



Name of the Series: GT3 Cup Challenge Benelux

Status of the Events



International (entered in the FIA calendar) National A

Foreword:

Cup Challenge Benelux B.V., hereinafter called the Series organiser, is hosting the GT3 Cup Challenge Benelux for 2017.

The GT3 Cup Challenge Benelux is registered as an FIA International Bronze Level Series.

Promoter

Organisation:

Cup Challenge Benelux B.V.

Polyanderweg 5

3218XT Heenvliet

Netherlands

Contact:

Steven Stichelbout, Series Manager GT3 Cup Challenge Benelux

Mobile: +32 475 46 70 59

Homepage: www.gt3cupchallengebenelux.com

E-mail: steven@gt3cupchallengebenelux.com

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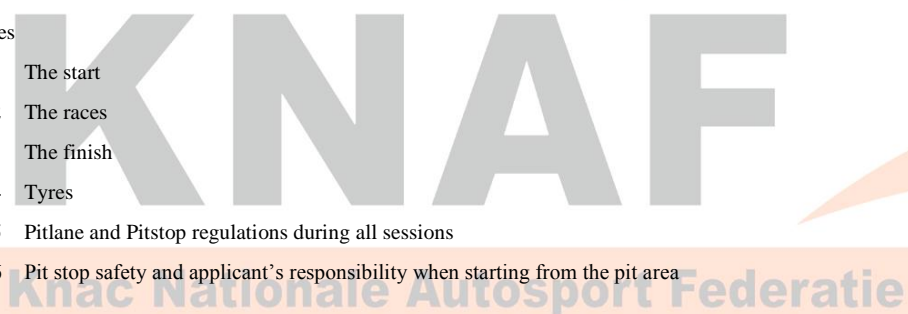
These Regulations consist of **XX** pages incl. **XX** attachments.

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Part 1:

Sporting Rules

1. Introduction

The GT3 Cup Challenge Benelux is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the KNAF. It will be run in conformity with the Series' Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J.

The GT3 Cup Challenge Benelux 2017 consists of 5 meetings of 2 races each, and 1 meeting of 1 race (Le Mans 2017) so 11 races in total, organised as circuit races.

The competitions will be run according to the KNAF Autorensport Reglement 2017 and General Regulations for Series Run on Circuits, unless otherwise specified in the rules of the respective promoters.



2. Organisation

2.1

Details on titles and awards of the Series

Cup Challenge Benelux B.V., hereinafter called the Series organiser, is hosting the GT3 Cup Challenge Benelux for 2017

2.2 Name of the parent ASN

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2.3 ASN Visa/Registration Number

The Series based on these Sporting and Technical Regulations has been approved by the KNAF on 31-10-2016 with visa number 0300.16.255.

2.4 Name of the organiser/promoter, address and contacts (permanent office)

Cup Challenge Benelux B.V.

Polyanderweg 5

3218XT Heenvliet

Netherlands

Contact:

Mr. Steven Stichelbout

Series Manager GT3 Cup Challenge Benelux

Tel.: +32 475 46 70 59

E-mail: steven@gt3cupchallengebenelux.com

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2.5 Composition of the organising committee

Mr. Steven Stichelbout – Series Manager and co-owner – +32 475 46 70 59

Mr. Rudi Penders – Series Organiser and co-owner – +32 495 91 12 00

Mr. Luc Goris – Series Organiser and co-owner – +32 485 51 03 71

Mr. Hans van de Ven – Series Organiser – +32 475 47 43 47

Mrs. Severine Ulenaers – Series Coordinator – +32 472 22 26 03

Mr. Frederik Meire – Technical Manager - +32 477 43 07 73

2.6 Names of the Race Direction

Mr. Walter Stalmans (RACB 1790) – race director

Mr. Jean-Marie Jorissen (RACB 1788) – competitor relations

Mr. Tom Cocquyt (RACB 2135) - scrutineer

2.7 ASN delegates

N/A

2.8 Series Delegates

N/A

2.9 List of Officials

See Supplementary Event Regulations.



3. Regulations and Legal Basis of the Series

The Series is governed by the following regulations:

FIA International Sporting Code (ISC) and its appendices

- FIA General Prescriptions on circuits
- KNAF AutoSport Jaarboek 2017
- Anti Doping Agency (NADA Code/WADA Code) national and international anti doping rules and FIA Anti Doping Regulations
- Sporting and Technical Regulations of this Series and the KNAF approved modifications and supplements (bulletins)
- Supplementary Event Regulations including modifications and supplements
- The "Application for registration" or the "Application for Guest Entry" signed by the entrant/driver

3.1 Official language

English.

Only the English regulation text approved by the KNAF is binding.

3.2 Responsibility, changes to the rules of participation, cancellation of the event

- (1) The participants (applicants, drivers, passengers, vehicle owners and registered keepers) take part in the event at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the vehicles used by them, as far as no exclusion of liability has been concluded.
- (2) The Supplementary Regulations may only be changed by the authorising office. Once the event starts, changes in the form of bulletins may only be made by the Stewards and only if necessary for reasons of safety and/or force majeure or due to an official decree, or to correct information or obvious errors contained in the Supplementary Regulations about the course length, race duration, number of laps and marshals.
- (3) The event organiser and the Series organiser reserve the right to cancel or relocate the event or individual race events for the above reasons, subject to approval by the ASN concerned and the FIA where the calendar is affected. Claims for damages or performance shall be excluded in such cases.

3.3 General definitions

GT3 Cup Challenge Benelux code of behaviour

The GT3 Cup Challenge Benelux is a racing series characterised by equality of opportunity and fairness – in both technical and sporting terms. Those involved in the GT3 Cup Challenge Benelux (participants, i. e. teams with all employees and team members, drivers, officials, organisation) make a significant contribution to how the Series is perceived – both internally and by the general public – and to the atmosphere in the GT3 Cup Challenge Benelux through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the GT3 Cup Challenge Benelux, as well as the esteem in which the Series and its participants are held by the general public. Moreover, fair and sporting competition represents an important safety aspect for all participants, and is intended to avoid risk factors.

For this reason, all those involved agree to acknowledge the philosophy of the GT3 Cup Challenge Benelux and to comply with the rules of conduct of the

Series.

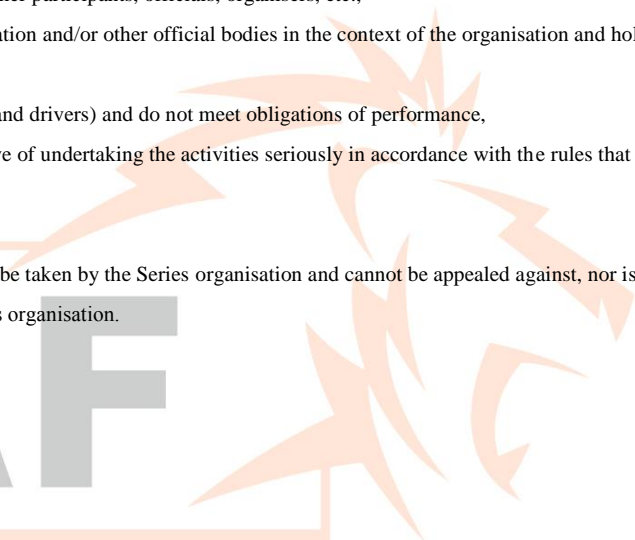
Both on and also adjacent to the race track, all those involved will

- treat the other participants, officials and organisers respectfully,
- follow the laws and the rules of the sport, and exemplify and promote fairness and the rules of conduct,
- neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.
- always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal,
- always comply with the purpose of the sport,
- point out to other people who are involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance,
- cooperate with all other persons involved so as to develop and improve the Series and its status further on a continuous basis.

As a consequence of failing to comply with the rules of conduct, participants who

- (repeatedly) infringe against the Regulations,
- draw attention to themselves through unsporting behaviour on and adjacent to the track,
- express themselves about or behave in a disrespectful way towards other participants, officials, organisers, etc.,
- ignore the specifications, instructions, meetings of the Series organisation and/or other official bodies in the context of the organisation and holding of an event,
- ignore agreements that have been reached (including between teams and drivers) and do not meet obligations of performance,
- do not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged,

may be excluded from the GT3 Cup Challenge Benelux. The decision will be taken by the Series organisation and cannot be appealed against, nor is it possible to reclaim any entry fee's that have already been paid to the Series organisation.



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4. Entries

4.1

Registrations/entries, entry closing date and obligation to participate

The closing date for a full season entry into the GT3 Cup Challenge Benelux 2017 has been set on May 1st, 2017. After this date only single round entries are accepted, even if the entering party wishes to compete in all (remaining) rounds of the GT3 Cup Challenge Benelux. The deadline for a single-round entry is set on 7 days before the official scrutineering session of the relevant event. Only when the complete entry fee relevant for the entry has been received by the organiser can a participant enter the Championship or a single event.

