoid allegations of misconduct, team members are encouraged not to stray into other team's pits unless invited or with specific permission to do so.

27.4 Smoking and drinking of alcoholic drinks is strictly prohibited in all areas between the pit and the pit wall. A penalty of USD 1,000 will be imposed on anyone caught breaking these rules. Persons caught will be ejected from these areas.

27.5 Each entry will be entitled to fifteen (15) passes comprising of three (3) driver passes, six (6) pit wall crew passes and six (6) pit crew passes. If a car has four drivers an additional driver pass will be made available. These passes must be worn in a prominent manner at all times. Only those wearing pit wall passes will have access to the pit wall.

27.6 In keeping with the status of the 11th Gulf 12 Hours Race as a premier event, all non-working members in the teams are encouraged to be properly attired at all times. As this Competition is recorded and televised, crews must be properly attired outside the pit garages. Minimum acceptable:

Cotton T-shirt or polo shirt, trousers and shoes (shorts are allowed only in the pit garages, not the Pit Lane). Singlets are not allowed to be worn. Requirements for those working in the Pit Lane are included in Article 26.10.

27.7 Persons under 14 years of age are not permitted in the Pit Lane and/or pit wall unless accompanied by an adult. Children under the age of 12 are not allowed in the pits, Pit Lane or

Pit Wall but are allowed into the team common room until the race has ended. An exception is made for any glassed hospitality area above the pits. However, children are to be supervised by an adult at all times. Animals (of any kind) are not permitted in the circuit.

27.8 No vehicle other than competition cars may be parked in the pits with the exception of vehicles granted the express written permission of the Promoter. Any such vehicle found in the pit of any team will be reported to the Stewards for penalty up to exclusion. Illegally parked vehicles will be towed away at the owner's costs and an additional penalty of USD 100 will be imposed on the owner.

27.9 The use of motor cars, high powered motorbikes, skateboards or similar means of transportation by all parties within the paddock area are strictly prohibited. The Organiser may confiscate any such vehicles until the end of the Competition.

Competitors may use golf type buggies, quadbikes, scooters, pushbikes, and Segways in the Paddock and on the Circuit public roadway network when driven carefully at low speed by a driver holding an appropriate licence. Any high speed or dangerous driving reported in the paddock and Circuit confines will be penalised. Riders of scooters etc. must wear a helmet

27.10 Equipment of any description must not be placed on the top of the outer pit wall bordering the track unless it is firmly fixed into position with tape or similar fixings to the satisfaction of the Chief Pit Marshal.

28 LEAVING THE TRACK, REPAIRS AND OUTSIDE ASSISTANCE

28.1 Drivers leaving the track should re-join when it is safe to do so without gaining an advantage (this may be considered as time, distance or position). Taking an unauthorised shortcut will result in a penalty if it is deemed that a lasting advantage has been gained. The Stewards may, at their discretion, order that the relevant lap time be disallowed and that car be given a race time penalty of up to 10 seconds.

28.2 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/components on board the car after the car has been moved to a safe zone by marshals.

28.3 If the driver cannot affect a repair the Organisers will attempt to recover to the pits any competing car that stops due to accident or mechanical failure on the track, should it be practical and safe to do so with regard to the facilities available and the nature of the breakdown. This may involve recovery via circuit internal roadways rather than on track. Once the car has been recovered to the pits the Competitor may repair the car and, subject to the repair of the car being acceptable to the Senior Scrutineer, it may be allowed to re-join the Race with the approval of the Race Director. The Promoters and Organisers will accept no claim against them for damage or delays caused by any recovery operation. Competitors should be aware that on track incidents will take priority over recovery.

28.4 No Competitor crew members are to enter the service roads in order to assist a repair or recovery unless specifically requested by the Race Director.

28.5 Change of driver when the car breaks down on the track is allowed provided that the car is recovered to the pits and the driver in the car returns to the pit, without going trackside of the barriers, and signs-off before the new driver can take over.

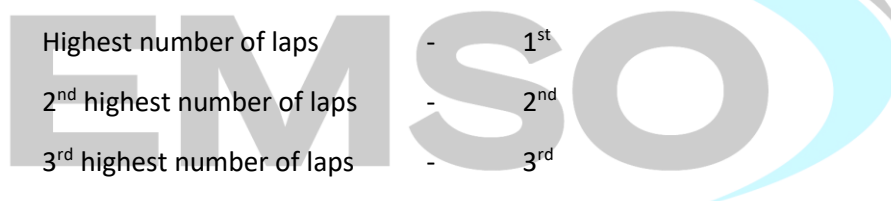
29 FINISH OF THE RACE & PARC FERME

29.1 The finish of the Race will be shown after 12 hours from the starting signal of the Race. The chequered flag will be shown to the leading car on track the first time it passes the Line after this time has elapsed. If the leader is stopped on its last lap, the signal will be given as soon as the next-best placed car crosses the line.

29.2 Except under Article 23.7, should for any reason the chequered flag be given earlier than it should have been the Race will be deemed to have finished when the chequered flag was given and the results will be based upon the last crossing of the Line by the leading Car before the signal was given.

29.3 Should the chequered flag be delayed for any reason, the Race will be deemed to have finished when it should have finished.

29.4 The classification order will be based on the number of laps completed by the respective car over the full 12-hour duration of the Race as follows:-



Highest number of laps	-	1 st
2 nd highest number of laps	-	2 nd
3 rd highest number of laps	-	3 rd
and so forth		

29.5 In the event that two or more cars complete the same number of laps, their order will be in accordance with the shortest overall time taken to achieve this.

29.6 All cars competing in the Competition will be listed in the classification.

29.7 Having taken the chequered flag all participants must proceed on the track directly to the Parc Fermé, without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary) where they will remain until the Race Director or Stewards order their release. Any classified car that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the marshals who will place the car under Parc Fermé conditions. Competitor crew members are not permitted to be with the car within Parc Fermé without permission of the Technical Delegate/Senior Scrutineer or Race Director.

30 PROMOTERS/ORGANISERS RIGHTS

30.1 In collaboration with the Promoter, the Organisers may abandon, cancel or postpone the Competition or any part thereof. In this instance, the Competitors or drivers have no right to claim against the Organiser or Promoter in respect of any loss or expense they may thereby incur.

30.2 The Committee may, at its sole discretion, cancel any category, which has less than four cars or amalgamate them to the next higher class.

30.3 The Promoter/Organisers may distribute the Awards (Article 12) based on intermediate results at their discretion if through bona fide unforeseen circumstances or force majeure the Competition is stopped before its completion.

30.4 The Committee may disqualify any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.

30.5 The Committee reserves the right to refuse or withdraw at its own discretion any given invitation to enter. Any such decision will be considered final and not subject to any protest or appeal.

30.6 The Committee reserves the right to competition numbers 1, 2 and 3.

30.7 The Promoter/Organisers will select drivers and Competitors for the press conferences scheduled during the Competition. When selected attendance is compulsory.

30.8 The Promoter is not supplying logistics and transportation services but will signpost competitors to well established specialist providers. It is the responsibility of the competitor to choose their preferred provider and agree the appropriate terms and conditions of service with them. The Organiser cannot be held accountable for delays in the shipping of the Competitor's goods or for any damage that should occur to such goods during transportation. Any claim on such matters should be directed to the shipping companies/shipping agents. Under no circumstances, will the Promoter recognize any refund or compensation for cars not arriving in time to take part in the Competition.

30.9 All participants are prohibited from using caterers on site who are not registered with the Promoter.

31 ADVERTISING AND MEDIA

31.1 Competitors are obliged to carry the main sponsor and co-sponsor graphics & number panel stickers at designated spaces on the car as per the location diagram included in Appendix 3. The final sponsor and graphics will be announced by ASR. Stickers must be in position before scrutineering.

If a Competitor's car is found in breach of this Regulation the Stewards will require the car is stopped until they are satisfied that the car complies with this Regulation.

31.2 Any other advertising carried by a Competitor (either on the car, team equipment or driver and team members clothing) must be declared to the Committee for approval before 25th November 2022. The Committee's decision on what is acceptable is final.

Restrictions on advertising imposed by the ASN or the laws of the UAE must be respected. In particular advertising in any form of tobacco and alcohol based products, any items of a political, religious or sexual nature or betting or gambling operations are not permitted. Any advertising deemed by the Promoter/Organisers to potentially bring the company and/or the Competition into disrepute will therefore be prohibited.

31.3 The Promoter/Organisers reserve the right to allow Competitors not to carry Competition sponsor decals. Should this be permitted the fee payable will be USD 1,500 (or as amended via ASR).

