

DUTCH GT4 CHAMPIONSHIP

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FOREWORD

ECP organises the DUTCH GT4 CHAMPIONSHIP (the Series) reserved for the GT4 Grand Touring cars. The Series comprises one title of Dutch GT4 Championship winner and one title of Dutch GT4 Gentleman Cup winner. The Dutch GT4 Championship is an official national championship

The Series is governed by the FIA International Sporting Code and its appendices (the Code), the Circuit General Prescriptions, the Dutch GT4 Technical Regulations, and the present Sporting Regulations specific to the Series. All the participating parties (organisers, competitors and circuit) undertake to apply as well as observe the rules governing the Series.

The Dutch GT4 Permanent Bureau may:

- 1) deal with questions concerning the acceptance of Dutch GT4 cars and drivers .
- 2) deliberate concerning the acceptance of Manufacturers' entries in the Series.
- 3) authorise a competitor to change the model of his car in the course of the season within the same category
- 4) rule on questions concerning the balance of performance;
- 5) deliberate concerning the definition of the status of a driver (Pro or Gentlemen);

The Bureau is made up of three members: Hans Deen. Gijs van Lennep and Martin van der Pavert.

Final decisions will be taken by the organiser.

REGULATIONS

1. In case of translations of these Sporting Regulations the English version will be considered authentic, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
2. These Sporting Regulations will come into force on 1st April 2009.

GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Circuits General Prescriptions, the Technical Regulations and the present Sporting Regulations.

GENERAL CONDITIONS

4.a) It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the Technical Regulations and the Sporting Regulation. If a competitor is unable to be present in person at the Event, he must nominate his representative in writing. Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

4.b) The classification of a Pro or Getleman-driver will be nominated by the Dutch GT4 permanent bureau.

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

6. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

7.a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or on the track must wear an appropriate pass at all times.

7.b) Maximum number of drivers per car per event is set at two.

LICENCES

8. All drivers, competitors and officials participating in the Series must hold current EU or higher licence and, where applicable, valid licences and/or authorisations issued by the ASN. The drivers must also be in possession of a current medical certificate of aptitude (see Article 1.7 of Appendix L, Chapter II).

SERIES EVENTS

9. Not applicable

10. Events are exclusively reserved for GT4 Grand Touring cars as defined by the applicable Dutch GT4 technical regulations.

In exceptional circumstances ECP reserves the right to accept "Guest" cars, which Technical Form is temporary or incomplete. These cars and their drivers will not score points.

11. Except for exceptional circumstances (as well as in the case set out in Article 42), all the Series Events will be made up of two 20 minute qualifying sessions, three races, of which two sprint races will be with a maximum duration of 25 minutes. One endurance race of 50 minutes with one mandatory Pit stop (which minimum duration will be calculated from the pit lane entry to its exit, and is set to 90 seconds at each event of which the entry must be made between the 20th and the 35th minutes (from start signal to chequered flag, excluding the formation lap). If a car is shared by two drivers a driver's change is obligatory during the pit stop

The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the prescribed period. The Line is a single line which crosses both the track and the pit lane.

12. The maximum number of Events in the Series is set at seven for this year.

13. The definitive list of Events is published by ECP before 1st February each year. In case of "force majeure" ECP reserves the right to modify this date as well as the Event format.

14. An Event may be cancelled if fewer than 15 cars are entered.

THE SERIES

15.a) The Dutch GT4, winning titles will be awarded to the driver(s) who have scored the highest number of points in their category by taking into consideration all the results obtained during the Events which have actually taken place. The overall Dutch GT4 title will be awarded to the driver(s) who have scored the highest number of points overall.

b) The best Dutch GT4 driver(s) titles will be respectively awarded to drivers who have scored the highest number of points in their category, taking into account all the results obtained during the Events which have actually taken place.