The entrant must submit his/her application by using the form provided by the Series organiser “Application for Entry”. Extensions to a registration that has already been submitted and accepted are excepted from this regulation. Relevant is the date of receipt of the “Application for Entry” with the Series organiser.

Any entry consist of a driver(s)-car combination. This means that any change of driver on a car, will be considered as a new entry, and will require a new entry form and entry fee.

The application, which must be filled in fully and signed, is to be sent to the following address:

☐ Address of the Series organiser

☒ Different address:

Cup Challenge Benelux BV, P/A Steven Stichelbout, Karperstraat 1, B-8210 VELDEGEM (BELGIUM) or by mail steven@gt3cupchallengebenelux.com

4.2 Entry fees for the season and per event

The entry fees for the GT3 Cup Challenge Benelux have been determined at:

Full season 2017 entry for new entrant : € 15.000 ex. VAT

Full season 2017 entry for existing season 2016 entrant : € 13.500 ex. VAT

Single race entry : € 2.500 ex. VAT

There is no single race entry possible for the Le Mans 2017 round.

For all full season entries, a mandatory caution of € 7.500 will have to be paid to the promotor, together with the entry fee. This caution will be refunded at the end of the season if, and only if, the entrant (car and driver) has participated in at least 6 meetings (11 races)

The registration fee/entry fee includes:

- participation fee for 1 vehicle with associated driver(s) in all races
- 8 Support Event Paddock passes per race event
- 2 parking passes for the support event car park per race event

The registration fee/entry fee includes the equivalent participation, tickets and passes as are distributed to the entrants at the particular event.

Entry forms are available upon request from the organisers or they can be downloaded from the official [gt3cupchallengebenelux.com](http://www.gt3cupchallengebenelux.com) website in the ‘team info’ area, direct link: <http://www.gt3cupchallengebenelux.com/nl/downloads.html>

The Team (the Entrant) is entitled to participate once the “Application for Entry” has been accepted and confirmed in writing by the Series organiser and the entry fee as been paid fully and in due time. The entry fee will not be refunded, also when the entrant does not participate in one or more events.

The current season 2016 entrants will be invited to enter the championship 2017, and will have priority above new entrants until december 15th 2016. From december 15th on, the season entry will be open for new entrants also. The order of entry will be important (first come, first served), and will be used in case we have meetings with strictly limited number of entrants (e.g. Le Mans 2017)

Entry in the FRANCE-BENELUX Trophy

Every full season entrant in the GT3 Cup Challenge Benelux will automatically be entered in the FRANCE-BENELUX Trophy without any additional entry fees. Participation in the FRANCE-BENELUX Trophy classification is not possible for a race-by-race entrant.

4.3 Starting numbers

The participants will get permanent competition-numbers from the Series organiser for the whole season.

4.4 Conditions

By entering the GT3 Cup Challenge Benelux the participant and drivers accept the terms and conditions indicated on the GT3 Cup Challenge Benelux entry form. The organiser reserves the right to refuse any entry and such a decision cannot be (legally) appealed against. The organiser reserves the right to terminate the entry of a participant and/or her driver(s) during the season in case of unsportsmanlike conduct (judgement solely at the discretion of the organiser) or other wilful infringements of the Sporting and Technical Regulations without refunding any entry fee and without the option to appeal.



5. Licences

5.1 Required grade of licence

a) Drivers

Drivers holding a valid International competitor's and driver's licence for 2017 issued by the KNAF, RACB or by another FIA-affiliated ASN, of Grades

☒ A, ☒ B, ☒ C, ☐ D, ☐ Historic,

who are registered for the GT3 Cup Challenge Benelux 2017 and have paid the registration fees are eligible.

b) Competitor licences

Each car entering a full season or single race of the GT3 Cup Challenge Benelux requires the registration of an competitor licence. In the case of a combined driver/competitor licence one of the drivers on a car may be registered as the official competitor. In case of separate driver and competitor licences a separate valid and ASN (from within the EU) supplied entrant licence needs to be registered.

c) Guest drivers

☒ The Series organiser may admit guest drivers with a valid international entrant's and driver's licence in accordance with Item 5.1 a)

A guest driver will not be able to score points in the GT3 Cup Challenge benelux races or championship.

d) Age rules

In compliance with the valid KNAF Regulations.

5.2 Conditions for applicants outside their national territory

Foreign competitors/drivers require the approval of their own ASN in compliance with Article 3.9.4 of the ISC.

5.3 Licence checks

A licence check will be organised during the administrative checks at the start of the first event. Drivers and entrants who have a full-season entry must only show their licences during following events upon specific request by the organizer, the ASN or any other officials in case of changes or problems. Competitors and drivers participating with a single-round entry will have to produce their licence during the administrative checks of each event they participate in. The exact time and place of these checks will be communicated in the time schedule as well as in the supplementary regulations of each event.

5.4 Driver categorisation

All drivers participating in the GT3 Cup Challenge Benelux will be categorised according to the system used by the FIA. All drivers need to apply for an FIA rating before they can enter the GT3 Cup Challenge Benelux. In case of time constraints due to a last minute entry for an event the organiser can grant a temporary categorisation, valid only for one event. Any such decision is always final. The organisers reserve the right to, only in case of exceptional circumstances, allow a driver to be categorised differently than the category assigned to him by the FIA.

De FIA guidelines for driver categorisation are as following:

PLATINUM: professional driver generally recognised as a well-known driver on the international scene, under the age of 55, and satisfying at least one of the following criteria:

- Has held a Super Licence (for Formula One);
- Has won the Le Mans 24 Hours outright;
- Has been a Works Driver, paid by a car manufacturer;

- Has finished in the top 10 in the general classification in F2, F3000, CART/Champcar, IRL or GP2;
- Has finished in the top 6 in the general classification of an F3 international series (British/EuroF3) or a major international single-seater Championship (example: Nissan World Series, Formula Renault 3.5, etc.);
- Is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as professional by the FIA

GOLD: semi-professional driver in international series or who has distinguished himself in national Championships and satisfying at least one of the following criteria:

- Driver satisfying the criteria of the platinum category but aged 55 to 59;
- Has competed competitively in the World Karting Championship or single-seater series and is under 35 years of age;
- Has finished in the top 10 in the general classification of a secondary international single-seater series (A1GP, GP3 Renault V6, FR2000 international...);
- Has finished in the top 6 in the general classification of an entry level single-seater series (F-Ford, F-BMW, F-Zip, Autosport Academy...);
- Has finished in the top 6 in the general classification of the Porsche Supercup;
- Has finished in the top 3 in the general classification of a national or international series organised by a manufacturer (Porsche, Seat, Peugeot, Renault...);
- Is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Gold by the FIA.

SILVER: amateur driver satisfying at least one of the following criteria:

- Driver aged under 30 and not satisfying the criteria of categories Platinum and Gold.
- Driver satisfying the criteria of the platinum category but aged 60 or over;
- Driver who has finished in 1st place in the general classification of national Championships or international series in association with a professional driver (according to the criteria for the Platinum category);
- Driver who has won a non-professional driver's series (Ferrari Challenge, Maserati Trophée, Lamborghini Supertrophy...).

BRONZE: amateur driver. Any driver who was over 30 years old when his first licence was issued, and who has little or no single-seater experience. Any driver under 30 without significant race experience.

The organiser claims the right to decide that a driver deemed to be of Silver-level by the FIA, who is under the age of 30, who already has some racing experience but who nevertheless has not achieved any of the results associated with FIA Silver level drivers, shall be considered Bronze in the GT3 Cup Challenge Benelux. Any such decision by the organisers is final, valid for the entire season and cannot be appealed against by the driver in question or any other drivers and/or team representatives.

Note: Any driver has the right to ask the FIA to rectify his categorisation, at the latest 48 hours from the publication of its category by the FIA with the support of all the necessary proofs and documents. Without proof, the request will not be examined.

5.5 Pro or Am status

In the GT3 Cup Challenge Benelux drivers are designated:

Pro (or 'A'): when they are categorized as level Silver, Gold or Platinum in accordance with the provisions in article 5.2

Am (or 'B'): when they are categorized as level Bronze in accordance with the provisions in article 5.2

An AM driver who wants to be considered to be PRO, can ask the series organiser to be upgraded at the beginning of the season.

6. Insurance, Liability Exclusion and Disclaimer

6.1 Organiser's/promoter's insurance

In accordance with KNAF Regulations.