31.4 The competition numbers and their background graphic formats specified by the Promoters must be used. They must not be altered or modified in anyway and must not be obscured.

31.5 All rights of copyright for images recorded in the track premises (except for TV images from Abu Dhabi TV), including on-board camera footage, belong exclusively to the Promoter. Such images may be used by the Promoter for media and TV purposes. Competitors can copy the images only for private use. Authorization for reproduction may be granted for non-commercial purposes only, and in any case must be negotiated with the Promoter. The Competition's image/footage copyright policy will be thoroughly regulated by a separate agreement.

32 INCIDENTS AND PENALTIES

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

- a) Necessitated the stopping of a practice session or qualifying session as provided for in these Regulations.
- b) Necessitated the suspension of a Race as provided for in these Regulations.
- c) Necessitated the use of the Safety Car or FCY as provided for in these Regulations.
- d) Constituted a breach of these Regulations or the Code.
- e) Caused a false start by one or more cars.
- f) Caused a collision.
- g) Forced a driver off the track.
- i) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- j) Illegitimately impeded another driver during overtaking.

32.2 If any driver is involved in an incident involving contact with another vehicle a report must be made to Race Control by the Competitor within 30 minutes of the incident taking place.

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

32.4 If an Incident is under investigation by the Stewards, a message informing all Competitors which Competitors are involved will be displayed on the timing monitors whenever possible. Any Driver involved in an Incident may not leave the venue without the consent of the Stewards until such time as their enquiries have been concluded.

32.5 In order to allow the Competitor to unofficially ask the Race Director/Stewards to consider investigating something that happened on track (contact, unsporting behaviour, etc) an enquiry form will be made available. Competitors will be authorized to use such an enquiry form only 2 (two) occasions maximum for each one of their entries the Race.

32.6 The Stewards may impose any one or more of the following penalties on any driver involved in an Incident:

- a) A Formal Reprimand;
- b) A fine of up to a maximum of USD 5,000;
- c) The deletion of any number of the driver's times from a qualifying session;
- d) A drop of up to a maximum of ten grid positions;
- e) A Drive Through Penalty see Article 32.13 (during the Race);
- f) A Stop/Go Penalty see Article 32.14 (during the Race);
- g) A Time Penalty of up to a maximum of 600-seconds;
- h) Penalty lap(s);
- i) Drop of places in the classification of the competition;
- j) Disqualification from a qualifying session, the whole or any part of the Race or from the Competition.

32.7 A penalty declared by the Stewards shall be subject to appeal in accordance with the Code, except where amended by these Regulations.

32.8 If any breach is observed then the Stewards alone shall decide on the penalty, with the exception that should a Judge of Fact identify that a driver has left the track and in re-joining has gained an unfair advantage then the Stewards authorise that the driver may have the relevant lap time deleted by the Race Director during the Free Practice and Qualifying sessions. The Stewards may impose the penalties specifically set out in these Regulations in addition to or instead of any other penalties available to them under the Code (please see Article 12.3 of the Code).

If any driver or Competitor repeats the same offence then the penalties in these Regulations may be increased by the Stewards at their discretion using any of the penalties available to them within the Code and these Regulations.

32.9 If a Competitor, or driver individually, is disqualified from a qualifying session, Race or the Competition for any reason whatsoever, then the Competitor shall not be entitled to any financial recompense.

32.10 The observation of any incident in the paddock, in the Pit Lane or on the track (provocative acts of any kind, verbal or other threats) and/or behaviour that is unsporting or does not respect the spirit of the Competition (breach of sporting morals or ethics, prejudice to the greater interest of motor sport, moral or material prejudice to the Promoter or Organiser, or to their partners, etc.) committed by a Competitor, representative, driver or their entourage will be punished by one or more of the following penalties by the Stewards:-

- a) A fine of up to a maximum of USD 5,000.
- b) Disqualification of the Competitor and/or the driver concerned from the Competition.
- c) Ban of the Competitor and team members from Gulf 12 Hours races for 2 years.
- d) Apply any other penalty available to them under the Code.

32.11 Any Competitor whose car is deemed to be ineligible under the Technical Regulations will be subject to the penalties laid down by the Code and these Regulations.

32.12 Financial penalties issued under these Regulations will be paid to the ASN (Emirates Motorsports Organization) which shall remain the sole beneficiary. Where penalties are stated in USD, a conversion rate from USD to UAE Dirhams will be available from the Race Secretary of the Meeting. If a tax invoice is required, any competitor may email accounts@emso.ae after the event to request one.

32.13 Drive Through Penalty

If the Stewards decide to impose a Drive Through Penalty, then the following procedure will be observed:

- a) The Stewards will give written notification of the Drive Through Penalty that has been imposed to a Competitor concerned and will advise the driver by means of a penalty board showing the car number. They will also ensure, wherever possible, that this information is also displayed on the timing monitors.
- b) From the time the Stewards' decision is notified by the showing of the penalty board, the relevant driver may cross the Control (Timing) Line on the track no more than twice before entering the Pit Lane. However, unless the driver was already in the Pit Entry for the purpose of serving the penalty, they may not carry out the penalty after the Full Course Yellow or Safety Car has been deployed. The number of times the driver crosses the Line under Full Course Yellow or behind the Safety Car will be added to the maximum number of times they may cross the Line on the track.

- c) The driver must enter the Pit Lane, obeying the Pit Lane speed limit, and drive through the Pit Lane without stopping and re-join the Race. It is not permitted for the driver to enter the Pit Lane to take their Drive Through Penalty during a Full Course Yellow or Safety Car period. The Full Course Yellow or Safety Car period is deemed to be over when the driver subject to the penalty passes the green flag at the Control (Finish) Line on the track.
- d) If this penalty has to be imposed during the last fifteen minutes of the Race, this penalty will be replaced with a Time Penalty of 30-seconds to the affected Competitor's Race time, unless an alternative time is specified elsewhere in these regulations.
- f) Any breach or failure to comply with this Regulation may result in the driver concerned being disqualified from the Race results.
- g) This penalty is not subject to Appeal.

32.14 Stop/Go Penalty

If the Stewards decide to impose a Stop/Go Penalty, then the following procedure will be observed:

- a) The Stewards will give written notification of the Stop/Go Penalty that has been imposed to a Competitor concerned and will advise the driver by means of a penalty board showing the car number. They will also ensure, wherever possible, that this information is also displayed on the timing monitors.
- b) From the time the Stewards' decision is notified by the showing of the penalty board, the relevant driver may cross the Control (Timing) Line on the track no more than twice before entering the Pit Lane. However, unless the driver was already in the Pit Entry for the purpose of serving the penalty, they may not carry out the penalty after the Full Course Yellow or Safety Car has been deployed. The number of times the driver crosses the Line under Full Course Yellow or behind the Safety Car will be added to the maximum number of times he or she may cross the Line on the track.
- c) The driver must enter the Pit Lane, obeying the Pit Lane speed limit, and stop at the Stop/Go Penalty zone (located on the inner lane of the Pit Lane outside Race Control just before Pit Garage number 1) for the length of time of the penalty. The Competitor will be responsible for timing the stationary time. It is not permitted for the driver to enter the Pit Lane to take their Stop/Go Penalty during a Full Course Yellow or Safety Car period. The Full Course Yellow or Safety Car period is deemed to be over when the driver subject to the penalty passes the green flag at the Control (Finish) Line on the track.
- d) Once the penalty is served, the driver must re-join the Race without receiving any repair/maintenance from the crew. Nobody is authorised to approach the car to check anything on it or to communicate with the driver (other than by radio).

- e) The Competitor will have the possibility of choosing whether or not to stop the engine of the car during a Stop/Go Penalty, unless decided otherwise by the Stewards.
- f) If this penalty has to be imposed during the last fifteen minutes of the second part of the Race, this penalty will be replaced with a Time Penalty of 40-seconds plus the stationary time imposed for the Stop/Go Penalty added to the affected Competitor's Race time unless an alternative time is specified elsewhere in these regulations.
- g) Any breach or failure to comply with this Regulation may result in the driver concerned being disqualified from the Race results.
- h) This penalty is not subject to Appeal.

33 PROTESTS AND APPEALS

33.1 Protests, if any, must be lodged in accordance with the stipulations and deadlines laid down in Article 13 and 14 of the Code. Under strict respect of the protest time of 30 minutes, all protest must be lodged in writing and handed to the Race Director or if not possible, to the Stewards, with an ASN set fee of UAE Dirhams (AED) 8,000. If any protest or appeal requires the dismantling and the reassembly of different parts of a vehicle, the claimant must pay an additional deposit of AED 12,000/- for each part if the protest involves a clearly defined part of the vehicle (engine, transmission, steering, braking system, electrical installation, body, etc.)