16. Points for the titles of Dutch GT4 drivers are awarded after each Race according to the following scale:

1 st :	10 points
2 nd :	8 points
3 rd :	6 points
4 th :	5 points
5 th :	4 points
6 th :	3 points
7 th :	2 points
8 th :	1 point

If a car is shared by two drivers during an Event, each driver will have to participate in two of the three races. Each driver will score the points of the race. If a car is shared by two drivers during an Event, each driver will double the points scored in the 'sprint' race in which he/she participated.

For the Dutch GT4 Gentleman Cup the same point system will be applicable. The Dutch GT4 Gentleman Cup will not count for the Dutch GT4 Championship. However Gentleman drivers can also score point for the Dutch GT4 National Championship

17. If the wheel of the car is shared by two drivers, the team must give a written notification containing the starting order of the drivers, signed by two drivers in a closed envelope. This envelope must be delivered to the Dutch GT4 co-ordinator no later than Friday 13:00 hrs prior to the event.

DEAD HEAT

18. If two or more drivers finish the season with the same number of points, the higher place in the Series shall be awarded as per the principle of Article 19 a), b), c) and d).

19. If two or more drivers finish the season with the same number of points, the higher place in the Series shall be awarded to:

a) The holder of the greatest number of first places,

b) If the number of first places is the same, the holder of the greatest number of second places,

c) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

d) If this procedure fails to produce a result, ECP will nominate the winner according to such criteria, as it thinks fit.

e) Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.

20. Not applicable

INSURANCE

21. Not applicable

22. Not applicable

23. Not applicable

24. Drivers taking part in the Event are not third parties with respect to one another.

SRO DELEGATES

25. For each Event SRO will nominate the Dutch GT4 Technical Delegate.

26. The role of the SRO Technical Delegate is to help the officials of the Event in their duties, to see within their fields of competence that all the Technical Regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

27. The SRO Technical Delegate nominated by SRO will be responsible for scrutineering and will Work and report to the Chief Scrutineer.

COMPETITORS' APPLICATIONS

Subject to compliance with the conditions set out in Article 42 of the present regulations, the number of competitors that may be entered for the season is limited to 60. See Art. 42 for the maximum number of competitors that may be entered per Event.

Applications to compete in the Series must be submitted to ECP, on a Dutch GT4 registration form (Season or Single event entry). After the registration form is totally filled in and signed and received by ECP, the team will receive an invitation and entry form before each event. When ECP received the filled in and signed invitation and entry form, the team may receive a confirmation to enter the specific event.

Full season registration forms plus the registration fee must reach ECP no later than the 26th of March 2009. The invitation and entry forms must reach ECP no later than the Friday 7 days prior to the event. Full season registration fee paid before 1st February is set at 8,000 (eight thousand) euro (+ VAT when applicable) per car. Full season registration fee paid between the 1st of April and the 26th of March is set at 10,000 (ten thousand) euro (+VAT when applicable).

Race by race registration Forms must reach ECP no later than the Friday 14 days prior to the event concerned together with 100% of the registration fee which is set at 1,800 (one thousand eight hundred) euro (+ VAT when applicable) per car. Invitation and entry forms must reach ECP no later than the Friday 7 days prior to the event.

PASSES

28. No pass may be issued except as agreed with ECP. A pass may be used only by the person and for the purpose for which it was issued.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

29. In exceptional circumstances, the Stewards or Clerk of the Course may give instructions to competitors by means of special Bulletins in accordance with the Code. These Bulletins will be distributed to all the competitors, who must acknowledge receipt.

30. All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

31. Any decision or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision and receipt must be acknowledged.

INCIDENTS

32. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Clerk of the Course (or noted by the Stewards and referred to the Clerk of the Course for investigation) which :

- necessitated the stopping of a practise (free or qualifying) session or the suspension of a race under Article 121;
- constituted a breach of these Sporting Regulations or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

The data from the Inboard Camera System can be used by the Stewards, Racedirector, Clerk of the Course and The Dutch GT4 Permanent Bureau to investigate incidents. All data from the Inboard Camera System is property of the organisation.