6.2 Declaration by the competitor, driver and passenger on the exclusion of liability

The entrants/drivers attend the event at their own risk and are aware of the fact they, their connected third parties and their goods may risk damage, injury, commercial loss including resultant loss. They bear the undivided responsibility, both civil and criminal, for any damages caused either by themselves or by the car used by them in all cases so long as no liability waiver has been agreed upon with this 'GT3 Cup Challenge Benelux entry form' document.

By filing the 'GT3 Cup Challenge Benelux entry form' document, the entrant and drivers agree, within the scope of the events, to waive any claims for liabilities and/or damages of any kind against:

- Porsche AG and its representatives, sponsors and suppliers
- GT3 Cup Challenge Benelux organisation, its representatives, sponsors and suppliers
- Porsche Carrera Cup France organisation, its representatives, sponsors and suppliers
- FIA, KNAF, RACB, their presidents, executive bodies, managing directors and general secretaries
- D'Ieteren Porsche Import, Pon Porsche Import, Autosdistribution Losch, Porsche France and their legal representatives
- organisers of the events, sporting stewards, circuit owners
- the authorities, racing services, and all other persons involved in the organisation of the event
- the road construction authorities, in so far as damages are due to the condition of the roads and road equipment used for the event
- the various agents of all the persons and authorities mentioned above

with the exception of injury to a person's life, body or health or any other damages, caused knowingly and wilfully or through gross negligence by the waiving persons including their legal representatives or various agents.

The entrant and drivers further agree to also release:

- the other participants (entrants and drivers), their assistants, the owner and keepers of other cars
- their own entrant, drivers (special agreements to the contrary between the entrants and drivers shall prevail!) and assistants

From liability for damages of any kind, which might occur in connection with the events (test-days, practice, qualifying, warm up, race) with the exception of injury to a person's life, body or health or of any other damages, caused knowingly and wilfully or through gross negligence by the waiving persons including their legal representatives or various agents.

6.3 Vehicle owner's disclaimer

(Only required, if competitor, driver or passenger is not the owner of the entered vehicle, see specifications above.)

The vehicle owner agrees with the participation of the vehicle specified on the entry form in the event (= untimed and timed practice, qualifying practice, warm-up, practice and reconnaissance runs, races, and time trials for the top speed or shortest time) of the GT3 Cup Challenge Benelux 2017 and confirms that he/she waives any claims or rights to pursue action for damages in connection with the events against the parties, persons and agents mentioned in article 6.2

7. Events

7.1 Calendar of events*

4-6 May : FIA WEC Spa (T)
20-21 May : Race Festival Zandvoort
14-17 June : 24H Le Mans (T)
1-2 July : Porsche Racing Days Zandvoort (T)
16-17 sept : FIA Truck GP Zolder
29-1 okt : GT4 Series Barcelona (T)

The events marked with a (T) are part of the FRANCE-BENELUX Trophy*

Due to the limited number of cars allowed to participate in the 24H Le Mans round, only full season entries will be allowed.

These full season entries will be allowed to Le Mans based upon the date of their season entry : first come, first served, until the maximum number of cars allowed to that round will be reached.

* Subject to change.

7.2 Eligible vehicles and max. number of vehicles authorised

☒ Eligible to participate in the GT3 Cup Challenge Benelux 2017 are only vehicles of the type/model Porsche 911 GT3 Cup (996, 997 and 991) which fully comply with the technical prescriptions of the GT3 Cup Challenge Benelux 2017 Technical Regulations.

☒ Eligible vehicles and division into classes:

Eligible to participate in the events marked with “(T)” (see 7.1 calendar of events) are only vehicles of the type Porsche 911 GT3 Cup, type 991 (a special series produced by Porsche AG), of the model year 2016 and the model years 2015, 2014 and 2013 including the required modifications in accordance with the attachments (see technical regulations).

The vehicles must meet the technical specifications of these rules and Appendix J of the International Sporting Code in full.

Vehicles submitted by

“Porsche AG” may deviate from the Technical Regulations for the purposes of development. The deviations shall be referred for approval to the KNAF by the Series organiser before the vehicle is used and shall not involve any safety-critical modifications.

The max. number of permitted vehicles is defined in the circuit licence and listed in the Supplementary Event Regulations of the event.

The Series organiser has the right to allow also other types of Porsches to participate in the races. This will be defined in the supplementary regulations of the event. In such case, these vehicles will enter the race as a ‘guest-class’ and won’t score any point for the championship, neither shall they prevent full season entrants from scoring points.

7.3 Staging of the competitions

Maximum speed in the pit lane

The maximum speed in the pit lane during training, qualifying and classification round is specified by the promoter in the rules of participation and monitored by the Stewards. For drivers exceeding the permitted maximum speed during free practice and in qualifying sessions, a time penalty of 5 seconds, for each km/h over the specified limit, will be applied to the fastest time in that session. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during

free practice and qualifying may face additional penalties for speed limit violation. If the permitted maximum speed in the pit lane is exceeded during the race, the driver will be given a 5 second time penalty, for each km/h over the specified limit.

Pre-start

The pre-start is the line-up of all vehicles before entering the circuit for the free practice, qualifying and races.

All vehicles must be driven from the team awning/pit to the official pre-start by the relevant driver. Possible exceptions will be notified by the Series organiser at the start of an event in each case. All drivers must be ready for collection in full racing clothing in their team awning/pit at the time defined in the schedule.

Should a participant not be ready in time he/she has no right to take part in the relevant session. The final decision on participation in the session is taken by the Stewards.

a) Practice

See article 15.

b) Qualification

See article 16.

c) Start

See article 17.1

d) Races

See article 17.2

e) Finish

See article 17.3



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8. Classification

The GT3 Cup Challenge will have 1 overall champion (winner of the general classification) and 1 gentlemen-champion (winner of the B-classification)

Points are awarded based on overall finishing position in a race. Drivers cannot switch classes during the season. The class a driver is allocated in is communicated on the official entry list and, whenever possible, on the timing screens. Should the timing system not be able to clearly indicate the respective classes of each GT3 Cup Challenge Benelux drivers then an alternative way of communicating will be chosen and communicated in the supplementary regulations.

8.1 Points scale

The winner of a race is the competitor who has driven the specified distance with his/her vehicle within the shortest time, taking account of all penalties.

The winner of a race with regard to the awarding of points is the entered competitor driving an entered vehicle/on an entered starting number who has driven the scheduled distance with his/her vehicle in the shortest time, taking account of all penalties, compared to other cars in the same class.

All competitors who started the race will be classified in accordance with the number of laps of the circuit covered, providing that they have completed at least 75 % of the complete number of laps covered by the winner. Only fully completed laps count towards the percentage calculation. The warm-up and slowdown laps do not count towards the calculation. Drivers who have completed the same number of laps will be classified in the order in which they last crossed the finishing line.

If the distance is shortened or stopped and not resumed, the competitors will be awarded the points as indicated, providing that at the time the race is stopped the leader has covered the following distance:

At least 75 % of the completed number of laps* = 100 % points

At least 50 % of the completed number of laps* = 50 % points

Less than 50 % of the completed number of laps* = No points

Participation of guest drivers will take place outside the driver, team and prize money classification.

Awarding of points for the general classification

Participants who satisfy the conditions for the allocation of points for their successes achieved in the driver ranking for the individual classification rounds shall be awarded the following points, based upon the overall race result.

1st place:	20 points
2nd place:	18 points
3rd place:	16 points
4th place:	14 points
5th place:	12 points
6th place:	10 points
7th place:	9 points
8th place:	8 points
9th place:	7 points
10th place:	6 points
11th place:	5 points
12th place:	4 points
13th place:	3 points
14th place:	2 points
15th place:	1 point

Point for fastest race laps

1 point is awarded during each race to the driver who achieves the fastest race lap in general, and the fastest lap of the B-drivers. The point awarded to the B-driver will only be used in the B-classification, and not in the general classification.

Points for pole positions

1 point is awarded during each qualifying session to the driver who achieves the fastest lap in general, and the fastest lap for the B-drivers. The point awarded to the B-driver will only be used in the B-classification, and not in the general classification.

Duo-entries (only possible combinations are B+B drivers or A+B-drivers)

Drivers entering with a duo entry will score points for the race they participated in, including the possible point for fastest race lap (general and/or in class) and the point for achieving pole position (general and/or in class) during the relevant qualifying session.

In case a car is shared between an A and a B driver, the A driver has to participate in the second race of the weekend (unless otherwise indicated in the supplementary regulations or the briefing). For the Le Mans 2017 event, there is no possibility to have a duo entry, so only 1 driver of the 2 will be able to participate there.

Single race entries

Will be awarded points according to their result.

General classification

The results of all races will be added up for the general classification for the end of the season.

However, each driver must eliminate his 1 worst race result ('drop result') out of the total of 11 races, so only 10 race results will be taken into account for the general classification.

