



BULLETIN No. 01

POSTED
at 18 h 27 m

From: The Stewards

Date: 1st June 2023

To: All Entrants, Drivers and Officials

Time: 18:00 hrs

The Stewards notify the following:

(1) Corrections to Appendix 1:

PART B, To be completed by the Promotor

2. Timetable Information

Team Manager's briefing: Will now place in conjunction with the Driver's briefing at 09:30 on Friday 2nd June.

3. List of Officials nominated by the Promotor and the Parent ASN

Race Director: Add Abi HAY (Lic. # RACB 3839). Delete as Deputy Race Director.

The Stewards panel for this event will consist of the following for both the GT4 European Series and GT4 Scandinavia. Any three (3) members will constitute a quorum;

Chairman of the Stewards: Steve BURNS (Lic.# Motorsport UK 85348)

International Steward: Wim COOLS (Lic.# RACB 3481)

International Steward: Claes G ELOFSSON (Lic.# FIA-STW-023-000113)

ASN Steward: Jean-Marie KREMPFF (Lic.# FFSA 3296)

(2) Balance of Performance:

In accordance with Article 30.1 of the 2023 GT4 European Series Sporting Regulations, 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 SRO GT4 CARS

and identified by the footer:

Decisions taken by the SRO GT Bureau 25/05/2023

(3) Pit Lane Delta;

In accordance with article 20.2 of the 2023 GT4 European Series Sporting Regulations the Pit Lane Delta for the Paul Ricard event is defined as 38 seconds. The minimum pit stop time for the mandatory pit stop with driver change only, will be 88 seconds.

(4) Behaviour Warning Points:

The Stewards advise that the Behaviour Warning Points (BWP), having been imposed in the previous 2023 event in accordance with Article 17 of the 2023 GT4 European Series Sporting Regulations, and carried forward to this event as follows;

Lluc Ibanez	2 points	Lonni Martins	1 point
Lukas Mayer	2 points	Paul Petit	1 point
Romain Carton	2 points	Loic Villiger	1 point
Sasha Bottemann	1 point	Lorenz Stegmann	1 point
Gael Castelli	1 point	Konstantin Lachenauer	1 point
Ruben del Sarte	1 point	Nicolas Leutwiler	1 point



- (5) Conversion of Drive-Through and Stop & Go Penalties:
In accordance with Article 16.5 of the 2023 GT4 European Series Sporting Regulations the time penalty to be applied is;
40 seconds in the case of a Drive-Through Penalty, and
45 seconds in the case of the Stop & Go Penalty
- (6) Track Limits:
The Stewards of the Event authorise the Race Director (or his deputies) to impose penalties up to and including stop-and-go penalties during practice sessions and up to and including drive-through penalties during the race for breaches of Appendix L Chapter IV Article 2 c) of the International Sporting Code and Articles 33.4 and 33.10 of the 2023 GT4 European Series Sporting Regulations
- (7) Total Energies / Elf Representatives Access to Parc Fermé:
The Stewards confirm that, in accordance with Article 35.1 of the 2023 GT4 European Series Sporting Regulations, and 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 take fuel samples for commercial:
Total Energies / Elf Representatives: Luca Wetti, Alina Loibnegger and Alain Paon.
- (8) Route to and from the Track & Pitlane and variation to Start procedure:
Due to the location of the GT4 Paddock, the following procedure has been created.

Practice and Qualifying Sessions

All teams will take their trolleys and initially line up on the service road that runs parallel with the paddock and the main straight, stopping at the gate near Turn 1 (see map below).

All cars will line up in this road in single file alongside the team trolleys. All drivers must be wearing their full equipment including helmet and gloves.

When signaled to do so, the trolleys will pass through the two gates and then enter the track and proceed wrong direction back towards the pits. The trolleys will enter the pit lane via the pit exit and go directly to their allocated positions using the working lane, not the fast lane. Teams should be aware that cars may be entering the pit lane at this time.

When signaled to do so, the cars will enter the track and take the link road and join the track approaching Turn 8. The cars will then enter the pit lane and proceed to the fast lane. Drivers may go to their pit box, but if they do they must wait until the cars in the fast lane have departed before proceeding themselves. This is an amendment to Sporting Regulation 34.19b, necessitated by the logistics and time constraints.

Any car that goes directly to its pit box may only leave and enter the fast lane when all cars in the fast lane have departed.

At the end of each Practice session and at the end of the overall Qualifying session, all cars will take the chequered flag, complete one full lap of the circuit and enter the pit lane, lining up in the fast lane. When signaled to do so all cars will leave the pit lane, enter the track but then turn left before Turn 1 and return to the paddock.