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

b) If an incident is under investigation by the Stewards, a message informing all teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).

c) If a driver is involved in a collision or Incident (see Article 32, and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.

34. The Stewards or Clerk of the Course may impose any one of the following three penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident :

a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.

b) A 10-second time penalty. The driver must enter the pit lane, stop in the penalty zone for at least 10 seconds and rejoin the race immediately.

c) A drop of ten grid positions at the driver's next race

However, should either of the above penalties be imposed and notified in writing to the team representative during the last five laps, or after the end of the race, or, depending on the case for duration races, during the last 10 minutes, Article 35b) below shall not apply and an additional time penalty of 30

seconds shall be added to the elapsed time of the car concerned.

35. Should the Stewards or Clerk of the Course decide to impose one of the penalties provided for in Article 34 a) and b), the following procedure shall be applied:

a) The Stewards or Clerk of the Course shall give written notification of the penalty which has been imposed to an official of the team concerned and shall make sure that this information is countersigned, with a note of the time, and that it is also displayed on the timing monitors.

b) From the time the Stewards' or Clerk of the Course's decision is notified, the relevant driver may cover no more than three complete laps before entering the pit lane and, in the case of a penalty under article 34 a & 34 b), proceeding to the time penalty area where he shall remain for the period of the time penalty. However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the Safety Car has been deployed. Any laps carried out behind the Safety Car will be added to the one-lap maximum. Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, possibly with the help of an external source of energy, respecting Article 81.

If the driver is unable to start his car by himself, it may be evacuated to its pit by its mechanics.

c) When the time penalty period has elapsed the driver must rejoin the race and is not allowed to stop at his pitbox/team.

PROTESTS

36. Protests shall be made in accordance with the Code.

SANCTIONS

37. The Clerk of the Course must inflict the penalties specifically set out in these Sporting Regulations. For any cases not covered by this Sporting Regulations he will liaise with the Panel of the Stewards who will apply the rules of the International Sporting Code.

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CHANGES OF DRIVER

38.a) Throughout the Event, no more than two drivers may drive one and the same car.

Any modification to the composition of the crew taking part in the Event must be requested to the Stewards before the start of qualifying. During the Event, a driver may not change from one car to another.

b) The pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 35th minute respectively of the race (after 20m.00s.000 and before 34m.59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).

c) The following Stop & Go Penalties can be applied if there is a breach of Article 38b):

1. Time between the two pit lane timing loops under the 90 seconds.

Stop & Go Penalty of the time missed.

2. All stopping or driving at an abnormally slow speed after the pit stop carried out at the designated Pit/Area:

Drive-Through (Engine must not be stopped)

3. All speeding over the limit of 60 kph in the pit lane:

Drive-Through (Engine must not be stopped)

4. Start of the obligatory pit stop outside the obligatory times (Article 38b):

Stop & Go of the equivalent time outside the scheduled time.

However, should any of the penalties under 1 to 4 above be imposed and notified during the last 5 minutes of the race, or after the end of the race, a 30-second time penalty shall be added to the elapsed time of the car concerned in cases 2 and 3 and a time penalty of 30 seconds plus the original Stop & Go Penalty in cases 1 and 4.

39. After the closing time for scrutineering, a driver change may only take place with the consent of the Stewards.

40. After the Free Practice sessions, a driver change may only take place with the consent of the Stewards.

DRIVING

41. The driver must drive his car alone and unaided. This rule does not apply to disabled drivers.

NUMBER OF CARS ALLOWED TO PARTICIPATE

42. The number of cars allowed to practice and to start the race is as calculated using supplement n°2 of Appendix O to the Code.

RACE NUMBERS AND NAME OF CAR

43. Each car will carry the race number allocated by ECP. Race numbers and advertising on the cars must be in conformity with the drawings of Cupsponsor positioning 2009.