For a car shared with 2 drivers during a race weekend (DUO-entry), each driver will be awarded the points scored in the race he participates in (also included the possible points scored for qualifying and/or fastest lap in class). These points will be added to the points scored by the other co-driver on the car, in the other race of that meeting, and will - added together – count for the general classification of each driver. Also, these duo drivers must eliminate their 1 worst result (this drop result must be a result the driver scored himself, so not a result scored by his co-driver).

For the drop result, a driver is allowed to use also a race he did not start.

The winner of the GT3 Cup Challenge Benelux will be the driver with most of the points in this general classification.

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B-classification (or Gentlemen Championship)

The B-classification is independant to the general classification, however it utilises the same awarding of points. It is only open for B-drivers.

E.g. first B-driver gets 20 points, 2nd B-driver gets 18 points, etc.

In order to balance the B-classification between solo and duo B-drivers, the following system will be used :

- for a car (duo entry) shared between an A and a B-driver, the B-driver will be awarded the points scored in the race he participates in (also included the possible points scored for qualifying and/or fastest lap in class). These points will be copied to the race he didn't participate in during that event (with the exclusion of the possible points scored for qualifying and/or fastest lap in class), and added for the B-classification.
- for a car (duo entry) shared between 2 B-drivers, each B-driver will be awarded the points scored in the race he participates in (also included the possible points scored for qualifying and/or fastest lap in class). These points will be added to the points scored by the other B-driver on the car, in the other race of that meeting, and will - added together – count for the B-classification for each driver.
- for a car with only 1 solo B-driver, the points scored in the two races of the meeting (also included the possible points scored for qualifying and/or fastest lap in class) will be awarded

For the B classification also, a driver must eliminate 1 out of the 11 race results. This drop result must be a result the driver scored himself, so not a result scored by his co-driver in case of a DUO-entry.

For the drop result, a driver is allowed to use also a race he did not start.

Team classification

N/A

Rookie classification

N/A

8.2 Equality of points

Where an equal number of points are obtained by more than one driver, the decision is made on the basis of the highest number of first places, then second places and finally the places achieved in all races of the GT3 Cup Challenge Benelux. If, after this rule has been applied, the number of points is still equal, the decision is made on the basis of the better result in the final race.

8.3 FRANCE-BENELUX Trophy

The France-Benelux Trophy will take the points of the 4 meetings where GT3 Cup Challenge Benelux will be joined with the teams of Porsche Carrera Cup France (see 7.1 calendar of events). Points will be awarded as described here above, taking into account the joined field of FRANCE and Benelux participants. The Trophy results will be calculated according the sporting regulations of the Porsche Carrera Cup France.

Only full season entrants will be able to score points in the FRANCE-BENELUX Trophy



9. Private practice and tests (if applicable)

9.1 General Regulations

N/A

9.2 Authorised period(s)

N/A

10. Administrative checks

The competitor and driver must ensure that all the necessary documents as set out in the organiser's rules of participation are submitted by the correct date and time for licence verification. Failure to comply with this requirement may result in exclusion from the event. The following documents must be presented by the driver/entrant:

- ☒ Entry confirmation
- ☒ Competitor's licence
- ☒ Driver's licence
- ☒ poss. ASN confirmation
- ☒ Medical aptitude form
- ☒ Authorisation to take part in events abroad

The Series organiser's information board serves as the official medium for announcements.

Full season entries into the GT3 Cup Challenge Benelux only need to present the above mentioned documents at the first round of the season or if any modifications have taken place since the last check. Nevertheless, all these documents need to be present at the event and must be produced without any delay should the Series Organiser, the Event Organiser or a representative from an ASN or the FIA make this request.

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10.1 Timetable for administrative checks

See relevant Supplementary Event Regulations or official notice board.

10.2 Drivers' meeting/briefing

- ☒ The time and location of the drivers' meeting/briefing will be published in the Supplementary Event Regulations of the event.

A mandatory driver briefing will be held at the beginning of each event. Should a driver fail to attend the briefing the driver in question will receive a €150,- penalty. In exceptional cases a driver can request permission to be absent from the briefing from the organiser and the Race Director.

In any event, a driver who misses the briefing, must present himself to the race director in order to have a personal briefing, before taking part in the racing activities of that meeting.

11. Scrutineering/Technical Checks

The drivers or their representatives must present their race vehicle and the compulsory driver's safety equipment at scrutineering. The vehicle must be presented in the configuration as it will be used in the competition (including starting numbers) and it must comply with the applicable Technical Regulations.

The following **vehicle documents** must be presented:

- ☐ Technical passport or registration document or motor vehicle registration certificate Part I
 - ☒ Technical passport
- ☐ Registration document or motor vehicle registration certificate Part I
- ☐ Copy of the vehicle title or motor vehicle registration certificate Part II
- ☐ Homologation form
- ☐ Copy with extract of G vehicle list
 - ☒ Certificate for rollover structure
 - ☒ Certificate for the FT3 Fuel Tank

11.1 Repair, sealing and marking vehicle parts

See Technical Regulations.

11.2 Scrutineering

Initial scrutineering of the car and of the drivers' equipment will take place in accordance with the timetable, specific to the event. A safety sheet will be made for the driver safety equipment. This safety sheet approves the safety equipment for a single event only and needs to be re-checked during every event. Every replacement or change has to be notified to the technical delegate.

The list of cars allowed to take part in qualifying practice will be published after scrutineering and no later than 1 hour before the qualifying sessions. No car may take part in the qualifying sessions until it has been approved by the Scrutineers. Drivers may delegate the task of taking their equipment to scrutineering to a team representative.

Cars have to conform to the obligatory stickering and advertising (art 19) before being presented for scrutineering.

Scrutineering procedures

The scrutineers may:

- check the eligibility of a car, a competitor or driver at any time during an Event;
- require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied;
- require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail;
- require a competitor to supply them with such parts or samples as they may deem necessary.
- Request at any time for the team to produce valid certificates for the rollage and fuel cell. Competitors are obliged to deliver copies of those to the organiser at their first event.

At the end of qualifying practice and of the race(s), the car must contain at least 2 kg of fuel for the taking of samples. The 2 kg of fuel must be taken in the Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see technical list n°5). The sample-taking must be done prior to any check requiring the engine to be started.

Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented to the GT3 Cup Challenge Benelux Technical Manager for scrutineering approval.

The names of the scrutineers during an event are stated in the Supplementary Regulations of this event and/or in article 2.7 of these regulations. They may be

provided by the promoter or deployed by the Series organiser.

Once technical scrutineering is completed, the vehicles may only leave the paddock with the permission of the Series organiser. After returning the vehicles to the paddock, the corresponding vehicles must be presented to the scrutineers of the competitor's own accord.

An engine or gearbox change has to be approved in advance by the Series organiser in writing.

It is not permitted to drive the competition vehicles on public roads.

Parc Fermé

At the end of the qualifying sessions and after the finish of the race, all cars must make their way directly from the track, under their own power and driven by the driver who has participated in the session or race, to the Parc Fermé for checking. The presence of an official representative of the competitor is required, no later than 5 minutes after the official race finish. In case Parc Fermé checks are delayed due to absence of a team representative the car in question may be excluded for obstructing Parc Fermé procedures.

Should a car for any reason not be able to make its way to the Parc Fermé under its own power it is the responsibility of the team to indicate this to the officials and the organiser so an alternative means of transportation can be arranged, unless the car is stopped on track in which case the race director and marshals will always order the transportation to Parc Fermé.

The location of the Parc Fermé will be announced in the Supplementary Regulations of the event. In the designated Parc Fermé area only the duly appointed officials are authorised to give instructions to the competitors who shall at all times follow these instructions. Parc Fermé will last at least 30 minutes after the official race finish, though the ASN scrutineers, the Cup Challenge Benelux Technical Manager or the race director may extend that period for as long as they see fit.

Any infringement of the Parc Fermé protocol will be reported to the Stewards for penalty evaluation. In case of frequent infringements the organiser is allowed to apply additional penalties such as a loss of championship points or exclusion from the event or championship.

Data

The GT3 Cup Challenge Benelux Technical Manager or his representative has at all times the right to download any of the logged data in the car, or to request previously downloaded data by the team.

Tyre pressure and Tyre Heat can be measured in the Parc Fermé, by the team representative.

Technical compliance

Should a car be found in breach with the GT3 Cup Challenge Benelux Technical Regulations or any other regulations relevant for the technical compliance of the car this will be reported to the Stewards for penalty evaluation. In case of a severe violation of these regulations the organiser might add additional penalties for teams or additional drivers such as a loss of championship points or exclusion from the event or championship.

