

INTERCONTINENTAL



GT CHALLENGE



2024 SPORTING REGULATIONS

INTERCONTINENTAL GT CHALLENGE SPORTING REGULATIONS 2024

FOREWORD

The Intercontinental GT Challenge is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), Appendix J to the Code, the International Series General Prescriptions and the present Sporting Regulations specific to the Challenge, as well as the latest regulations of each Competition which makes up the Challenge.

SRO Motorsports Group, the Promoter, will organise the Intercontinental GT Challenge (hereinafter "the Challenge") reserved for FIA-homologated Grand Touring cars.

The Challenge comprises one overall title for the Intercontinental GT Challenge Drivers, one overall title for the Intercontinental GT Challenge Manufacturers, and one title for the Intercontinental GT Challenge Independent Cup, hereafter referred to as the 'Independent Cup'.

Certain aspects relating to the application of the Challenge regulations have been entrusted to the SRO Sporting Board and SRO Technical Board, as defined in Appendix 3.

REGULATIONS

1. The final text of these Sporting Regulations shall be the English version, 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 come into force on 1st February 2024 and replace all previous Sporting Regulations.

GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the Challenge undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the International Series General Prescriptions, the Technical Regulations (Article 257A of Appendix J to the Code), Bulletins and Clarifications from the SRO Technical and Sporting Board issued during the season, and the present Sporting Regulations and its appendices. Bulletins will be approved by the parent ASN, which is the RACB.

GENERAL CONDITIONS

4. It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations as well as Bulletins and Clarifications from the SRO Sporting and Technical Board issued during the season. If a competitor is unable to be present in person at any Event, he must nominate his representative in writing to the Stewards. 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.

ELIGIBILITY

5. The Intercontinental GT Challenge is open to Manufacturers and their teams and drivers, as well as Bronze or Bronze* drivers and their team-mates, competing in a number of major Endurance competitions during one calendar year. The competitions qualifying for the 2024 season are listed in Appendix 1. Any changes will be subject to the approval of the Sporting Board. All drivers, Competitors and Officials participating in the Challenge must hold current and valid licences. For drivers in cars nominated by a Manufacturer, the minimum requirement is a Grade ITC-C FIA International Driver's licence (plus any specific requirement imposed by the promotor, an organiser or a track).
6. Eligible cars are GT3 cars with an FIA homologation as defined by the applicable technical regulations (Article 257A of Appendix J to the Code), which are entered in multiple qualifying competitions in accordance with the specific Sporting and Technical Regulations applying to that competition.

To score points towards the 2024 Manufacturer title, the Manufacturer must have entered in the Intercontinental GT Challenge in accordance with articles 10 to 15 below.

7. To be eligible to score points towards the 2024 Intercontinental GT Challenge Drivers title, drivers must hold an International licence issued by their ASN of a minimum grade ITC-C and to be driving a car whose Manufacturer has entered in the Intercontinental GT Challenge in accordance with articles 10 to 15 below.

Cars and drivers entered in the competition whose Manufacturer has not entered the Intercontinental GT Challenge, will not score points towards the Intercontinental GT Challenge titles and will be considered invisible for scoring purposes.

Entering the Intercontinental GT Challenge gives the Manufacturer the right to compete in the Pro-category in the CrowdStrike 24 Hours of Spa, on condition that they have entered a minimum of one car in the Pro-category in every previous round. For cars in their first year of homologation, competing in the Paul Ricard round of the Fanatec GT World Challenge Europe powered by AWS is mandatory.

8. To be eligible to score points towards the 2024 Independent Cup, drivers must hold an International licence issued by their ASN of a minimum grade ITC-C (plus any specific requirement imposed by the promotor, an organiser or a track) and must have entered the Independent Cup in accordance with articles 15 – 29.

MANUFACTURER ENTRIES

9. Manufacturers wishing to enter the Intercontinental GT Challenge must complete and return an Entry form and pay the Entry Fee for the 2024 season.
10. A Manufacturer entry authorises any of its cars entered in the event to score points towards the Intercontinental GT Challenge titles.