44. The name or the emblem of the make of the car must appear on the car in the original location. The names of the drivers and their national flags must appear on each side of the bodywork (in accordance with the drawings of Cupsponsor positioning 2009).

SPORTING CHECKS

45. Each competitor must have all documents required by Article 8, and the various documents relating to his car, available for inspection at any time during the Event.

46. At each Event, ECP will ensure that he has in his possession a copy of all the licences of the drivers and competitors taking part in the event. The list of competitors and drivers must be signed and published by the Panel of the Stewards before the start of scrutineering.

47. No competitor, driver or other person concerned with a car can be required to sign any waiver.

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SCRUTINEERING

48. Initial scrutineering of the car and of the drivers' equipment will take place in accordance with the timetable, specific to the event. The list of cars allowed to take part in qualifying practice will be published after scrutineering.

49.a) No car and no driver may take part in the Event until they have been passed by the Scrutineers.

b) At any time during the free practice sessions and/or when the track is free, the SRO test-driver may complete 3 lap series with a car of his choice.

50. The Scrutineers may:

a) check the eligibility of a car or of a competitor at any time during an Event;

b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied;

c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail;

d) require a competitor to supply them with such parts or samples as they may deem necessary.

At the end of qualifying practice and of the race, the car must contain at least 3 kg of fuel for the taking of samples.

The 3 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.

At the end of qualifying practice and after the finish of the race, all classified cars must make their way directly from the track, under their own power, to the Parc Fermé for checking. The presence of an official representative of the competitor is required.

51. 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 SRO Technical Delegate for scrutineering approval.

52. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.

53. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

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

Should a car be not in conformity with its GT4 Technical Form, it could be excluded from the Event.

TYRE LIMITATION DURING THE EVENT

55. Only the ECP-selected specification and make of tyres, bought during an Event, can be used for the entire Dutch GT-4 Championship season.

There will be a single tyre supplier.

The specifications and dimensions of each type of car are set out in the technical regulations and completed by a decision of the Dutch GT4 permanent Bureau. The hand cutting of tyres is forbidden.

A wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 25% symmetrically around the tyre centre-line.

Only tyres with no tread pattern are accepted as dry-weather tyres for GT4 cars.

Wet-weather tyres may only be used after the track has been declared wet by the Clerk of the Course/the Race Director for the session (free practice, qualifying, warm-up). These wet-weather tyres will not be marked. During the race, in case of a tyre change (dry-weather to rain tyres or vice-versa) for GT4 cars, a mandatory stop has to be observed.

The times for marking will be posted on the official notice board, as well as in the detailed timetables appended to the Supplementary Regulations of the event.

- a)** For the free practice session, any tyres from the previous events or new tyres may be used.
- b)** For the two qualifying practice sessions and races, no more than ten dry-weather tyres may be used per GT4 car entered may be used.
- c)** Before the start of qualifying practice, each competitor must let mark his dry-weather tyres (as defined by ECP).
- d)** The control of the tyres will be carried out according to a process defined by the SRO Technical Delegate.
- e)** No unmarking of a tyre and no replacement of a marked tyre will be permitted unless accepted by the Stewards, for exceptional reasons presented in writing to the SRO Technical Delegate.

f) Markings of tyres made by the competitors may only be of a white colour.

g) The use of tyre heating systems is forbidden.

h) If, during the race, a defective tyre has to be changed, this can be done outside the restriction set out in Article 55 b), but Article 80 must be respected. This change must be notified to the Technical Delegate or the Panel of Stewards, on pain of a sanction that may go as far as exclusion.

No change of driver may be carried out during that stop.

i) The use of tyres without appropriate identification is forbidden. During the qualifying sessions, the drivers may be required to stop their cars to have their markings checked at the end of the pit lane before taking to the track.