12. Fuel

12.1 Fuel type and possibly single fuel

See Technical Regulations

12.2 Fuel checks

Fuel samples may be taken by the scrutineers at any time during an event. The KNAF guidelines are applicable for taking fuel samples.

13. Refuelling

See Technical Regulations

14. Practice Sessions

N/A

15. Free Practice

During the Free Practice sessions the stipulations in article 17.5 will apply.

Two free practice sessions, 40 minutes each (unless otherwise indicated in the supplementary regulations or briefing), are scheduled for each event. All free practice sessions are considered part of the event meaning that the provisions in these Sporting Regulations and those in the GT3 Cup Challenge Benelux Technical Regulations, as well as the provisions stipulated in the regulations of the FIA, the local ASN and the applicable pit and track regulations of the circuit at which the event is organised have to be adhered to. Any infringements during free practice sessions will result in the same penalties should the infringement take place during a qualifying session or a race and the penalty will be applied in the next timed session.

If more entered/nominated drivers are present for an individual race event than permitted in the Supplementary Regulations for the respective event, the Series organiser may determine a regulative procedure (via bulletin) which decides on admission to free practice and qualifying for the race/races of the corresponding event.

16. Qualifying Practice/Timed Practice

During the Qualifying sessions the stipulations in article 17.5 will apply.

The qualifying sessions will be divided in the following way (unless otherwise stipulated in the supplementary regulations) :

Format 1 :

Qualifying for race 1 :

15 minutes for drivers 'A' en 'B'

Break of 5 minutes (can be expanded to maximum 24 hours) between the first and the second qualifying. During the break, cars will be in 'parc fermé' conditions.

Qualifying for Race 2 :

15 minutes for drivers 'A' en 'B'

Format 2 :

Qualifying for race 1 :

20 minutes for drivers 'A' en 'B'

Break of 5 minutes (can be expanded to maximum 24 hours) between the first and the second qualifying. During the break, cars will be in 'parc fermé' conditions.

Qualifying for Race 2 :

20 minutes for drivers 'A' en 'B'

The format will be explained to the drivers in the briefing

Only change of tyres, check of tyre pressure and change of driver is permitted during the break. This break equals the period between the end of session 1 as shown on the timing screen, and the green lights indicating start of session 2.

In case of accident/incident, the competitor can be allowed by the GT3 Cup Challenge Benelux technical manager or scrutineer, to repair the damage.

If the weather conditions change between the 2 sessions, the race director can allow the following changes :

- change of tyres
- anti-roll bar adjustment
- position of the wing

Drivers need to participate in these sessions based upon the race they will be participating in. In case of a single driver entry the driver needs to participate in both qualifying sessions relevant for his driver status. In the case of a duo driver entry each driver needs to participate in one of the qualifying sessions, appropriate for his driver status and the single race of the weekend he will be participating in.

The Parc Fermé time period starts immediately after the first qualifying session is complete (in other words, as soon as the first session expires on the timing screens).

Any car still out on track must immediately make its way into pitlane. It is not allowed to connect laptops or any device serving the same purpose to the car. In case of technical problems the GT3 Cup Challenge Benelux Technical Manager or his representatives might grant a team the right to, under their supervision, break the Parc Fermé regulations to the extent that it is necessary to repair the damage. During this Parc Fermé session any person who is part of the GT3 Cup Challenge Benelux organisation will be deemed as a judge of fact in support of the Marshalling Staff and will report noted infringements on the regulations to the Race Director. In case an infringement is reported by such a judge of fact from the Cup Challenge Benelux organisation it is not open for appeal.

All participants must qualify for their respective race(s). Admission to the starting grid and the races is dependent on the result of the qualifying session.

A driver can only be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 120% of the fastest driver in the qualifying session. This rule is applied to the totality of drivers, irrespective of the stated classification.

Admission of drivers who have not qualified will be decided by the Stewards in consultation with the Race Director, the clerk of the course and the Series organiser after a written application by the competitor/driver.

Incidents during practice or qualifying sessions

In the event of a driving infringement during any practice session, the Stewards, or the Clerk of the Course and/or Race Director may drop the driver as many grid positions as they consider appropriate. Unless it is absolutely clear that a driver committed a driving infringement, any incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal. If, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

Stopping the practice or qualifying sessions

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

17. Races

Starting grid

The starting grid for race 1 will be determined by the fastest times achieved in the first qualifying sessions, counting towards race 1. The starting grid for race 2 will be determined by the fastest times achieved in the second qualifying sessions, counting towards race 2. The starting grids will be determined purely by the times achieved. The fastest lap times of each driver will be published after the qualifying. Pole Position will be held by the driver with the fastest lap time according to the definition of the FIA track license. The driver with the second fastest time takes position two etc. Should two or more cars have set identical times, priority will be given to the one which set it first.

If one or more than one driver has not set a lap time, these drivers will be placed at the end of the starting grid in the following order:

- a) the drivers who have started a timed lap;
- b) the drivers who have not started a timed lap from the pit lane.

Drivers whose lap times were cancelled by decision of the Race Director or the Stewards must in all cases start the race behind the aforementioned drivers at the end of the starting grid. The final starting grid of each race will be published at least one hour before each race. Any competitor whose car(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity. No modifications will be made to the starting grid within the last hour before the start of the race. If one or more cars are withdrawn before this time the grid will be closed up accordingly. Any car which has not taken up its position on the grid by the time the 5-minute signal is shown must start from the pits and their place will remain empty.

Starting procedure

The races will be started as follows:

☐ Flying start (Indianapolis start)

☒ Standing start with staggered formation (GP start)

All cars will be lined up in a 1 x 1 staggered formation for standing starts and the rows on the grid will be separated by at least 8 metres. The car appointed to start in first position will be positioned on the pole position location, designated as such by the FIA.

A minimum of 15 minutes and a maximum of 10 minutes before the time for the start of the race, the cars will leave the pits/pre-start to cover a (partial) reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Any car coming into the pit lane at the end of this lap will not be allowed to go out to the track again and it will take the start from the pit lane only after the start has been given and the complete field of cars has passed the exit of the pit lane after the official start.

Any car which is still in the pits/pre-start when the pit exit is closed can start from the pit lane, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position.

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

Starting countdown

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

- 10 minute signal: everybody except drivers, officials and team staff must leave the grid.
- 5 minutes : pit lane exit, and access for cars to the starting grid, will be closed. Any car failing to leave the pitlane at that time, will have to start from pitlane.
- 5 minute signal: No more work is allowed on the car and the car should be on the ground. Any car which is not lowered to the ground when the five-minute signal is given must start the race from the back of the grid or the pit lane. Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap.
- 3 minute signal: All team staff with the exception of 1 person per car must leave the grid. Drivers need to be in their cars with their seatbelts fully fastened.
- 1 minute signal: Engines will be started all remaining people except any officials must leave the grid.

30 second signal: 30 seconds after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Formation Lap behaviour

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

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

A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap. Yellow flags will be displayed at all observation posts. The speed of the organiser's official car must be around 80 kph during the formation lap.

Any driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel or marshals standing beside the track. Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

17.1 The start

At the end of the formation lap all cars will proceed with reduced speed to their starting position. The start countdown will be given by means of red starter lights coming on one by one. When all red lights have been illuminated they will be extinguished all at once, which will act as the starting signal.

If during the standing start a minor problem arises this will be indicated by yellow flashing starting lights and yellow flags shown by the marshals. The cars will remain at their starting position with the engines shut off. As soon as the problem causing the cancelled start is removed the starting procedure countdown will restart from the 1-minute signal and the cars will leave for another formation lap.

Start Delayed

In case of a major delay, such as a blocked circuit or extreme weather conditions, the start may be delayed for a longer period. In such case the teams and drivers will be informed by the Start Delayed sign being shown. As soon as a new start time is known the starting procedure will recommence from the 10-minute signal.

Wet Race Procedure

1. A wet race or wet track is announced on the basis of a decision by the Race Director/Clerk of the Course by displaying the "wet race" or "wet track" board (messages will also be displayed on the electronic timing screens where possible). In this case, the decision is left to the entrants/drivers as to whether they wish to take appropriate measures (change tyres).
2. In case the teams are hosted in the paddock, once the cars have left the paddock area and taken position in the pre-start, the pit crew equipment and tyre trolleys will go from the paddock into the pit lane
3. If a wet race or wet track is displayed or announced before the race starts, the start process is subject to the following conditions
 - a. During the pre-start procedure
 - i. The Race Director will confirm where tyres may be changed and the procedure for doing so
 - ii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.
 - b. During the start procedure (on the grid) before the formation lap
 - i. The drivers are shown the Start Delayed board
 - ii. The Race Director will decide where teams may change tyres and issue instructions accordingly
 - iii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.
 - c. During the Formation Lap
 - i. The start is aborted
 - ii. The Race Director will decide where teams may change tyres and issue instructions accordingly
 - iii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to

start the race behind the Safety Car.