The team trolleys will turn through 180° and then follow the same route back to the paddock.

As an exception to the above, teams that are located in the main paddock will access the pitlane with their trolleys and cars via the pre-grid at the entrance to the Pitlane, and leave the pitlane via the tunnel between pit boxes 12 and 14.

Races

All teams will take their trolleys and initially line up on the service road that runs parallel with the paddock and the main straight, stopping at the gate near Turn 1 (see map below).

All cars will line up in this road in single file alongside the team trolleys. All drivers must be wearing their full equipment including helmet and gloves.

When signaled to do so, the trolleys will pass through the two gates and then enter the track and proceed wrong direction back towards the pits. The trolleys will enter the pit lane via the pit exit and go directly to their allocated positions using the working lane, not the fast lane. Teams should be aware that cars may be entering the pit lane at this time. Trolleys may also be taken directly to the grid.

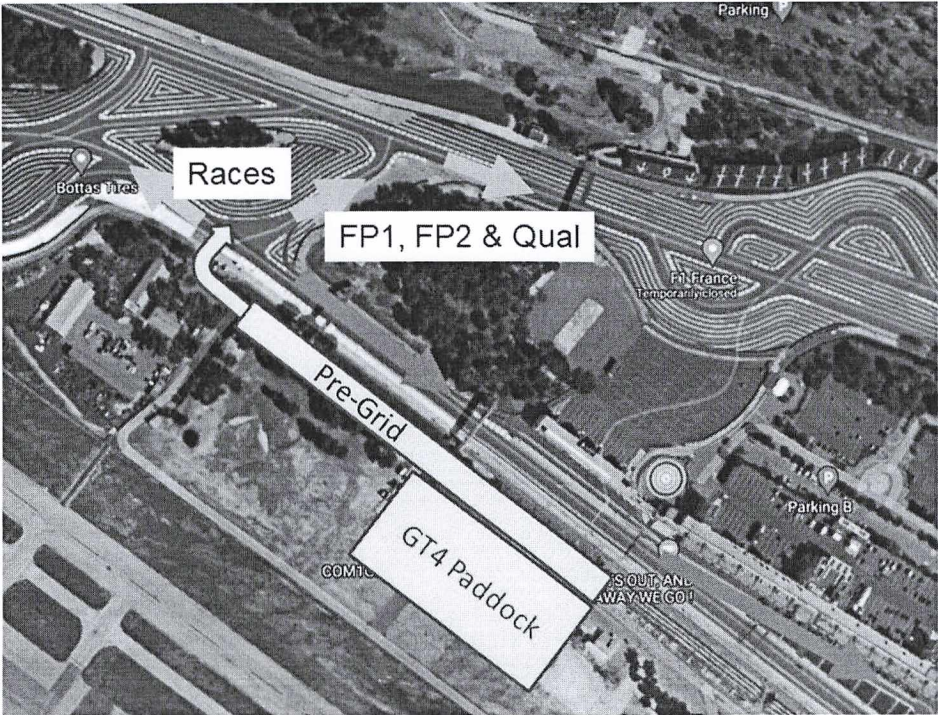
When signaled to do so, the cars will enter the track, turn left and complete one full lap of the circuit before going straight to the grid and to their respective grid positions. The normal start procedure will then begin. This is an amendment to Sporting Regulation 45.1 necessitated by the logistics and time constraints of the event.

Any cars that cannot go to the grid to take the start, but instead enters the pit lane, may, if able to do so, start the race from the pit lane once all cars on the grid have taken the start and passed the pit exit.

At the end of each race, all cars will take the chequered flag, complete one full lap of the circuit and enter the pit lane, lining up in the fast lane. Cars required for the podium will be directed to the podium area. When signaled to do so, all cars will leave the pit lane, enter the track but then turn left before Turn 1 and return to the paddock. For cars required for the podium the Team should allocate one Team members to drive the car from the pit lane to the paddock under Parc Fermé condition.

The team trolleys will turn through 180° and then follow the same route back to the paddock.

As an exception to the above, teams that are located in the main paddock will access the pitlane with their trolleys and cars via the pre-grid at the entrance to the Pitlane, and leave the pitlane via the tunnel between pit boxes 12 and 14. Prior to the race, once all cars have left the GT4 paddock and entered the track at Turn 1, the pitlane exit will open for cars located in the main paddock. The pitlane exit will close at the 5-minute signal.



→
Cars

→
Trolleys

Steve BURNS
Steward (Chairman)

Wim COOLS
International Steward

Claes G ELOFSSON
International Steward

Jean-Marie KREMPFF
ASN Steward