WEIGHING

56. The weight of any car may be checked at any time during the Event.

a) After the qualifying practice sessions and the races, the SRO Technical Delegate may weigh certain cars among those classified.

b) Should the weight of a car be less than that specified in the Technical Regulations and bulletins, the competitor concerned may be given one of the penalties set out in Article 56 e), except where the deficiency in weight results from the accidental loss of a component of the car.

c) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a race or during the weighing procedure (except by a scrutineer when acting in his official capacity and in accordance with the Series Technical Regulations).

d) No one other than scrutineers and officials may enter or remain in the technical area without the specific permission of the SRO Technical Delegate.

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

f) SUCCES BALLAST

Success ballast will be allocated to drivers and cars finishing in the top three places over the whole Event in the races counting towards the Championship, depending on the classification at the finish and determined according to the following scale.

The classification from the first three drivers / cars will be done according the results during the Event. The car / driver(s) who has scored the most points during the Event will be 1st. The 2nd place will be the driver/car who has scored 2nd best.

If the driver(s) / cars have scored equal points than the driver(s) / car with the best race results will be 1st.

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This success ballast will be applied to the car and/or to each of the driver(s) concerned and will be added to the recorded weight of his car for at least the following Event in the Championship. The success ballast for each driver and each car will feature on a specific list which will be drawn up by the Dutch GT 4 co-ordinator. After each Event. Any resulting increase or reduction in weight will take effect from the following Event in the Championship. The success ballast carried on board the car will correspond either to the weight applied to the car or to that applied to any driver entered in the car, whichever is the greater. The success ballast will be considered as the ballast handicap as defined in Article 258-4.2 of Appendix J.

The scale of success ballast for each Event is as follows:

1st	+ 40 kg
2nd	+ 30 kg
3rd	+ 20 kg

If a car is excluded, no points and no variation in the success ballast (car, driver) will be allocated.

The maximum success ballast that can normally be attributed is 100 kg.

Success ballast will be reduced for each Event according to the following scale:

4th	-20 kg
5th	-30 kg
6th	-40 kg
7th	-40 kg
8th	-40 kg
9th	-40 kg

Until the last car which took part in the Event

Success ballast can not be reduced by more than 40 kg per Event.

If a driver changes in the course of the season from car / team, the success ballast remains.

GENERAL CAR REQUIREMENTS

57. No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver except for the following:

- a) legible messages on a pit board;
- b) body movement by the driver;
- c) lap trigger signals from the pits to the car.

Lap marker transmitters shall be battery powered and once operating must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information.

Such lap triggers shall use a transmitter operating with a carrier frequency above 10GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;

- d) verbal communication between a driver and his team by radio;
- e) Electromagnetic radiation between 2.0 and 2.7GHz is forbidden except with the written consent of the FIA.

GENERAL SAFETY

58. 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.

59. 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.

60. 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.

61. 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.

62. A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

63. Repairs to a car may only be carried out outside the pits on the working lane, the starting grid or as provided for in Article 121.

64. An FIA certified HANS® system is obligatory for each competitor. See FIA Appendix L Chapter 3.

65. Except 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.

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

67. During the periods commencing 5 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:

- a) marshals or other authorised personnel in the execution of their duty;
- b) drivers when driving or under the direction of the marshals.
- c) team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.

68. During an Event, the engine may only be started with the starter, except in the pit lane or on the grid where the use of an external source of energy is allowed, including for a Stop and Go penalty, under the conditions set out in Article 81.

69. Drivers taking part in practice and the race must always wear the clothes, underwear, helmets, and the FIA-approved head restraint specified in Appendix L to the Code.

70. In order to confirm that appropriate access to the airway of an injured driver is possible, the following test will be carried out at least once per season with each participant who wears a full-face helmet in the DUTCH GT 4 championship:

One of the drivers in the crew is to be seated in his car, with helmet and FIA-approved head restraint in place and attached and safety harness buckled.

With the help of two additional rescuers, the medical delegate, or, at his request, the chief medical officer of the event, must be able to remove the helmet with the driver's head maintained in neutral position at all times.