33.2 Penalties of Drive Through, Stop/Go or any Time Penalty imposed in lieu thereof are not susceptible to appeal. Protests against decisions of the timekeepers and other Judges of Fact as well as collective protests are not admitted.

33.3 The appeal fee, in accordance with the requirements of the ASN, will be UAE Dirhams (AED) 21,000. As per the stipulations of the Code, appeals must be lodged within one hour of the publication time of the decision the Competitor intends to appeal.

33.4 For a subsequent Appeal to the FIA International Court of Appeal, in accordance with FIA Judicial and Disciplinary Rules, the Appeal fee payable to the FIA is Euros 6,000.

34 WAIVER OF LIABILITIES

34.1 Signing on for the Competition includes an indemnity declaration. It is mandatory to sign this declaration in order to be allowed to compete. The Competition, including all documentation, shall be governed by the laws of the UAE and all disputes, controversies or claims arising out of or in connection with any Competition document, including the breach, termination or invalidity thereof, shall be finally settled under the laws of the UAE. The place of the arbitration shall be the UAE. By completing the entry form and indemnity declaration each Competitor and driver confirms that:

They have read the 11th Gulf 12 Hours Race Regulations and agree to be bound by them, by the FIA International Sporting Code and any National Competition Rules of the UAE. They acknowledge the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk.

In consideration of the acceptance of this entry or of our being permitted to take part in this Competition: They agree to save harmless and keep indemnified the Organiser(s), the Promoter(s), the ASN, Circuit Owner(s), Sponsors(s), Donors(s) and their respective officials, servants, representatives and agents, from and against all actions, claims, costs, expenses for any eventualities, death and/or personal injury to myself/ourselves or loss or damage to the property of myself/ourselves and driver(s), passenger(s) or mechanic(s) and ALL members of my/our team (as the case may be) however caused arising out of or in connection with this entry or my/our taking part in this Competition and notwithstanding that the same may have been contributed or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

These liability exclusions shall be applicable to any claims based on any legal grounds whatsoever. In particular, to claims for damages arising from contractual or non-contractual liability and for claims arising from illegal actions. Implied liability exclusions shall not be affected by the above liability exclusion clauses.

They further agree to keep harmless and keep indemnified the Organiser(s), Promoter(s), the ASN, Circuit Owner(s), agents, from and against all actions, claims, costs, expenses, losses, liability, damage arising from any criminal and/or civil sanctions levied against the Organiser(s), Promoter(s), the ASN, Circuit Owner(s), agents and/or any other related person(s)/body(ies)/company(ies) for any breaches of any statutory laws/by-laws/regulations/rulings and/or negligence act or any other matters not specifically mentioned.

That they will maintain adequate and sufficient insurance to cover the liability of the driver and any representative and their servants, agents and guests in respect of any act of default for which it may become liable to indemnify the Promoter and Organiser or any third party in accordance with the paragraphs above.

They declare to the best of my/our belief that the drivers possess the standard of competence necessary for a Competition of this type to which this entry relates and that the vehicle entered is suitable and free from encumbrances for the Competition having regard to the course and the speeds which will be reached.

Further that should at the time of the Competition the driver be suffering from any disability whether permanent or temporary which is likely to affect prejudicially their normal control of their car, they may not take part unless they have declared such disability to the ASN which has, following such declaration, issued a licence which permits them to do so.

They declare that they and all other persons in any way connected with the entry recognize and accept that the jurisdiction in all matters arising out of this race meeting is vested in the organisers and the ASN under the International Sporting Codes of the FIA.

34.2 The cars and equipment parked or kept in the paddock/pit areas are not insured by the venue, Competition Organisers, Organiser or Promoters and remain there at the owner's risk unless specific arrangements have been made and a premium paid to the Organiser.

34.3 Each Competitor and/or driver undertake to pay for any damage caused by their cars, their drivers and/or their representatives at the Competition to the track and/or equipment owned by the race track owners. Any such payment must be made within 15 days of receipt of invoice.



TECHNICAL REGULATIONS

T1. GENERAL TECHNICAL REGULATIONS APPLYING TO ALL CLASSES

At all times whilst taking part in the Competition all cars must comply with all the General Prescriptions and Safety Equipment relevant to their category as specified in Appendix J to the Code, in particular Articles 251, 252, 253, 257A and 277.

Competitors must ensure that their cars and Competitor equipment comply with the conditions of eligibility and safety and with the Technical Regulations throughout the Competition. The presentation of a car and Competitor equipment for Scrutineering will be deemed an implicit statement of the conformity of the car and equipment.

The Competition is reserved for GT cars as defined by the applicable technical regulations. The admission and eligibility of all cars will be at the sole discretion of the Committee which may override the definitions of the category structure. No protest or appeal will be heard as to a cars categorisation.

For the avoidance of doubt, the Committee expect GT3 to be the senior category at the Competition and the additional performance balancing will reflect this. All classes may be subject to performance balancing with the goal of allowing the GT3 class to achieve the outright win of the race.

The referenced Technical Regulations for each class will be superseded as appropriate by these Regulations and as described in any ASR with respect to eligible tyres and fuel, refuelling equipment specification and silencing of car noise.

T1.1 The cars will be split into the following categories:

- i) GT3 (Homologated GT3 cars plus any other commensurate car accepted by the Promoter).
- ii) GT4 (cars complying with the SRO/RACB GT4 Technical Regulations plus any other commensurate car accepted by the Promoter)
- iii) GT Cup (Porsche 911 GT3 Cup (series 992) cars complying with their respective Championship Technical Regulations or any other commensurate GT type cars normally running in a single marque Series or Championship accepted by the Promoter. All accepted cars will be subject to specific Promoter's BOP decisions.

1.1i GT3

GT3 cars as defined by FIA Appendix J - Article 257A published by the FIA on 7th July 2022, together with any subsequent updates and the latest current Balance of Performance adjustments published via ASR except for the following points:

- a) All Cars homologated from 2013 must run with a functioning 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. Cars complying with past homologation (2016 or 2017 for example) may compete in accordance with the Balance of Performance valid at the end of the season in question.
- d) A forced air brake cooling system by means of air ducts, scoops and blowers will be authorised at certain Competitions for safety reasons. Teams will be notified a minimum of two weeks in advance.
- e) For cars homologated from 2022 onwards, only the springs approved by the manufacturer and SRO will be used.
- f) For cars homologated from 2022 onwards, a minimum ride height and ride height points to measure these minima, agreed by the manufacturer and SRO, will be used.
- g) The Promoter reserves the right to accept cars and evolution kits not yet homologated, providing the 2023 homologation process has been initiated. This option only applies to GT3 ProAm, GT3 Am and GT4 cars (not to GT3 Pro or GT Cup cars)

Exceptionally the Organising Committee reserve the right to allow other models not homologated as GT3, to take part in the Competition without the formal granting of full formal FIA GT3 homologation of the model or the granting of an official Balance of Performance by the FIA. The Promoter/Organisers reserve the right, in accordance with Article 7.2, to apply additional technical regulations or vary the number and/or duration of required pit stops for such cars in order to achieve an acceptable balance of performance level for the Competition.

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

GT3 cars fitted with adaptations solely for the purpose of allowing their use by handicapped drivers will be authorised. 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 in accordance with Appendix L Chapter I Article 18.5.2 of the Code. These adaptations must be sent with the Entry Form and be approved by the Technical Delegate/Senior Scrutineer prior to use.

1.1ii GT4

Cars built to the 2022 SRO GT4 Technical Regulations and approved to run in any SRO recognised series accepted by the Promoter, in conformity with the relevant SRO approved/RACB issued Technical Form (Homologation Form) submitted by the car manufacturer as well as any additional notifications from the SRO GT Bureau, subject to any relevant amendments confirmed by the Promoter/Organisers by an ASR.

Exceptionally the Committee reserve the right to allow other models not homologated as GT4, to take part in the Competition without the formal granting of full formal GT4 homologation of the model or the granting of an official Balance of Performance by the FIA or SRO. The Promoter reserves the right to accept cars and evolution kits not yet homologated, providing the 2023 homologation process has been initiated. This option only applies to GT3 ProAm, GT3 Am and GT4 cars (not to GT3 Pro or GT Cup cars. The Promoter/Organisers reserve the right, in accordance with Article 7.2, to apply additional technical regulations or vary the number and/or duration of required pit stops for such cars in order to achieve an acceptable balance of performance level for the Competition.