Once a race has started, the teams and drivers are free to choose slick tyres or wet-weather tyres at any time without waiting for the Race Director to declare a “Wet Race” or “Wet Track”.

If the start or re-start of the race is made behind the Safety Car, due to the weather conditions then the use of wet-weather tyres is compulsory until the Safety Car has returned to the Pits. The Start or re-start may be from the Pit Lane.

Start Infringements

A penalty will be imposed for any infringement during the starting procedure or false starts if so reported by start line judges or judges of fact. The Race Director and Stewards may utilize any form of technical means or assistance available which enables them to make better informed decisions.

In case of a jumpstart, the driver will be punished with a 5 second time penalty.

17.2 The races

The GT3 Cup Challenge Benelux consists of 11 races, divided over 6 events, organised as circuit races. The races will run to a time limit of 30 minutes after which the leading driver will receive the chequered flag the next time he/she passes the finishing line. A special race format will be used for the Le Mans 2017 round, which will be explained in the supplementary regulations of that event.

The finish line applies both to the track and to the pit lane.

A race will not be stopped in the Event of rain unless the circuit is blocked or it is dangerous to continue. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other drivers. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and rejoin the race. The assistance of the marshals and their equipment may not be used to start the engine (eg. ‘bump-starting’) under penalty of exclusion from the race.

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

Safety car :

The Safety car will be deployed according to Article 2.9 of Appendix H to the International Sporting Code with the exception of Article 2.9.5, the purpose of which will be deferred to the planning of the organising promoter of the event and/or the local ASN regulations.

2.9 SAFETY CAR PROCEDURES (EXCEPT FOR FIA CHAMPIONSHIPS WITH SPECIFIC REGULATIONS)

2.9.1 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);
- pace a rolling start;
- resume a suspended race.

2.9.2 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.
- and in case of more than one safety car, an Intermediate safety car line: the point at which competing cars can pass a safety car as it returns to its intermediate position at the end of the intervention.

2.9.3 The safety car will be designed or adapted for high performance circuit driving and with power adequate to maintain speeds at which the types of cars competing in the competition can be driven without compromising their race-worthiness. At certain competitions, the vehicle may be chosen to suit a particular category, e.g. truck racing.

There will be at least two seats and two or four doors; rear visibility must be good. A roll cage installed to Appendix J specifications is recommended, as are FIA-

approved seat harnesses

The safety car must be marked "SAFETY CAR" in letters of appropriate dimensions similar to those of the race numbers, on the rear and sides. It must have at least one clearly visible yellow or orange light on the roof and a green light showing to the rear, each powered by a different electrical circuit. Lights fitted to the outside must be fixed to withstand the maximum speed attainable in the vehicle.

It will be driven by an experienced circuit driver. It will carry an observer capable of recognising all the competing cars, and who is in permanent radio contact with race control. It is recommended that the occupants wear FIA-approved helmets and FIA flame-resistant clothing. These are obligatory in FIA World Championship competitions.

2.9.4 There will be only one safety car in operation at a time, except for circuits of over 7 km in length, where other safety cars, positioned at intermediate points around the circuit, may be authorised by the FIA. If more than one safety car is authorised, the following requirements will apply:

- the starting and withdrawal position of each safety car must be announced to all the drivers;
- a green light must be situated past the withdrawal position to enable the race neutralisation end point to be defined and signalled to the drivers.

2.9.5 No more than 30 minutes before the race start time, the safety car will take up position at the front of the grid and remain there until the five-minute signal is given. If the appropriate Championship or competition regulations authorise a free practice session of 15 minutes, the safety car will take up its position at the front of the grid as soon as the 15-minute practice session has finished.

2.9.6 When the five-minute signal is given (except under Article 2.9.18 below), the safety car will take up its position.

2.9.7 If more than one safety car is used, one will proceed as in Articles 2.9.5 and 2.9.6; the other(s) will take up the intermediate position(s) no less than 15 minutes before the race start time.

NEUTRALISING THE RACE

2.9.8 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.

2.9.9 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.

2.9.10 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 (or the next race neutralisation end point) after the safety car has returned to the pits. Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the safety car;
- under Article 2.9.18;
- 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 2.9.2;
- 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 2.9.2;
- when the safety car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the safety car line;
- any car stopping in its designated garage area whilst the safety car is using the pit lane (see Article 2.9.14) may be overtaken;
- if any car slows with an obvious problem.

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

2.9.12 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. The safety car may also have an electrically controlled rear panel which will show the race leader's number. When it is illuminated, cars up to but excluding the race leader, whose number is displayed, will pass the safety car.

2.9.13 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 2.9.15) and all remaining cars must keep the formation as tight as possible.

2.9.14 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 rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car. Under certain circumstances, the 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.

2.9.15 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 pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. As the safety car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the

Intermediate race neutralisation end point(s). These will be displayed until the last car crosses the Line. In the case of more than one safety car, their withdrawal must be precisely synchronised.

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

2.9.17 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.

STARTING THE RACE BEHIND THE SAFETY CAR

2.9.18 In exceptional circumstances, the race may be started behind the safety car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated, the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the safety car. Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid. A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

2.9.19 A safety car may be used as the official car for a rolling start in conformity with Article 8.3 of the Code; in this case, the Supplementary Regulations governing the start will apply to it until it resumes its safety car function after the start has been given.

RESUMING A SUSPENDED RACE

2.9.20 The safety car will be driven to the front of the line of cars behind the red flag line. The conditions for resuming the race will be as stipulated in the FIA General Prescriptions or the specific regulations of the championship, series or competition, but the following should apply:

- marshals will arrange the cars in the order indicated by race control;
- any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car;
- at least ten minutes' warning will be given of the resumption time;
- signals will be shown at appropriate intervals before the resumption, accompanied by audible warnings. The race will be resumed behind the safety car according to the procedure and conditions of Article 2.9.18. All the Articles concerning the neutralisation of the race will apply. The safety car will enter the pits after one lap unless all cars are not yet in a line behind the safety car or race control considers that it is not safe to resume the race.

Suspending or stopping the race

Should it become necessary to suspend or stop the race because the circuit is blocked as the result of an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown at all marshal posts. The decision to stop the race can only be taken by the clerk of the course (or in his unavoidable absence, his deputy).

When the signal to stop is given all cars shall immediately reduce speed and proceed slowly to the red flag line in the knowledge that:

- a. the race classification will be that at the end of the penultimate lap before the lap in which the signal to stop the race was given,
- b. race and service vehicles may be on track,
- c. the circuit may be totally blocked because of an accident,
- d. weather conditions may have made the circuit undriveable at racing speed
- e. the pit lane exit will be open for 1 minute after the red flag signal is given

All cars must stop at the red flag line until directed by marshals to proceed to the grid, to enter the pit lane or to proceed to the parc fermé. A drive-through or equivalent time penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane without being directed by a marshal or other official to do so.

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

Case A: Less than two full laps. If the situation allows for the race to be restarted then:

- a. The original start shall be deemed null and void and the original grid order will be maintained.
- b. The length of the restarted race will be the full scheduled race distance.
- c. The drivers who are eligible to take part in the race shall be eligible for restart only in their original car.
- d. All cars will be directed by marshals to be pushed from the red flag line to the grid in the required formation.

- e. The cars may be worked on.

Case B: Two or more full laps but less than 75% of the scheduled race distance has been completed (rounded up to the nearest whole number of laps). If the situation allows for the race to be restarted then:

- a. The race shall be deemed to be in two parts, the first of which finished when the leading car crossed the Line for the penultimate time before the race was stopped.
- b. The length of the second part will be three laps less than the scheduled race distance, less the first part.
- c. The grid for the second race will be a standard grid with the cars arranged by the marshals in the order in which they finished the first part. Lapped cars will be virtually waved-by and placed back by time-keeping at the direction of the race director onto the lead lap at the back of the grid in the order they finished the first part.
- d. Only cars which took part in the first start will be eligible and then only if they returned to the red flag line under their own power by an authorized route.
- e. Cars that were in pit lane at the time of the red flag are allowed to take part provided they had completed 75% of the race distance completed by the leader, determined according to the race classification at the end of the penultimate lap before the lap in which the signal to stop the race was given, and provided that they were able to leave pit lane under their own power when the pit lane was open. The pit lane will be open for 1 minute after the red flag signal is given. Should it be deemed unsafe to put the pit-exit light to green then presence at the pit-exit line within the aforementioned 1-minute time limit will count and cars will be directed to the grid at an alternate time or via an alternate route.
- f. No spare car or reserve will be eligible.
- g. The cars may be worked on.
- h. No refuelling or removal of fuel will be allowed.
- i. If the race was stopped because of rain, a "rain" sign must be displayed at the Line.
- j. The race will be restarted behind the safety car according to the procedure in article 2.9.20 of Appendix H to the International Sporting Code. The starting countdown procedure, as specified by these regulations, will be initiated from the 10 minute signal onwards.
- k. In case the time in between the suspension of the race and the restart is very long, or if time-schedule constraints require other races to be completed first or if the restart is moved to another day, the race director might ask that the entire grid of cars eligible to resume the race is placed under parc fermé regulations at an appropriate location until the restart procedure is re-initiated.

