

POSTED at  
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## BULLETIN No. 01

**From:** The Stewards  
**To:** All Competitors  
All Officials

**Date:** 10 April 2025  
**Time:** 18:40 hrs  
**Number of Pages:** 5

The Stewards notify those concerned of the following:

### **Extrication and Recovery Exercises:**

In accordance to Article 33.14 of the GTWCE Sporting Regulations

#### 1. Extrication Exercise

The Extrication Exercise will take place on **Friday, 11<sup>th</sup> of April at 08:00hrs** outside pit lane box #7.

| Team            | Car                    | Number         |
|-----------------|------------------------|----------------|
| <u>AF Corse</u> | <i>Ferrari 296 GT3</i> | 50 or 51 or 52 |

The Team must provide a team member (driver or mechanic) with racing overall, helmet and head restraint (FHR).

#### 2. Recovery Exercise

The Recovery Exercise will take place on **Friday, 11<sup>th</sup> of April at 08:00hrs** outside pit lane box #6.

| Team                   | Car                            | Number |
|------------------------|--------------------------------|--------|
| <u>CLRT Schumacher</u> | <i>Porsche 911 GT3 R (992)</i> | 22     |

### **Balance of Performance:**

In accordance with Article 30.1 of the GT World Challenge Europe powered by AWS Sporting Regulations 2025, the Stewards confirm that the Balance of Performance document applicable for this competition is the document bearing the header:

**“BALANCE OF PERFORMANCE FOR PAUL RICARD”**

and the title:

**“BALANCE OF PERFORMANCE FOR: PAUL RICARD”**

and identified by the footer:

**“Decisions taken by the SRO GT Bureau 28/03/2025”**

[Bulletin continued on page 2]

## Conversion of Drive-Through and Stop-and-Go Penalties to Time Penalties:

In accordance with Article 16.5 of the GT World Challenge Europe powered by AWS Sporting Regulations 2025, the time penalty which will be applied in the case of any drive-through or stop-and-go penalty notified close to the end or after the race at this competition will be as follows:

**Drive-Through Penalty:** will be converted to **40 seconds** added to the elapsed time of the car.

**Stop-and-Go Penalty:** will be converted to **45 seconds plus the prescribed stop time** added to the elapsed time of the car.

## Corrections to the Supplementary Regulations/ Appendix 1 for this event:

### Part B:

#### 3) List of Officials nominated by the Promoter and the Parent ASN:

|                              |                    |                     |
|------------------------------|--------------------|---------------------|
| - Clerk of the Course        | Sylvain Arrighi    | Lic. 175703         |
| - Incident Manager Official: | Ramiro Brito       | Lic. FPAK PT25/0982 |
| - Pit Lane Assistant:        | Julian Batten-Dale | Lic. MS UK 237164   |
|                              | Rachel Batten-Dale | Lic. MS UK 234898   |

## Authorization of Additional Personnel

Articles 36.5 and 39.2 of the GT Challenge Europe powered by AWS Sporting Regulations include restrictions on the number of personnel permitted for pit lane operations.

Due to the slope of the pit lane in front of certain garages, the following competitors are authorised to use one additional person to assist in pushing the specified cars into their garages at this event:

|                  | Team                          | Number |
|------------------|-------------------------------|--------|
| <u>Garage 12</u> | Getspeed                      | 3      |
|                  | Mercedes-AMG Team GetSpeed    | 17     |
|                  | Getspeed                      | 6      |
|                  | Rowe Racing                   | 98     |
| <u>Garage 18</u> | Winward Racing                | 48     |
|                  | Mercedes-AMG Team MANN-FILTER | 81     |
|                  | GRT - Grasser Racing Team     | 19     |
|                  | GRT - Grasser Racing Team     | 63     |

## Pre-Qualifying:

It is mandatory for all the cars to start the Pre-Qualifying Session with the fuel tank full.

[Bulletin continued on page 3]

## **Refuelling Connection Time Restrictions**

In accordance with Articles 18.1 and 318.5 of the GT Challenge Europe powered by AWS Sporting Regulations 2025, there will be a restriction on the length of refuelling (i.e. the time that the fuel nozzle is connected to the car) during each of the mandatory pit stops in the race at this competition. This restriction has been omitted from the Balance of Performance document applicable to this competition but is confirmed as below.

For all refuelling pit stops: The minimum refuelling time, for all cars, is **43.0 secs.**  
The maximum refuelling (for short refuelling stops), for all cars, is **3.0 secs.**

There is no tolerance applicable in relation to this restriction.

There is no time restrictions on any non-mandatory pit stop.