1.1iii GT Cup

Porsche 911 GT3 Cup (series 992) cars complying with their respective Championship Technical Regulations or any other commensurate GT type cars normally running in a single marque Series or Championship accepted by the Promoter. All accepted cars will be subject to specific Promoters BOP decisions. The Promoter/Organisers reserve the right, in accordance with Article 7.2, to apply additional technical regulations or vary the number and/or duration of required pit stops for such cars in order to achieve an acceptable balance of performance level for the Competition.

T1.2 The Organising Committee reserves the right to introduce additional performance balancing restrictions applicable to particular cars competing in the Competition. These will be notified to the Competitor in advance of the Competition and the Balance of Performance (BOP) publicised via ASR prior to the race. On half of the Organising Committee, the SRO Technical Board is allowed to set and modify any parameter required to establish the Balance of Performance for the Competition. The SRO Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of the Race. Teams will be notified of any such changes during the Event via a Bulletin from the Stewards.

If the Stewards are satisfied that any Competitor or Manufacturer has provided information which was misleading or has inappropriately influenced the BOP process or where a Competitor's or Manufacturer's subsequent performance is higher than the expected outcome of the process, they may impose sanctions or penalties before, during or after any Competition. Cars must comply at all times during the Competition with the information and instructions given in the Balance of Performance document for the Competition, the current version of which will be validated by the Stewards via a Bulletin. Wherever possible performance balancing will be achieved by the Promoter/Organisers dictating the duration and number of refuelling sessions and/or pit stops and/or minimum weight and/or air restrictor size and/or aerodynamics configuration for particular cars or categories.

T2. CHANGE OF ENGINE

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

- the engine, i.e. the turbo(s), the cylinder head(s), cylinder head cover(s), oil pan and engine block, parts that may be attached by means of seals,

Any Competitor that requires a change of engine or the listed parts will have to submit a written application to the Stewards. Permission will be at the discretion of the Stewards and if they grant permission to use a spare engine or the listed parts the car may be subject of a penalty including a start from the back of the grid in accordance with Articles 18.10/18.12/18.13 and up to and including refusal and disqualification.

Changes which take place before qualifying may be subject to lower penalties, at the discretion of the Stewards.

Spare/replacement engines/listed parts must be pre-registered and scrutineered before qualifying and must be of the same specification as the engine used during qualifying.

T3. LIGHTS

T3.1 Front, tail and brake lights must be capable of operating on all competing Cars at all times during the Race or practice. Cars with malfunctioning lights will be required to pit to carry out repairs before being allowed back on the track. All forms of flashing light (other than turn indicators) either in front or at the rear of the car are not permitted. These are reserved for official vehicles. Exceptionally flashing lights at the front and/or the rear of the car are permitted for cars to warn other cars of their presence in overtaking situations and if purely indicating the functioning of the speed limiter in the pit lane.

T3.2 The headlights and rear lights/rain lights of the car must be illuminated at all times when the track has been declared wet or wet weather tyres have been fitted. It shall be at the discretion of the Race Director to decide if a driver should be stopped because their lights are not illuminated. Should a car be stopped in this way it may re-join when the Technical Delegate/Senior Scrutineer is satisfied that the fault has been remedied.

T3.3 One rain light approved according to the ECE R38 road standard (or an equivalent or stricter standard from another country) or approved by the FIA (Technical Lists n°19 and n°76) and installed in accordance with FIA Appendix J Article 257A Article 503a, b and c is compulsory at the rear of the car. It must be in working order throughout the competition. Rain lights in compliance with FIA Standard 8874-2019 are mandatory for GT3 cars homologated as from 01.01.2015 and permitted for all other cars.

T4. SPARE CARS

Up until the start of the Race if the scrutineered car is damaged such that it is rendered unsafe to use for the remainder of the Competition the Competitor may request that the Stewards allow the use of a spare chassis/monocoque structure. This chassis must be of the same model and similar specification as the damaged car.

Permission will be at the discretion of the Stewards and if they grant permission to use a spare chassis the car may be subject of a penalty ranging from a start from the back of the grid in accordance with Articles 18.10/18.12/18.13 up to and including refusal and disqualification. Changes

which take place before qualifying may be subject to lower penalties, at the discretion of the Stewards.

T5. FUEL, FUEL TANKS AND FUEL RIGS

T5.1 At all times during the Competition competing cars must use the 98-octane fuel specified and supplied by the Promoters. No cooling of fuel below the ambient temperature is permitted, either on-board the car or in the any other area. The storage and handling of fuel must comply with Article 25.11 at all times.

T5.2 FIA safety fuel tanks are compulsory. Unless another type is included within a cars 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. In accordance with Article 402 of Article 257A of Appendix J to the Code, the fuel cell must be equipped with the mandatory foam supplied by and installed following the directives from the Manufacturer of the fuel cell. The full fuel circuit (including piping and hoses) and refuelling nozzles must be as indicated in the homologation file and as designed and supplied by the Manufacturer.

T5.3 Only fuel rigs meeting FIA standards including dimensions are authorised (please refer to Appendix 3 and Appendix J of the Code, Appendix 257A – 2022 Technical Regulations for Grand Touring Cars (Group GT3) Article 400.1). Further to Article 400.1.b of Article 257A of Appendix J to the Code, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow. The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the Manufacturers suppliers. All the tower components must be mechanically assembled without any degree of freedom in relation to the trolley. The base of the refuelling tank assembly must have a surface area of at least 2 m² and must be made with a case fitted on four self-braking castors, ballasted with a weight greater than that of the tank filled with its maximum fuel level. The filler cap on the fuel rig must be closed at all times except when the fuel rig tank is being refilled.

The FIA standard system should be used at all times for refuelling in the Pit Lane Working Area unless a specific agreement for GT Cup Cars only has been made in advance with the Promoters. All refuelling system shall be subject to approved at the event by the Technical Delegate/Senior Scrutineer. If requested, a sensor provided by the Technical Delegate/Senior Scrutineer for measuring the amount of fuel must be fitted to the tank. The Competitor must ensure it is functioning fully and correctly throughout the Event.

For GT Cup cars only, should an alternative refuelling system be authorised the Committee reserve the right to adjust the performance balancing restrictions as detailed in Article T1.2.

For GT Cup cars only, handheld refuelling bottles containing up to 25 litres of fuel may replace the FIA approved refuelling rig detailed above, but the procedure for use (with exception of the 'fuel valve operator' detailed in Article 26.11.ii) must be respected. Any bottle used must

include a vent system compatible with the dry break system on the car and conform to FIA Appendix 252 – Article 9.5.

All Fuel Rigs are required to have a Flow Restrictor fitted. The size of the restrictor must meet the specification required in Appendix J of the Code, Appendix 257A – 2022 Technical Regulations for Grand Touring Cars (Group GT3) Article 400.1.b and Drawings 252-7 and 257-3 (see Appendix 3). Exceptionally the Promoters may permit, subject to approval in writing prior to the event, the use of an alternative flow restrictor complying with the current regulations of a significant and recognised GT Racing Championship. In such circumstances the Balance of Performance specified for the car may be reviewed accordingly.

T6. STARTER MOTORS

Starter motors must be in working order at all times during the Competition.

T7. TIMING TRANSPONDERS

All participating cars will be equipped with a Mylaps timing transponder. In the case of all cars these must be driver-ID change units that indicates the individual driver in the car. The only permitted models are;

- Classic TranX-260-PID (red – with a 4 or 5 position switch or push button switch)
- Classic TranX-Pro-PID (blue – with helmet plugs)
- X2 Club DP with a driver-ID push button with a one-digit display
- X2 Pro (Plus) with a driver-ID push button or connected by a different CAN solution
- TR2 DP with a X2 driver-ID push button (model 2022)

Upon entering the Competition, Competitors are required to inform the Promoter if such a transponder is fitted to their car(s) and to confirm both model and relevant reference number(s). If a functioning transponder is not already fitted, it may be supplied by the Organisers timekeeping provider to rent or purchase, if ordered at least 3 weeks before the event. A deposit of USD 500 or an approximate equivalent in an alternative currency specified by the Organiser will be imposed for any rental unit and be refunded to the Competitor once the transponder has been returned to the Organiser within 1 hour after the chequered flag, failing which the deposit will be forfeited.

T8. SILENCING

Any silencing of car noise as required by the Technical Regulations specified in the category Regulations will not be mandatory for the Competition. For all cars it is mandatory to have catalytic converters fitted if required under the technical regulations relevant to the particular model of car.