All of the Manufacturer's FIA GT3 cars entered in each Competition will be eligible to score points independent of the category, class or cup in which they are entered.

The Manufacturer entry fee does not include the entry fees in the individual Competitions.

11. Entries for the 2024 Intercontinental GT Challenge must be submitted at the latest by **February 1st 2024**.

Entry forms are available from SRO Motorsports Group and the payment will be as follows:

Entries in the 2024 Intercontinental GT Challenge : 80,000€ + 2,000€ mandatory sustainability fee.
Total cost : 82,000€ excl VAT.

12. The entry fee is for the full season composed of the four competitions as listed in Appendix 1. No refund or transfer of entries is possible within the various SRO Series.
13. Each entry must include the following information :
 - a) confirmation that the applicant has read and understood the Sporting Regulations of the Intercontinental GT Challenge and, on behalf of everyone associated with its participation in the Challenge, to observe them;
 - b) an undertaking by the applicant to participate in every round with at least one car. Should the model or its latest evolution not be homologated in time for the first round of the Intercontinental GT Challenge, the Manufacturer may ask for a dispensation from the Promoter subject to a firm commitment to participate in the remaining competitions.
14. Each team is responsible for their own entry fees in each individual Event, which is separate from the Intercontinental GT Challenge entry fee. Teams must abide by the Sporting Regulations for each individual Event, in particular as far as the driver line-ups allowed.

INTERCONTINENTAL GT CHALLENGE INDEPENDENT CUP

15. Teams wishing to enter one or more Bronze drivers in the 2024 Independent Cup title must complete and return an Entry form and pay the Season Entry Fee for each such driver in accordance with article 18.

The title will only be awarded if a minimum of three season entries are received during the season.

Each Independent Cup entry must include one named Bronze driver, who must be competing in a Category at each event where the presence of a Bronze driver is mandatory as part of the line-up, or in a Category where the Bronze driver has a specific minimum driving time. (See Appendix 4). Any such Bronze drivers will be eligible to score points towards the Independent Cup.

If more than one Bronze driver is entered for the same team, any such driver may score Independent Cup points on condition that each driver is entered in the Independent Cup and has paid the entry fee as listed below. Should the Bronze drivers be competing for different teams in subsequent events, each will score their own points.

The other drivers in the line-up may be changed in accordance with the regulations of the Independent Cup for each round of the 2024 Intercontinental GT Challenge.

The Independent Cup results will be based on a separate classification of the cars entered in the Independent Cup, based on the overall results, without considering the Event's categories.

A car which is entered in the Independent Cup may also score points towards the 2024 Intercontinental GT Challenge title for Drivers and Manufacturers, on condition that the Manufacturer is entered in the Intercontinental GT Challenge.

Should a named Bronze driver nominated for the Independent Cup be changed during the season, points will not be accumulated with those scored by the previous Bronze driver. In all cases, the winner of the 2024 Independent Cup will either be a Bronze driver and his or her team-mates, or a Bronze driver alone. Platinum, Gold or Silver drivers who have been separated in the points from their nominated Bronze driver in the classification will be removed from the final season classification.

16. Entries for the 2024 Intercontinental GT Independent Cup may be submitted at any point during the season.

In order to score points in a particular Event, the entry form and entry fee must have been received by the closing date for entries for that Event. Points will then be scored for that Event and any subsequent Events during the season. No points will be scored retrospectively for Events taking place before the Entry Form and Entry Fee are received.

Entry forms are available from SRO Motorsports Group and the payment will be as follows:

17. Entry in the 2024 Independent Cup: 10,000€ excl VAT.

The Independent Cup Entry fee allows the individual named driver and consequently his or her non-Bronze team-mates to score points towards the Independent Cup in any Competitions of the 2024 season taking place after their entry is received. It does not include the entry fee for the car in the competition.