If this is impossible, the driver will be required to wear an open-face helmet homologated for use with the FIA-approved head restraint device.

71. A speed limit of 60 kph during practice, the warm-up and the race will be enforced in the pit lane. During practice and reconnaissance laps, any driver who exceeds the limit will be fined. During the race, the Stewards or Clerk of the Course may impose any penalty on any driver who exceeds the limit.

72. If a driver has serious mechanical difficulties during practice or the race, he must leave the track or return to his pit as soon as it is safe to do so.

73. The car's white headlights, red rear lights and the rain light must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Clerk of the Course to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.

74. Only two team members per participating team (all of whom shall have been issued with and be wearing special identification) are allowed in the signalling area during practice and the race. People under 16 years of age are not allowed in the pit area.

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

76. The Race Director, the Clerk of the Course or the Medical Delegate can require a driver to undergo a medical examination at any time during an Event.

77. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

PIT LANE AND PITS

78.

a) Not applicable

b) 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.

c) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated space to the end of the pit lane.

d) 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.

e) Competitors must not paint lines on any part of the pit lane.

f) 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.

g) 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).

h) 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.

FUEL

79. Throughout the duration of the Event, all competitors must use the fuel imposed by the promoter.

ASSISTANCE IN THE PIT LANE

80. Refuelling is not allowed during the races.

During the pit stop of his vehicle, the driver being replaced or one mechanic may help the replacement driver to install himself in the car.

One Mechanic may clean the windscreen.

For all other operations, including tyres changes:

A maximum of two air or chargeable-electrical guns for the wheel nuts may be used.

A maximum of two mechanics from the team of the participating car may work on the car at any time.

Except when work is carried out on a car, all personnel must remain inside the pit and or on the pit wall for authorised team personnel.

All other team members standing in the working area ("working lane", Article 78 b)) delimited by a white or yellow strip separating the pit from the "working lane", will be considered as working on the car, as will a driver if he performs any work on the car, and counted as a mechanic. A penalty may be imposed on a team for any additional team member in excess of the two persons authorised.

81. 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 the race, the driver must start the engine from his seat, using only those means available on board.

The car's engine may be restarted only when the car is about to join the race and is in contact with the ground on its complete wheels.

82. Replenishment of lubricant and various fluids, without fuel, is allowed during the race.

83. Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refuelling may result in the exclusion of the car and driver(s) concerned from the Event. The organiser must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.

FREE PRACTICE, QUALIFYING PRACTICE

84. Except where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.

85. The list of competitors, cars and drivers allowed to take part in the Event must be published after the close of the sporting checks and scrutineering. No driver may take the start of the race without taking part in qualifying practice, except in a case of "force majeure" duly recognised as such by the Stewards.

86. During qualifying practice, controls on the tyre markings will be carried out before the cars take to the track under the orders of the marshals, and there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light

will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

87. One or two official and balance of performance testing sessions over one or two days will be organized by the ECP.

All the teams will be invited to this session, the costs of which will be divided among the participants.

The presence of at least one car per homologated model and one car per model to be homologated before the start of the season is mandatory at each session.

88. Not applicable

89. There will be two 20-minute qualifying practice sessions. If two drivers share the wheel of a car, driver 1 must take part to the qualifying session 1 and the driver 2 must take part to the qualifying session 2.

In this case driver 1 will take the start of sprint race 1 driver 2 will take the start of sprint race 2. The driver of sprint race 2 must start the endurance race.

90. The use of any heating devise for the tyres is forbidden

91.

a) In the event of a driving infringement during any practice session, the Stewards 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. Where appropriate, the provisions of Article 37 will also be taken into account.

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

Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver, shall be subject to the penalties referred to in Article 91 a).

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

Furthermore 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.

93. All cars abandoned on the circuit during the first free practice session and/or the first qualifying session will be brought back to the pits as soon as possible and may participate in the subsequent session.

94. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

95. All laps covered during the first qualifying practice will be timed to determine the car's position at the start for the first race, in accordance with the prescriptions of Article 98.

All laps covered during the second qualifying practice will be timed to determine the car's position at the start for the second race, in accordance with the prescriptions of Article 98.

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

STOPPING THE PRACTICE

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

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, no overtaking.

All cars abandoned on the track will be removed to a safe place; stopping in the fast lane is prohibited.

At the end of the practice session all drivers may cross the Line only once.

THE GRID

97. At the end of qualifying practice sessions one and two, the fastest time achieved by each driver will be published officially.

98. The grid will be drawn up in the order of the fastest time achieved by each car during the qualifying practice sessions and according to the prescriptions of Article 89. Should two or more cars have set identical times, priority will be given to the one which set it first.

99. The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA or the ASN.

100. Any driver whose best qualifying lap time exceeds 130 % of the fastest time in the relevant session may be allowed to take part in the race. The Stewards may also allow a driver who has set a lap time exceeding this limit in a previous free practice session to take the start.

Should more than one driver be accepted in this manner, the Stewards will determine their order. In neither case may a team appeal against the stewards' decision.

101. 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 and, in any case, no later than 1 hour before the start of each race.

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

102. The grid will be in a 1 x 1 formation and the rows on the grid will be separated by at least 8 metres.

103. Any car which has not taken up its position on the grid by the time the 3-minute signal is shown will not be permitted to do so and must start from the pits.

BRIEFING

104. A briefing by the Clerk of the Course will take place in accordance with the timetable. All drivers entered in the Event, and their competitors' appointed representatives must be present throughout the briefing; any absence may result in exclusion from the race. If the Clerk of the Course considers that another briefing is necessary, it will be held at a time and place agreed with the Stewards. The competitors' representatives will be informed accordingly.

STARTING PROCEDURE

105. A maximum of 7 minutes before the time for the start of the race, the cars will leave the pits/pre-start to cover a reconnaissance lap. At the end of this lap they will stop on their respective 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 of its grid has been given and the complete field of cars has passed the exit of the pit lane.

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

Where the pit exit is immediately after the Line, cars will join the race when the whole field of their respective grid 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 of their respective grid has crossed the Line after the start.

107. Wheel changes on the starting grid may only be allowed prior to the 3-minute signal.

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

When the one-minute signal is shown, everybody except drivers and officials must leave the grid. At the 15 seconds signal the grid must be cleared.

When the three-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits, except under Article 115.

Any car which does not have all its wheels fitted at the three-minute signal 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.

When the one-minute signal is shown, engines will be started and all team technical staff must leave the grid.

109. Fifteen-second signal: 15 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 with the organiser's official car leading, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation 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 their respective field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving its grid may not overtake another moving car if he was stationary after the remainder of the cars of its grid had crossed the Line, and must start the race from the back of its grid. If more than one driver is affected, they must form up at the back of their 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.

110. Any driver who is unable to start the formation lap must indicate this to the marshals.

When leaving their grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track.

Marshals will be instructed to push any car (or cars) remaining on its 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 its grid may not attempt to start the car and must follow the instructions of the marshals.

111. The organiser's official leading cars will pull off at the end of the formation lap of the grid. The cars will continue on their own with the pole position of the grids leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in a Stop and Go penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

112.

a) There will be a standing start for the sprint races and there will be a rolling start for the endurance race. The starting signal will be given by means of switching of the red lights activated under the control of the starter.

During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

b) If a problem arises during the rolling start when the cars reach the Line at the end of the formation lap of the grid, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position grids leading, will complete a new formation lap. They will be joined and led by the official leading car and will continue for another formation lap.

c) If additional formation laps are necessary during the rolling start, only the first two laps will not count towards the total distance of the race.

The total number of additional laps, whether they be formation laps or laps covered behind the Safety Car in accordance with Article 120 of these regulations, is two.

If more than two additional formation laps are necessary, the start will be considered as having been given at the end of the second additional formation lap.