T9. DRIVERS' SAFETY EQUIPMENT

T9.1 Drivers taking part in the Competition must always wear race suits, including flame-resistant long underwear, balaclava, socks, gloves and shoes, together with Helmets and

Frontal Head Restraints homologated to the standards detailed in Appendix L, Chapter 111 Article 1, 2 and 3 of the Code.

All items of underwear and the balaclava must be to manufacturer specification (e.g. no cutting of the fabric or embroidery on the fabric). Embroidery sewn directly onto the race suit shall be stitched on the outermost layer only, for better heat insulation. Backing material of badges and thread used for fixing them to the race suit must be flameproof (see Appendix 1 of the FIA 8856-2000 or 8856-2018 Standards for detailed requirements and instructions for use). Compatible clothing is included in FIA Technical List number 74.

T9.2 Only helmets that are specified in the Code for use with a Frontal Head Restraint (FHR) may be used. Please refer to the FIA website, www.fia.com for a list of approved helmets. Compatible helmets are included in FIA Technical List number 69.

T9.3 The use of Frontal Head Restraint ("FHR") according to the Code, and marked with the FIA-label Standard 8858-2002 or 2010, is mandatory. The FHR anchors must also be marked with an FIA 8858-2002 or 2010 marking. The helmet tether anchorages and their mounting must be certified by the FIA. In particular FHR and tether homologation must be compatible with anchor and helmet homologation – see the table in FIA Appendix L, Chapter 3, Article 3.3 for clarification. Please refer to the FIA website, www.fia.com. FIA Technical List number 29 includes approved devices.

T9.4 Acceptable FIA standards for the Competition are summarised as follows;

- All drivers competing in the Gulf 12 Hour Race must use a helmet, which meets the FIA Standard 8860-2018 or 8860-2018-ABP (International Sporting Code Appendix L Chapter III Article 1.1.1) and with the FHR devices that are homologated by the FIA.
- Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2018.
- Helmets and clothing must pass Scrutineering before the event. The driver does not need to be present when his equipment is presented. Drivers may be requested to present any or all equipment to the Scrutineers at any time during any Event.
- A safety form listing the equipment may replace the physical examination of the equipment by the ASN; the form must be completed, signed and submitted before the start of the Event.

T9.5 Driver Cooling Systems;

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

- Substances which may circulate in any cooling system worn by a Driver are restricted to water, or air at atmospheric pressure. Propylene Glycol will be permitted to be added to the volume of water used for the Driver Cooling System. This can be no more than 5% of volume of the water used. Water systems must not require the saturation of a garment in order to function.
- The Driver Cooling System must be constructed in a manner which is to the satisfaction of the Technical Delegate.
- If a Car is homologated with an air conditioning unit it must remain operational and operate according to the Manufacturer's guidelines.

T10. WEIGHING

T10.1 The Competition includes Balance of Performance weights where the principle is to equalise the performance of the car/driver combination. The minimum weights applicable to any car may be measured at any time during a Competition. To identify which driver is on board the car, each driver must bear on both sides of his helmet a numbered sticker.

T10.2 IN ALL CLASSES the following will apply;

The average weight of the drivers in any car competing in the class must be at least 85 kilograms. Should the average weight of the drivers in any specific car be less than 85 kg, the car will be required to carry Driver Ballast to compensate. The following procedure will be followed:

- a) Each Competitor must declare the weight of his drivers, including overalls, underwear, shoes, gloves, helmet and FHR, at the time of the administrative checks. Note that seat inserts for the driver are not part of the driver weight and should not be included in the declared weight. Seat inserts are not included in the minimum weight of the car.
- b) The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W).
- c) If $W < 85$, then the Driver Ballast to be carried by the car will be $85 - W$.
- d) The Driver Ballast must be installed in the ballast box and sealed before qualifying.
- e) The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the Event. Any anomalies will be reported to the Stewards. Penalties may go as far as deletion of laps in qualifying or Disqualification from the race.
- f) The Driver Ballast is not included in the minimum BOP weight of the car.
- g) If the average weight of the driver(s) is over 85 kg, up to a maximum of 5 kg may be removed from the minimum BOP weight of the car according to the following table;

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

T10.3 The weight of a car must not be less than that specified on the Balance of Performance table for the Competition except where allowed for under these Regulations. The Competitor concerned may be given one of the penalties set out in these Supplementary Regulations, save where the deficiency in weight results from the accidental loss of a component of the car.

T10.4 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).

T10.5 The weight of the following items will not be considered when determining any car weight:

- a) Cool suit and cooler box and/or helmet cooler system;
- b) Driver drinking system;
- c) Competitor camera equipment.

T10.6 In the Event of any breach of these provisions for the weighing of cars, the Stewards may give any penalty they consider appropriate, up to disqualification from the session or race.

T11. PIT TO DRIVER RADIO

Pit to driver radio communication is permitted and recommended for all categories. **Each Competitor must submit the list of radio frequencies to the UAE Telecommunications Regulatory Authority at the latest ONE month prior to the start of the Competition** and obtain the necessary local authority permission for use before the Competition failing which they will not be allowed to utilise their radio communication. Local radio authorities may confiscate any equipment not complying with their requirements or interfering with other officially authorised communication.

Only voice communication may be transmitted via the pit to driver radio system.

During on-track activities Race Control will communicate one-way to all teams on one single dedicated radio channel. The frequency being used will be advised by ASR.

T12. TYRES

T12.1 Pirelli will be the exclusive tyre supplier of the Competition. Tyres must be pre-ordered and purchased from Pirelli. Only dry tyres temporarily imported into the **UAE** for the event by Pirelli will be useable in sessions from the start of Test Practice 4 (mandatory night familiarisation) session onwards. The price list can be requested from Pirelli and includes transportation to the **UAE**, all temporary import charges and a fitting service at the circuit.

T12.2 There will be a limitation of a maximum of seventeen (17) sets of dry tyres to be used during the Competition. These can be used at any point during the event but are mandatory from the start of Test Practice 4 (mandatory night familiarisation) onwards. For sessions before the Test Practice 4 (mandatory night familiarisation), teams may use one additional set of used Pirelli tyres purchased for competition or testing since February 2022. This set of tyres must be presented to Pirelli for scanning before its use at the track.

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

T12.3 Control of tyres

1. The control of the tyres will be carried out according to a process defined by the Promoter.
2. The outer sidewall of any tyres will be marked with an FIA Barcode as identification. The Barcode is unique and moulded on the tyre.
3. Other than in cases of force majeure (accepted as such by the Stewards), the initial barcode list of dry-weather tyres intended for use at the Event must be presented to the Technical Delegate prior to the end of initial Scrutineering. Barcodes of fitted tyres will be sent to the Technical Delegate periodically throughout the Competition and may be checked at any time.
4. The use of tyres without appropriate identification is forbidden from start of Test Practice 4 (mandatory night familiarisation) session onwards.
6. Any marking applied by Pirelli on the tyres must not be removed by the team.

T12.4 CAMBER AND PRESSURE

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

In particular, the maximum negative value for the camber of both rear wheels of any GT3 car may be monitored in static condition anytime during the Event, including in Parc Fermé after qualifying and the race(s), and must not exceed -3.5° . Any Changes will be announced before the Event but values may be further modified by Stewards' Bulletin during the Event.

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

T12.5 Competitors must hold at least two (2) sets of wet weather tyres appropriate for each car for the Competition. Only wet weather tyres temporarily imported into the UAE for the event by Pirelli and purchased from them will be authorised for use.

T12.6 Fitting a mixture of slick and wet weather tyres on a car at the same time is prohibited.

T12.7 During practice and qualifying wet weather tyres may only be used when conditions have been declared “Wet” by the Race Director. This will be shown on the timing screens and by the display of a “Wet” board from the main Finish Line gantry.

Between the moment when the cars leave the Pit Lane until the moment when the red lights go out to signal the start of the Race or part thereof, the use of wet weather tyres is only permitted if the Race Director declares the track to be wet on the timing screens and by using the notification board that will be shown to all Competitors at the Pit Lane Exit (before the start procedure commences) or from the Starter’s Gantry (whilst the cars are on the grid). When the notification board is shown, Competitors are free to choose their tyres within the limits of these Regulations, given that the track conditions are deemed to be wet.

After the signal to start the Race or Part thereof, Competitors are free to choose slick tyres or wet weather tyres within the limits of these Regulations at any time without waiting for the Race Director to issue the declaration on the timing screen or to show the notification boards.

T12.8 GT3 cars may only use air guns powered by ambient pressurised air to change the tyres. In the case of GT4 and GT Cup cars these air powered guns are recommended but exceptionally battery powered guns may be permitted by the Organising Committee by special written request in advance of the event.