Case C: 75% or more of the scheduled race distance (rounded up to the nearest whole number of laps). The cars will be sent directly to the parc fermé and the race will be deemed to have finished when the leading car crossed the Line for the penultimate time before the race was stopped.

17.3 The finish

The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed. Should for any reason the end-of-race signal be given under green flag before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

After receiving the end-of-race signal, all cars must proceed directly to the Parc Fermé without any unnecessary delay with the exception of the cars required during the podium ceremony, which need to follow the marshal's instructions to proceed to the location specifically dedicated for this.

Podium Ceremony

After each race there will be an official podium ceremony for the 1st, 2nd and 3rd drivers overall to cross the finish line, regardless of their class and driver status or, in case of shared events, the championship in which the driver has been entered. In case the timing schedule allows for it, there will be subsequent official podium ceremonies for the 1st, 2nd and 3rd place finishers of the GT3 Cup Challenge Benelux B category. In case the timing schedule prevents such further ceremonies, an alternative ceremony will be organised in the GT3 Cup Challenge Benelux paddock.

All scheduled podium ceremonies will be communicated in the supplementary regulations and/or in the detailed timing schedule of the event. In all cases, the drivers for whom a podium ceremony is held, whether it is on the official podium area of the event or in the GT3 Cup Challenge Benelux paddock, must mandatorily attend these ceremonies and immediately thereafter make themselves available for a period of 60 minutes for the purpose of television and press interviews in the media centre.

A master of ceremonies will be appointed by the organiser of the event promoter to conduct the podium ceremony. Trophies will be awarded to all drivers eligible to appear in the podium ceremonies.

17.4 Tyres

All wheels and tyres used must be according to the 2017 GT3 Cup Challenge Benelux Technical Regulations. Only MICHELIN tyres are allowed.

The organiser reserves the right to organize a drawing of tyres on site.

An allocation of 10 slick tyres maximum will be given to each competitor on each meeting. Any “slick” tyre must be marked by the Scrutineer before the first qualifying session.

By approval by the Series Technical Scrutineer:

- the registration of a new unused “slick” marked tyre for current meeting can be exchanged by another new “slick” tyre for a different axle (for example: front exchanged by a rear)

The marking and delivery of the tyres take place within a certain time frame, announced by the Series organiser in the Supplementary Regulations, the event timeschedule, the briefing or a bulletin.

The series Technical Scrutineer reserves the right to change the marking time.

There is no limitation on rain tyres.

Exception

At the first meeting of the season, there is no restriction in use of tyres for the free practices. This exception also applies to new drivers who register for the Series at a later date on a single-race entry and are using their vehicle for the first time. All free practice tyres have to be marked by the Technical Scrutineers before the start of the free practice. In case of a duo-entry only the driver new to the 2017 Series may use these extra sets. This entire exception does not apply to drivers entering on a single-race entry but who have competed in the 2017 GT3 Cup Challenge Benelux at another time.

Free practices

For free practices it is only permitted to use marked tyres. Marked tyres from a previous meeting of the current season can be used.

Qualifying & race

Only marked tyres will be permitted. Marked tyres from a previous meeting can be used, but they will count into the tyres quota per meeting.

Only tyres marked can be brought to the pit lane for qualifying and races.

Rain tyres can be used in the pit lane and for returning to the paddock.

Guest Starters

Guest starters must respect the same regulation than official drivers.

Reserve drivers

Reserve starters must respect the same regulation than official drivers.

Tyre damages

Tyres that are damaged can be changed with the approval of both the technical manager and Michelin. They will be included in the meeting's quota. In that case, the mark will be transferred or applied retrospectively by the Technical Scrutineer.

If one or more tyres are damaged during the meeting they can only be replaced by:

- One of the marked tyres for this meeting
- A new or used tyre, marked from a previous meeting from this season

Damaged tyres can only be exchanged with the approval of the Technical Scrutineers and in agreement with Michelin

Tyres collective test sessions

The tyres used during the collective test sessions will not have to be marked.

The number of tyres will not be limited.

Exceeding the tyre quota

If the quota is exceeded, the relevant vehicle/driver will start from the last position of the starting grid. The Stewards will take the final decision regarding the severity of punishment. The vehicles behind will then be moved up. Where several vehicles have been involved in this type of tyre change, the relevant drivers shall be lined up at the back of the starting grid in the order of their qualifying results.

Treatment

All chemical, mechanical and thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session the for the event approved tyres are not allowed to be covered.

Tyre logs

All barcodes of the marked tyres will be recorded in lists and stored by the Series Organiser. The entrant has the right to request the information stored for his/her cars. No tyre is allowed to be used that is not listed with the Technical Scrutineers

17.5 Pitstop and Pitlane regulations during all sessions

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

Any driver intending to start the race from the pit lane may not drive his car from his team's designated space until the pit exit is closed and must stop in a line in the fast lane. At the start of any practice or qualifying session or the outlap towards the starting grid cars can only leave their working space as soon as the pit exit light goes green. Cueing in the fast lane before the green light is given is not allowed.

Competitors must not paint lines on any part of the pit lane. No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power. Team personnel are allowed in the pit lane a maximum of 1 lap before they are required to work on a car and must withdraw as soon as the work is complete (at the latest 1 lap after). It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.

At all times and during all sessions the maximum speed in the pitlane is 60 kph maximum.

Refuelling in the pitlane is not allowed at any time, including during free practice(s). Replenishing of lubricants and various fluids, without fuel, is allowed during all sessions and races.

During any pit stop, the driver is obliged to turn off his engine. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to rejoin a race, the driver must start the engine from his seat, using only those means available on board. Infringement will lead to a 5 second Stop and Go penalty with a mandatory engine stop.

Only three team members per participating team (all of whom are issued with special identification should an event organizer require this) and drivers wearing their racing overalls are allowed in the signalling area during practice, qualifying and the race. People under 16 years of age are not allowed in the pit area.

Pitlane allocation

The organiser will supply the teams with a pitlane allocation, indicating their position in the pitlane during any sessions or races. This allocation will be distributed during the mandatory driver briefing.

Should a driver, at any time during the execution of a pitstop, hinder another driver, for instance by driving slowly in pitlane or inappropriately parking the car, the Race Director will apply any penalty he may see fit.

Assistance in the pitlane

During a pitstop the following people may enter the working lane of the pitlane and perform the tasks specified below:

- 2x mechanics who can perform any work on the car except that which is specifically forbidden at specific times by these Sporting Regulations. Only two pneumatic or electric wheel guns may be used for wheel changes. These two mechanics may not perform any of the tasks mentioned below should another person be already assigned to do so.
- 1x window cleaner who may not perform any other work on the car
- 1x driver change assistant who may not perform any other work on the car. In case this person assists with the driver change the exiting driver needs to leave the working area as soon as is safely possible. In case the exiting driver acts as the driver change assistant then he is also counted as such.
- 1x team manager overseeing the pitstop who may not perform any work on the car or touch it.

In total a maximum of 5 people (not counting the exiting driver walking away from the car) may enter the working lane during a pitstop. Any other person entering the working lane, marked by the official pit lane line, will be seen as a violation to these regulations, regardless of whether this person is a team member or any other person connected to the team, such as vip guests. Any breach of these regulations, recorded by judge-of-fact marshals to race control, will be penalized with a drive-through penalty.

Technicians authorized by the organiser, such as tyre or brake technicians from the respective suppliers, may perform their specifically assigned tasks and/or measurements on the car without being counted as team members.

Pitlane infringements

Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refuelling will result in penalties applied by the Race Director and/or Stewards of the Meetings during or after the session. Severe infringements, especially with regards to the safety of people in the pitlane, might result in the exclusion of the car and driver(s) concerned from the Event by the organiser.

17.6 Pit stop safety and applicant's responsibility when starting from the pit area

See article 17.5. In case of any deviations from this article during an event, this will be communicated in the Supplementary Regulations.