113. All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

114. A penalty will be imposed for a false start if so reported by start line judges or judges of fact.

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115. Only in the following cases will any variation in the starting procedure be allowed:

a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Clerk of the Course, teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10 minute point. If necessary the procedure set out in Article 108 will be followed.

b) If the start of the race is imminent and, in the opinion of the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.

c) If the race is started behind the Safety Car, Article 120 will apply.

116. The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the car and drivers concerned from the Event.

THE RACE

117. A race will not be stopped in case of rain unless the circuit is blocked or it is dangerous to continue (see Article 121).

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

He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and rejoin the race.

If any such assistance results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

119. 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

120. Refer to Article 5, Chapter II of Appendix H.

SUSPENDING THE RACE

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

When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation.

If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap after the 3-minute signal before the race is resumed.

If any cars are unable to return to the grid as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Any such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped behind the red flag line or entered the pits, but any such work must not impede the resumption of the race;
- refuelling is forbidden even if a car was already in the pit entry or pit lane when the signal to suspend the race was given;
- only team members and officials will be permitted on the grid.

Cars may enter the pit lane when the race is suspended, but a drive-through penalty (see Article 34) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended.

Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others.

Subject to the above, any car intending to resume the race from the pit exit may do so in the order in which they got there under their own power, unless another car was unduly delayed.

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

RESUMING A RACE

122. The delay will be kept as short as possible and as soon as a resumption time is known, teams will be informed via the timing monitors; in all cases, at least ten minutes' warning will be given.

Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race.

Any car which does not have all its wheels fully fitted at the five-minute signal 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 crossed the red flag line.

When the three-minute signal is shown, the cars must be resting on their wheels. At some point after the three-minute signal, which will depend on the expected lap time, 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.

When the one minute signal is shown, engines will be started and all team personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless:

- all the cars are not yet lined up behind the Safety Car;
- team personnel are still clearing the grid

- or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will be turned green; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line 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 order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag 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.

Either of the penalties under Article 34 a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Article 5, Chap. II of the Appendix H will apply.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

FINISH

123. 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.

124. Should for any reason (other than under Article 121) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the 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.

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

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

PARC FERME

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

All the cars will be kept in the Parc Fermé until the expiry of the latest protest time limit set out in the Code and at the discretion of the Panel of Stewards.

127. When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.

128. The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

CLASSIFICATION

129. The car placed first will be the one having covered the greatest distance in the scheduled time or its equivalent in laps.

All cars will be classified taking into account the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.

130. Not applicable

131. Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

132. The official overall classification will be published after the race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.

PODIUM CEREMONY

133. The Dutch GT4 drivers of the Pro and Gentlemen category, finishing the race in 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium as specified in the detailed timetable of the event and abide by the podium procedure set out in Appendix 2, and immediately thereafter make themselves available for a period of 90 minutes for the purpose of unilateral television interviews and the press conference in the media centre.

APPENDIX 1 - PODIUM CEREMONY

At the end of each race a ceremony must be provided for the three first drivers of GT4 and categories in accordance with the conditions set out below.

1. MASTER OF CEREMONIES

A master of ceremonies will be appointed by the Series Promoter to conduct the entire podium ceremony

2. Not applicable

3. ANTHEMS

a) Not applicable

b) The champagne shower must not start until the presenter has left the podium.

c) A commentary of the podium ceremony should be broadcast to the general public from the platform on the podium.

4. TROPHIES

During the Podium Ceremony, the following Trophies will be awarded:

a) GT4 Pro & Gentlemen winning driver(s)

b) GT4 Pro & Gentlemen second driver(s)

c) GT4 Pro & Gentlemen third driver(s)

5. PRESS ROOM

Immediately after the Podium ceremony, the crew that has won must go to the press room for interviews, should this be confirmed in the Event timetable.



Goedgekeurd door KNAF - BSA op 1 april 2009.