T12.9 Tyre-heating devices; The use of electrical tyre warmers or a heating cupboard for pre-heating the tyres is authorised for all cars only on the following conditions:

1. Heating cupboards must fit into a parallelepiped of 4 m x 2m x 1.5 m.
2. No part of the cupboard can be situated inside the pit garage, on the pit lane or on the grid.
3. The position of the cupboard and ancillary equipment must be in the Paddock to the rear of the Pit garage and is subject to final approval by the Promoters and any siting instructions issued by them must be complied with.
4. There must only be one system for heating the interior of the cupboard. It must be a forced air system and must run on fuel oil, electricity or gas. The cupboard must be made from non-flammable materials.
5. The positioning of any electrical Tyre warmers must comply with 3. above.
6. No device for warming the tyres or keeping them up to temperature is allowed anywhere except as specified in 3. above.
7. The transportation of tyres must be carried out without thermal protection.
8. For the avoidance of any doubt there must be no warming or thermal protection of the tyres on the grid, in the pit garage or in the working area of the Pit Lane.
9. Any other form of tyre warming systems/equipment or any chemical and/or thermal and/or mechanical treatment of the tyres is strictly prohibited.

T13. TELELERY & DATA RECORDING SYSTEMS

T13.1 Pit-to-car telemetry is prohibited for all cars. Car-to-pit unidirectional telemetry is allowed for GT3 cars only.

For all the other classes (GT4 & GT Cup) the use of any telemetry system or other information exchange system permitting data transmission from a moving car to the pits or vice versa is forbidden. For all classes except GT3 cars, no signal of any kind may be transmitted between a car in motion and anyone connected with the car or driver, with the exception of devices included in Article T11 and those under the control of the Stewards or Timekeepers for official purposes and TV equipment controlled by the Promoter. Failure to comply with this Regulation may result in the car(s) concerned being disqualified from the Competition.

T13.2 The data-logger system approved by the Promotor must be installed in GT3 and GT4 cars during the entire Competition. In the GT Cup Class any data-logger system specified by the relevant Technical Regulations applicable or nominated by the Promoter after the cars is invited to compete must be utilised during the entire Competition. Data from the data-logger must be made available at any time for any scrutineering purpose. It is the responsibility of each team to obtain the data-logger, to install it, and to ensure that it is working properly at all times. The mandatory data-logger system for GT3 & GT4 classes approved by the Promotor is the SRO DL1, which is available from Emotag e.K. Contact details; Matthias Holle, Emotag e.K., Robert-Bosch-Str. 22, 65582 Diez, Germany, email emotag@mathol.de, phone; +49-6432-91970, mobile; +49-177-8187226.

T13.2.1. This system must be used throughout the event and must operate correctly at all times, with all required data fully recorded and retrievable. It serves exclusively to store the data acquired, which may be checked at any point during the Competition. The weight of the system is included in the minimum weight of the car.

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

Data Technicians will check all data loggers prior to the first free practice. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards. The data logger must be fitted with the interface for the Timing GPS module.

T13.2.2 The data logger is also a Scrutineering device and data will be used for Scrutineering purposes. The reference engine data will be the data collected during the 2022 SRO Official BOP test and/or those collected during other tests and races with the current BOP decisions.

T13.2.3 Only the Data cards supplied with the data logger or by the Data Technician are authorised to be used during any Event.

No data, memory cards or similar storage media shall be extracted or removed from the data logger system during the Event. This can only be done by the Data Technicians or Scrutineers working for the Technical Delegate. The removal, extraction or manipulation (manually,

electronically or in any other form) of data or memory cards or similar storage media or the data logger constitutes a breach of these regulations and will be reported to the Stewards.

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

T13.2.4 The data thus collected must remain at the disposal of the Technical Delegate. The Technical Delegate can be assisted by technicians specialized in electronic systems in order to ensure the correct operation and the conformity of the readings of the data logging system and the conformity of the various systems with which the cars are equipped.

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

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

T13.2.5 Controls may be carried out at any time during any Event. Competitors cannot leave any Event before their data loggers have been downloaded or unless the Stewards have given their consent for them to leave.

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

T13.2.6 The Technical Delegate reserves the right to install antennas on the roof of any car and has priority on this space. The GPS antenna of the data logger must be mounted on the roof and no other antenna can be within 30 cm of this. If necessary, the Technical Department can require Competitors to remove other antennas from the roof.

T13.2.7 All Manufacturers or tuners must provide the SRO Technical Board with a reference ECU unit with the homologated maps, which can be placed in any of their cars competing in the Competition. Each Manufacturer must also supply any technical means needed to swap the ECU belonging to a Competitor with the reference ECU as supplied. The SRO Technical Board or the Scrutineers will not be held responsible for any consequences linked to a change of ECU and/or any subsequent failure.

T13.2.8 All information gathered will remain the property of the Promoter/Organisers and will be used at their sole discretion.

T14. CAMERAS

T14.1 The Promoter/Organisers reserve the right to install cameras in and on any/all cars. Competitors are responsible for the camera installed and any non-accidental damage may be reported to the Stewards.

T14.2 Individual Competitors may also apply to the Promoter/Organisers to fit their own in-car camera. The mounting of the camera must meet the necessary safety requirements and

be approved by the Senior Scrutineer. If considered necessary, the Race Director or the Stewards may requisition the images. The weight of any Competitor camera and mounting will not be taken into account when weighting the car. Please see Article T10.

T14.3 MANDATORY FOR ALL CARS IN ALL CLASSES; A Pit Gantry camera must be obtained by all Competitors. It must be installed on the pit gantry in accordance with the specifications. Data cards will be supplied by SRO. The cards and the images remain the property of SRO. It will be the responsibility of each Team to ensure that the camera is switched on during the pit stops in all sessions and races and must be working correctly at all times. The date and time on the Pit Gantry Camera must be set up correctly.

When requested, the data cards must be deposited by each Team in the box designated for this purpose within 10 minutes of the end of the session, so that they can be examined by the Pit Lane Officials. Cards will be distributed at the start of the Event by the Pit Lane Officer and must be handed in at the end of the Event. Infractions may be reported to the Race Director or the Stewards. Failure to provide the images or to deposit the card may result in a penalty.

T15. ADDITIONAL TECHNOLOGY

T15.1 Lumirank and similar LED on-board Position Displays, In Car Marshalling Systems and Track Limit Detections systems are not permitted to be used at this event.

T15.2 GPS timekeeping systems are permitted but not mandatory.

T15.3 On-board Incident cameras, On-board Driver Facing Cameras and Fuel Sensors are permitted but not mandatory.

APPENDIX 1 – MANDATORY DECALS PLACEMENT AND SPECIFICATIONS

COMPETITION NUMBER PLATES

Every car entered in the 11th Gulf 12 Hours Race shall display the Promoter's number plate (45 x 45 cm) on both doors. A third number plate shall be placed on the roof or front bonnet, according to the team's preference. In addition each competing car is required to display its competition number in yellow digits 150mm high on the upper part of the front windscreen on the opposite side to the drivers seating position. Graphic files for the number panels will be provided by the Promoter and the Competitor is required to self-produce these items, which must not be removed, reduced or manipulated in anyway.

WINDSCREEN STRIP

Cars entered in the 11th Gulf 12 Hours Race shall display the Promoter's windscreen strip at the top of the windscreen. Competitors are permitted to remove the Promoter's windscreen strip and replace it with their own, subject to the payment of a USD 1,500 fee. The Promoter will provide graphic files for the windscreen strip and the Competitor is required to self-produce these items, which must not be removed, reduced or manipulated in anyway except as allowed for above.

TYRE PARTNER DECALS

Every car entered in the 11th Gulf 12 Hours Race shall display decals bearing the Pirelli logo placed at the four corners of the car, in the lower area of the front and rear bumpers, close to the wheel arches. Such decals (29 x 5 cm) or graphic files will be provided by the Promoter and must not be removed, reduced or manipulated in any way.



IGTC CARS GRAPHIC CHARTER

Cars nominated to take part in the Intercontinental GT Challenge powered by Pirelli must abide by the latest version of the Graphical Charter in accordance with Appendix 2 of the 2022 Challenge Sporting Regulations.



APPENDIX 2 – CLASSES, DRIVER COMBINATIONS AND DRIVING TIMES

All drivers must be listed in the 'FIA Driver Categorisation List' or must apply to the FIA at least 15 days in advance and obtain their categorisation from the FIA before the first qualifying session. The drivers unable to prove their FIA categorisation and Platinum drivers will be considered as Gold for this Appendix. For further information about the FIA Driver Categorisation please follow this link:

<http://www.fia.com/fia-driver-categorisation>

2022 FIA driver categorisations will apply to the event. Any driver categorisation downgrade applicable for the 2023 season on the basis of age, in accordance with Article 8 of the FIA Driver Categorisation Regulations, will however be permitted, subject to Committee approval.