## **Fuel Sensor Failure - Minimum Pit Stop Time**

In accordance with Article 502.13 b) of the GT Challenge Europe Sporting Regulations, the Stewards advise that the minimum pit stop time for any refuelling pit stop (except for 'short' refuelling stops) with no refuelling data is **88 seconds.**

All stops with no refuelling data will be checked using the pit gantry camera footage.

## **Fuel Sensors**

In accordance with Article 502.13 c) tests on the refuelling sensors may be requested during paid test sessions or free practice during any rounds of the GT Challenge powered by AWS Endurance Cup. Teams will be requested to bring their cars to the pits and connect for the minimum refuelling time. It is not necessary to refuel, but for the car to be connected so it can be checked that the sensors are working correctly.

**Friday April 11th 14:50 – 15:00 : All even-numbered cars** must pit and connect for the minimum refuelling time

**Friday April 11th 15:10 – 15:20 : All odd-numbered cars** must pit and connect for the minimum refuelling time

Please note that it is **not necessary to refuel, but to be connected** so that it can be checked that the sensors are working correctly.

*Any team whose sensor does not work will be notified and a second test will take place as follows:*

**Friday April 11th 15:50 – 16:00 : any cars notified must return to the pits**

[Bulletin continued on page 4]

### **Article 318.4 – Driving Stints:**

In accordance with Article 318.4 of the GT World Challenge Europe powered by AWS Sporting Regulations 2025, the Stewards confirm the following Driving Stints:

**MDS – 61 minutes**

**EDS – 66 minutes**

### **SRO TV Crew access to Parc Fermé**

The Stewards confirm that, subject to the approval by the Officials responsible for the supervision of Parc Fermé at the relevant time, the following representative of the officially appointed television production company is permitted to enter Parc Fermé in order to access any television on-board camera which may have been fitted to any car:

**SRO TV: *Jonathan Greenwood***  
***Mark Bargh***

Competitors are reminded that, in accordance with Article 28.5 of the GT Challenge Europe powered by AWS 2025 Sporting Regulations, cars must carry an official television on-board camera and its equipment if so requested and that such camera fittings must not be interfered with in any way.

### **Pirelli Representatives' Access to Parc Fermé**

The Stewards confirm that, subject to approval by the Officials responsible for supervision of Parc Fermé at the relevant time, the following representatives of the official tyre supplier are permitted to enter Parc Fermé in order to undertake tyre checks on any car:

**Steve Rouse**  
**Shaun Marriott**  
**William List**  
**Giuliano Orizio**  
**Marco Tiengo**  
**Giovanni Brandi**  
**Mert Postaci**  
**Fabio Tarantini**  
**Edoardo Ferrari**

### **TotalEnergies/Elf Representative Access to Parc Fermé**

The Stewards confirm that, subject to approval by the Officials responsible for supervision of Parc Fermé at the relevant time, the following representatives of the official fuel supplier are permitted to enter Parc Fermé in order to undertake fuel sampling on any car:

**TotalEnergies/Elf: *Corentin Loiseau***

**[Bulletin continued on page 5]**

### **Location of Parc Fermé:**

#### **Pre-Qualifying and Qualifying:**

In accordance with Article 41.4 of the 2025 GT World Challenge Europe powered by AWS Sporting Regulations the Stewards have requested that, after Pre-Qualifying, all cars are placed in Parc Fermé conditions.

Parc Fermé after Pre-Qualifying and Qualifying sessions and after the Race will be in the respective pit garages, with each ear nose pointed towards the pit lane, except for those cars selected for Scrutineering by the Technical Delegate. Selected cars must be pushed or towed to the SRO Race Centre by team members.

#### **Race:**

Parc Fermé after the Race will be in front of the Podium for cars finishing in 1st, 2nd and 3rd places in each Class.

Immediately after the Podium ceremonies, selected cars must be pushed or towed to the SRO Race Centre by team members.

#### **All sessions:**

Whilst under Parc Fermé conditions, no car should be placed on skates.

### **Location of Stewards' Office:**

2nd floor of the pit building, in the Richard Mille meeting room.


**Luis ROBY**  
**Steward (Chairman)**

**Yves BACQUELAINE**  
**International Steward**


**Edith VIEIRA DA SILVA**  
**ASN Steward**



Luis Roby  
Chair-Steward  
PT25-0485  
10/04/2025, 18:38:52



Yves Bacquelaîne  
Steward  
RACB 001  
10/04/2025, 18:38:52



EDITH VIEIRA DA SILVA  
Steward  
213883  
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