18. Title, prize money and trophies

18.1 Title overall winner

The GT3 Cup Challenge Benelux will award titles at the end of the year to the overall champion and the driver finishing in first position in the B-championship standings. These titles are respectively:

“ GT3 Cup Challenge Benelux Champion“

and

“GT3 Cup Challenge Benelux Gentlemen Champion”

18.2 Prize money and trophies

N/A

19. Advertising

Upon entering the GT3 Cup Challenge Benelux and entrant and her drivers acknowledge these Sporting Regulations and thereby acknowledge that the organiser and its partners are granted the right to use all photo and video material produced during the events of the competitors for promotional or marketing purposes.

The use of the GT3 Cup Challenge Benelux name and logo is forbidden without expressly written approval by the GT3 Cup Challenge Benelux organisation. Even with approval from the organiser the current Porsche Corporate Identity for Porsche racing as specified by Porsche AG must always be complied with. No marketing activities connecting to the championship may be deployed without cooperation with and approval by the GT3 Cup Challenge Benelux organisation.

All cars have to be presented in a presentable and representative state at the start of each event. At all times must the car comply with the Corporate Identity and Logo layout as specified in the 2017 Layout document which is available upon request, online on the gt3cupchallengebenelux.com website in the 'team info' area and will be automatically distributed with entry forms. In case the Logo layout is not respected a car will not be able to pass any scrutineering, meaning the car will not be allowed to participate in the event or will be disqualified after qualifying sessions or races. The organiser reserves the right to make mid-season changes to the Corporate Identity and Logo layout.

Team trucks may carry the GT3 Cup Challenge Benelux logo only in such a way as it is specified in the Porsche AG Corporate Identity for Porsche racing. A sticker layout for trucks incorporating this Corporate Identity will be made available to the teams upon request. All digital artwork required to comply with the Corporate Identity will be delivered to teams at no costs by the organiser.

Any breach of the prescriptions specified in article 19 will be seen as a direct violation to the Sporting Regulations and penalties will be applied as such, including and up to the loss of championship points or exclusion from an event.

The use of advertisements for companies, their products, services or brands that are competitor products, services or brands of Porsche AG, their associated companies or GT3 Cup Challenge Benelux Series sponsors on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited.

The use of advertisements for companies in the tobacco and sex industry, their products or services, or political or religious advertising as well as advertising for private betting and gambling operators on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited.

The advertising guidelines of the FIA and KNAF as well as general or legally regulated advertising bans must be observed.

The Series organiser and GT3 Cup Challenge Benelux sponsors shall acquire all rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

19.1 Advertising on the driver's equipment

- ☐ There is no compulsory advertising to be placed on the driver's equipment.
- ☒ The following advertising prescriptions are mandatory for the driver's equipment.
- ☒ See the Logo Layout 2017 form as available for download on the gt3cupchallengebenelux.com website under 'Team information'

Any violation of this regulation shall be subject to a sports penalty of EUR 1,000.00 to be paid to the relevant ASN. The payment of the penalty does not preclude any further penalty. In the event of a repeat violation, this will result in non-admission for starting or exclusion from the classification by the Stewards. Drivers are responsible themselves for covering up any logo's during the event that might be in violation of the Logo Layout form.

19.2 Advertising and starting numbers on the vehicle (see Technical Regulations and 'Logo Lay-out form 2017')

The registered entrants will be informed of their starting numbers before the first race. The starting numbers remain the same for all races.

The drivers' names, starting numbers and national identification markings must be in place on all competition vehicles throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series organiser and notification is given in the "Logo Layout Form 2017" (Attached to the Technical Regulations and available for download on the gt3cupchallengebenelux.com website under 'Team information').

The team (competitor) is responsible for ensuring that the decals on the entered vehicles comply with the applicable legal regulations.

In the event of a violation, this will result in non-admission for starting or exclusion from the classification by the Stewards.

20. Protests and Appeals

Protests and appeals shall be covered by the International Sporting Code of the FIA. The protest deposit is regulated by the parent ASN, KNAF and in the Event Supplementary Regulations.

21. Exclusion of Jurisdiction of a Court and Limitation of Liability

(1) The jurisdiction of a court is excluded for decisions of the FIA, the KNAF, their jurisdictions, the Stewards, the Series organiser or the organiser as judge

(2) No claim for compensation of whatever kind may be derived from actions and decisions of the KNAF or its jurisdiction as well as of KNAF representatives or the Series organiser,

except in the case of a damage caused on purpose or by gross negligence, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

(3) Implied exclusions from liability shall remain unaffected by the above exclusion of liability clause.

22. Acceptance of the Regulations

With the signature on the “Application for Entry” or the “Application for Single-Race Entry” each entrant and driver of the GT3 Cup Challenge Benelux confirms the acceptance of these Regulations as a whole, including the KNAF provisions and the FIA International Sporting Code and appendices. The entrant and drivers are responsible that all persons connected to their entry will observe and follow the conditions and rules of these Regulations.

If required during the season, the GT3 Cup Challenge Benelux Regulations and the corresponding rules of participation can be supplemented and/or changed, after obtaining authorisation by the KNAF. This information is to be provided in writing, for example in a bulletin.

23. Place of Jurisdiction

As far as there is no exclusion of jurisdiction and claims against Cup Challenge Benelux are asserted and a jurisdiction clause is admissible, The Netherlands is herewith agreed as place of jurisdiction.

24. TV Rights/Advertising and Television Rights

The entrant must allow on-board cameras to be mounted to their car by the partner authorized by the organiser to do so. Cameras will be installed in the cars no later than 15 minutes before the start of a session or race.

The footage recorded will at all times be owned by the organiser and utilised for marketing and promotion activities. Team are encouraged to share the footage from their own on-board camera's with the organisers for the same purpose.

In case the Series Organiser purchases extra TV-material, whether raw footage or edited, during an event, the full rights of these images remain in possession of the GT3 Cup Challenge Benelux under the provisions of any rights agreed upon with the party providing the TV footage services.

25. Specific Regulations

Paddock

N/A

Team Managers' Meeting

The GT3 Cup Challenge Benelux hosts no separate Team Manager's Meeting during an event, though teams are encouraged to make sure at least one team representative, preferably the Team Manager, is present during the official Drivers' Briefing.

Official meetings/Press conferences/Representation meetings

N/A

Publication obligation

The nationality of the issuing licence authority must be stated for publications and podium ceremonies.

Podium ceremony

During the entire podium ceremony, except for the time during which the national anthems are being played, the drivers on the podium must leave the caps of the tyre manufacturer on their heads.

The ceremony starts with ascending the podium and ends with leaving the podium after the group picture for the press.

At the individual events the Stewards are responsible for imposing sports penalties on the participants.

In addition to the cases listed in the Sporting Code and other Regulations, the following circumstances or offences may always be punished by refusing permission to participate, or excluding a participant from participating, in the event:

- Non-compliance with the prerequisites for participation
- Non-compliance with the Regulations in the code
- Advertising for brands that compete with the Series sponsors
- Unsporting behaviour
- Failure to comply with the instructions of the Series organiser
- Refusal to undergo a vehicle check that has been ordered

If a sports penalty is issued, the costs for special examinations shall be at the expense of the competitor.

Following penalties are already defined :

Time penalties for Overtaking under yellow flag :

In qualifying : annulation of best laptime

In race : 5 seconds time penalty.

Time penalty of 5 seconds for overtaking under Safety Car Procedure.

In all cases overtaking is allowed passed the green flag, not before.

Improvement of laptime in qualifying when yellow flag is out in sector(s) : annulation of time in that particular lap.

Not respecting track limits :

in qualifying : annulation of time of that particular lap

in race : official warning to driver on 1st and 2nd ingringement, time penalty of 5 seconds per infringement from 3rd infringement on

The fact that penalties have been imposed by the Stewards does not rule out more extensive penalties by the relevant ASN or sport's disciplinary body. These disciplinary bodies shall also be entitled to disallow points won in GT3 Cup Challenge Benelux races.

In the case of exclusion, the points gained for the relevant race shall be forfeited. In the event of exclusion from participating further in the Series, all points won up to that point shall be forfeited.

General safety

Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these.

Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger. During practice and the race, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits. A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the team's designated space, the pit lane or on the starting grid.

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

Drivers safety clothing must at all times comply with the regulations stipulated in the GT3 Cup Challenge Benelux Technical Regulations. It is the drivers' responsibility that all clothing is worn properly and that at all times the seating position is correct and the seatbelts correctly closed. Especially the latter will be checked by representatives of the organiser at the start of sessions or after pitstops with driver changes. Any compromise to safety that is detected will be severely punished by the organiser.

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

any spectator area.

Effectiveness of the Regulations and ranking

In the extent that both the entry documents and the present provisions contain Regulations and these Regulations differ from one another, the present provisions shall take precedence.