CLASSES AND ACCEPTED DRIVER-COMBINATIONS

The minimum number of drivers per car is 3. The maximum number of drivers is 3 for the GT3 Pro and ProAm, and 4 for the GT3 Am and GT Cup. Accepted driver combinations are listed below.

	Gold	Silver	Bronze	Number of drivers	Bronze minimum time combined	Stop & Go BOP (*)
GT3 Pro	free	free	free	3	--	--
GT3 ProAm	1	1	1	3	4h 20m	--
	1		2	3	4h 20m	--
		1	2	3	4h 20m	--
		2	1	3	4h 20m	--
	1	1	2	4	4h 20m	--
		2	2	4	4h 20m	--
GT3 Am		1	2	3	9h 20m	--
			3	3	--	--
		1	3	4	9h 20m	--
			4	4	--	--
GT4 & GT Cup	1		2	3	6h 00m	2 x 3m
		1	2	3	6h 00m	2 x 2m
		2	1	3	6h 00m	2 x 3m
		3		3	--	2 x 5m
			3	3	--	--
	1		3	4	6h 00m	2 x 3m
		1	3	4	6h 00m	2 x 2m
		2	2	4	6h 00m	2 x 2m
			4	4	--	--

(*) The duration of the compulsory Stop & Go to balance performance between different driver combinations in the GT4 & GT Cup classes is provisional. The official duration will be fixed by ASR following analysis of the times set in practice and qualifying.

NOTES ABOUT DRIVER COMBINATIONS AND MINIMUM DRIVING TIMES;

1. The minimum number of drivers is 3. The maximum number of drivers is 3 for the GT3 Pro Overall class and 4 for all other classes.

2. Minimum Driving Times (for the full 12 Hours of the race)

GT3 ProAm Bronze driver(s) must drive for a total combined time of at least 260m (4h20m).

GT3 Am Bronze drivers must drive for a total combined time of at least 560m (9h20m).

GT4 and GT Cup Bronze driver(s) must drive for a total combined time of at least 360m (6h).

3. For all classes;

a) Each driver must drive for a minimum of two hours (120 minutes) of total combined time.

b) A minimum of a one-hour rest period is required before a driver can re-enter the car, regardless of the duration of any driving stint.

c) The maximum continuous driving time for any driver in the race is 2h 30m (150 minutes).

4. Platinum drivers are accepted and are considered as Gold for the purpose of this drivers' combinations table.

The Promoter reserves the right to update the categorisation level of any driver at their own discretion; any such decision will be final and not subject to any protest or appeal.

5. For GT4 and GT Cup classes; _____

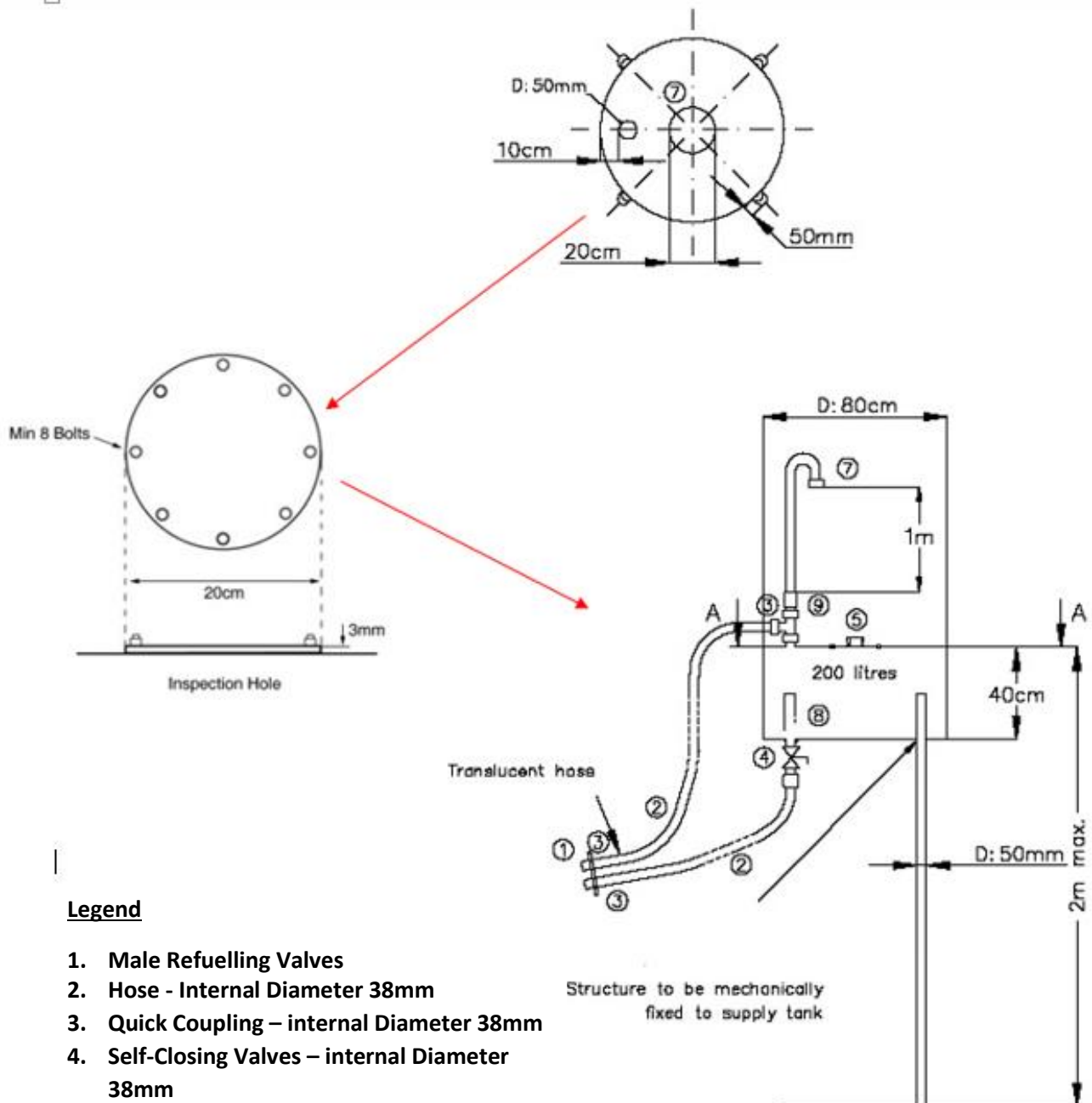
Additional BOP will be imposed in the form of a "stop & go" penalty for GT4 and GT Cup classes to compensate different driver combination line ups as specified in the table above. Teams can decide at what moment of the race to stop as a part of their race strategy. During this stop, work on the car, refuelling or driver change will not be allowed.

6. **GT3 Pro Overall cars** are supposed to race for the overall win. For this reason, there will be no separate GT3 Pro podium. Any car of any class is competing for the Overall win.

APPENDIX 3 – FUEL RIG

T5. Fuel Rig

Drawing 252-7 FIA Appendix J



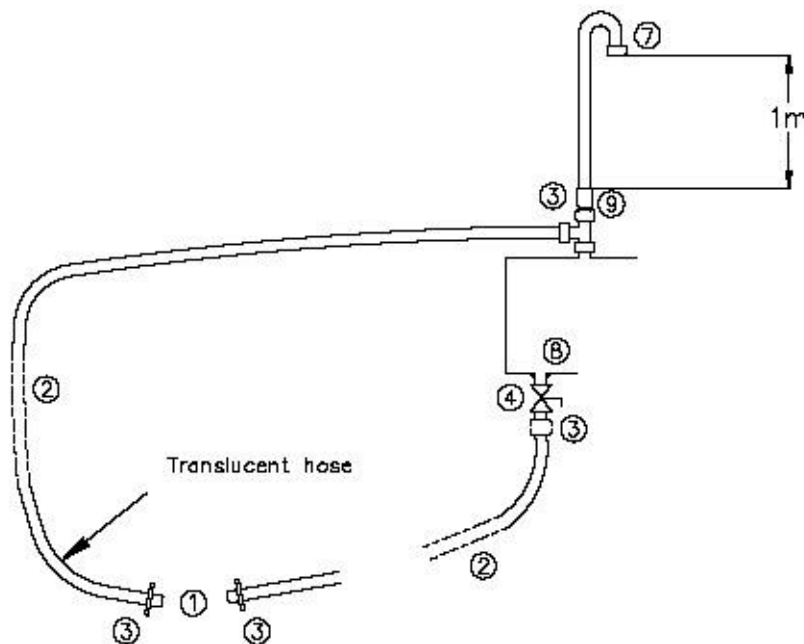
Legend

1. Male Refuelling Valves
2. Hose - Internal Diameter 38mm
3. Quick Coupling – internal Diameter 38mm
4. Self-Closing Valves – internal Diameter 38mm
5. Filter
6. Flame Arrestor
7. Flow Restrictor (Drawing 257-3)
8. Discriminator Valve

NOTE:

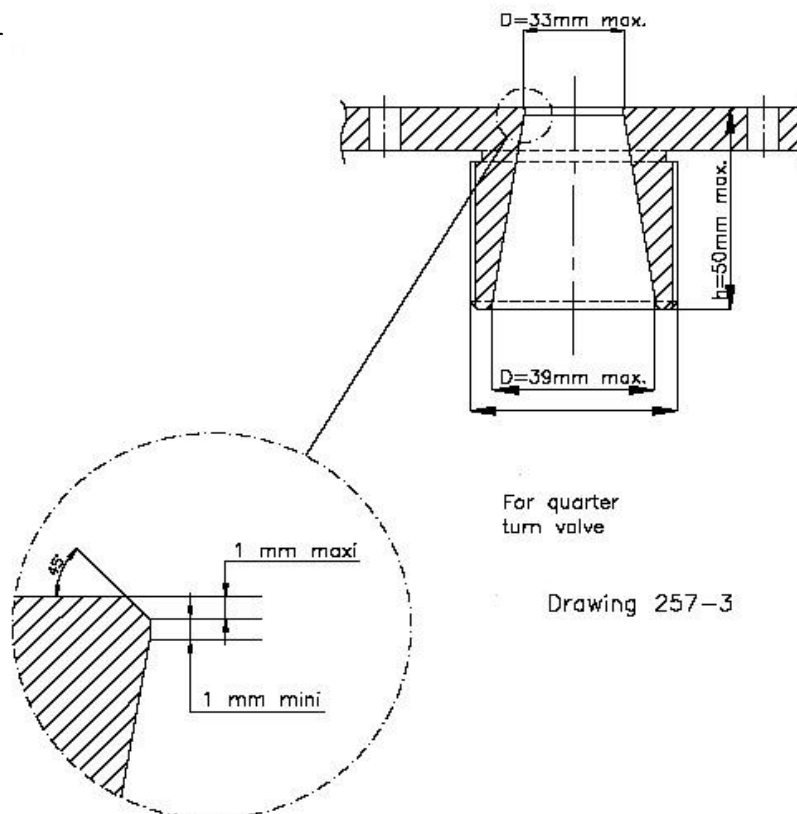
All the tower components must be mechanically assembled without any degree of freedom in relation to the trolley. The base of the refuelling tank assembly must have a surface area of at least 2 m² and must be made with a case fitted on four self-braking castors, ballasted with a weight greater than that of the tank filled with its maximum fuel level.

For cars with opposing side filler holes



Drawing 257 – 3

Flow Restrictor



APPENDIX 4 – ENTRY PROCEDURE AND FEES 11th GULF 12 HOURS RACE

In accordance with Article 11 Entry procedure and fees will be as specified below and will depend upon the Category entered into and the date that the Entry was accepted by the Promoters. The Promoters decision in such matters will be final and binding.

All figures quoted are in US Dollars (USD).

Invitation to enter

Step 1

The Gulf 12 Hours is a restricted International competition, with entries made by invitation. Teams interested in entering cars are required to send an email requesting an invitation to the Gulf 12 Hours Service Desk (sd@gulf.ms) specifying all following details:

- Team name (as written on the competitor licence)
- Competitor licence (ASN / Number)
- Company name and full invoice details including VAT number, if available.

In addition, for each car entered, teams should specify:

- Car make and precise car model
- Car category (GT3 Pro Overall, ProAm or Gentlemen, GT4, GT Cup)
- Expected driver combination (e.g.: G/B/B or S/S/B or B/B/B/B, etc.). Teams will be allowed to change driver combination at any time until 25th November 2022 by paying the additional fee with no penalty, in case of class upgrade, or receiving the relevant refund in case of class downgrade.

Step 2

The Promoter will proceed to a discretionary selection of the pre-registered cars. Invited teams will be requested to pay a non-refundable deposit of USD 6,000 each invited car to confirm their entry. Cars entered in the SRO Intercontinental GT Challenge (ICGT) will race in the GT3 Pro Overall and GT ProAm classes and will be given top priority and guaranteed entry if the teams or the car manufacturers notify their intention to enter cars by 31 August. After this date the admission of IGTG cars will still be possible but subject to availability.

Deposit deadlines vary according to car category and will be communicated by the Promoter to the invited teams, along with the bank details for the payment of the entry fees. The initial closing date for entries is 15th September 2022.

Step 3

The balance of the Entry Fee must be received by the Promoter by 15th September 2022. Once the payment is received in full, teams will be sent the entry form and the paid invoice. Race numbers can only be requested by entry form (no early reservation is allowed). For race numbers and garage allocation, priority will be given according to the date of full payment.

The Promoters reserve the right to cancel any invitation at any time if the team has not paid the entry fee in full by 31st October 2022 or otherwise not met their obligations under these Regulations.

Entry fee deposits are not refundable, except as allowed for below and in Article 11 of these Regulations.

Potential Covid-19 disruptions:

All entry fees (including the non-refundable deposits) will be refunded in full if the race is cancelled or not accessible due to UAE governmental restrictions. In all cases, the responsibility of the Promoter is limited to the amount of the paid entry fees.

Entry fee per single car:

GT3	USD 19,500
GT4	USD 14,500
GT Cup	USD 12,500

Entry fees include the above mentioned USD 6,000 deposit. For example, GT4 entry is based on a USD 6,000 deposit followed by a USD 8,500 balance, USD 14,500 in total.

GT Cup only; Teams entering two cars sharing the same pit garage will benefit from a discount of USD 4,500 for each car, reducing the Entry Fee per car from USD 12,500 to USD 8,000.

What is included (Please read Team Information Documents for additional details):

Garage space From the afternoon of Wednesday 7th December to Monday 12th December (until 14:00 hrs).
In principle, garages will be allocated based on the following criteria;
Teams with 1 car will be allocated 1 garage
Teams with 2 cars will be allocated 2 garages
Teams with 3 cars will be allocated 2 garages
Teams with 4 cars will be allocated 3 garages
GT Cup teams with 1 car will be requested to share the garage with another GT Cup team
GT Cup teams with 2 cars will be allocated 1 garage

Although Yas Marina Circuit garages are very large (approx. 140sqm each) their width makes it difficult to place two fuel rigs on the pit lane without obstructing the exit of the cars from the garage. Hence the decision to assign each car only one garage, with the exceptions indicated above. However, the promoter reserves the right to place two cars in a single garage in those cases where there is lateral space for placing a second set of fuel rigs on the pit lane without obstructing the exit of the garage.

Team space From the morning of Thursday 8th December to Monday 12th December (until 14:00) access to Team Management and Office space in the 2-floor villa-style buildings located behind the garages. **Teams will be required to share the building with other teams based on the number of cars they have entered.**

What is not included (Please read Team Information Documents for additional details):

Hotels	Hotel discounted rates are available to all competitors, including teams, team suppliers, drivers and team guests.. The most up to date details can be found on this link; : https://bit.ly/Gulf12Hours-Hotels2022-2
Catering	<p>All catering services will be provided by Yas Marina Circuit as Yas Marina Circuit regulations do not allow teams to cook their own food on site or to hire external caterers. The most up to date details, including a pricing guide, will be found in the latest Team information document.</p> <p>The Park Fermé dinner is a traditional event taking place in the paddock, in front of the 'Marina'. During dinner time "Parc Fermé" status will be imposed to allow all team personnel to attend.</p>
Fuel service charge	Approximately USD 2,380 per car for an unlimited quantity of 98 Octane fuel supplied from Yas Marina Circuit in 50 litre barrels, to be collected by teams from a central distribution point in the paddock area.
Transportation	<p>Logistics fees are not included.</p> <p>The Promoters are not supplying logistics and transportation services but are supporting the teams by suggesting well established motorsport specialised providers and offering general advice on likely lead in times and approximate rates. Teams are free to select their preferred logistics providers and, in any case, are requested to agree all transportation details directly with the logistics providers and to accept the relevant terms and conditions.</p>