Entry in the Independent Cup prioritises the allocation of an entry for the Team in the Intercontinental GT Challenge Events in which the named driver(s) will be competing, on condition that the entries are made before the closing date or any pre-registration date and that all entry fees (including those for future events) are paid at the start of the season.

The specified driver (or a replacement driver) must take part in at least two of the four events on the 2024 Intercontinental GT Challenge calendar listed in Appendix 1. For entries received after the start of the season, specific adjustments will be made.

18. Each entry must include the following information :
 - a) confirmation that the applicant has read and understood the Sporting Regulations of the Intercontinental GT Challenge and, on behalf of everyone associated with its participation in the Challenge, to observe them;
 - b) the make and model of the competing car(s);
 - c) the details of the team, the name of the specified Bronze driver and the co-drivers who have been nominated for each individual competition. These must be specified at the latest by the publication of the official entry list for each individual competition.
 - d) confirmation that the specified Bronze driver or a replacement will compete in all of the events listed on the season calendar taking place after the entry is received.
19. Each team running a driver in the Independent Cup is responsible for their own entry fees for each individual competition, which is separate from the 2024 Independent Cup entry fee.

POINTS AND TITLES

20. There will be three titles:
- a. the Intercontinental GT Challenge overall title for Manufacturers will be awarded to the Manufacturer who has scored the highest number of points over the competitions eligible for the 2024 Challenge.
 - b. The Intercontinental GT Challenge overall title for Drivers will be awarded to the Driver or Drivers who have scored the highest number of points over the competitions eligible for the 2024 Challenge, driving for a single Manufacturer.
 - c. The Independent Cup title will be awarded to the Driver or Driver line-up who has entered the Independent Cup in accordance with articles 15 – 19 competing in a car eligible for the Intercontinental GT Challenge entered in the any eligible category at each Event, who has scored the highest number of points over three out of the four competitions eligible for the 2024 Challenge, with the lowest-scoring round being dropped, which may include rounds where the Driver was absent or in a car not eligible for the Challenge. The title will only be awarded to a Bronze driver alone, or to such a driver and his or her co-drivers who have scored the same points during the season. Any non-Bronze drivers classified alone, as well as Bronze drivers who are not entered in the Independent Cup, will be removed from the final classification.
21. For the Intercontinental GT Challenge Manufacturers and Drivers titles, cars must be entered in the Event in accordance with the Regulations of that competition and may be entered in any category.
22. For the Independent Cup title, with the exception of the ADAC Ravenol 24H Nürburgring, cars must be entered in the Event in accordance with the Regulations of that competition and must be entered in a category where a Bronze driver is a mandatory part of the line-up according to the regulations for that competition or has a specific minimum driving time. For the ADAC Ravenol 24H Nürburgring, the eligible line-ups will be subject to confirmation from the Promoter.
23. Entry in the Intercontinental GT Challenge is independent of the team entering the car or drivers of that car in any competition.
24. For the Intercontinental GT Challenge Manufacturer and Driver titles, points will be scored in accordance with the overall final classification of each eligible competition, according to the following scale:
- | | |
|-------|-----------|
| 1st: | 25 points |
| 2nd | 18 points |
| 3rd: | 15 points |
| 4th: | 12 points |
| 5th: | 10 points |
| 6th: | 8 points |
| 7th: | 6 points |
| 8th: | 4 points |
| 9th: | 2 points |
| 10th: | 1 point |
25. All eligible drivers will score points towards the overall Intercontinental GT Challenge Drivers title. Points will only be accumulated from competition to competition by those drivers competing for a single Manufacturer. Should a driver change manufacturer during the season, points earned with one Manufacturer will not be combined with points earned with a different Manufacturer.

26. The top two scoring cars at all eligible competitions will count towards the Manufacturers' title. Should more than two cars of a specific Manufacturer finish in the top ten, these additional cars will be considered invisible, and their points will be redistributed to the next eligible car.
27. For the Independent Cup, points will be scored in accordance with the final classification of the cars entered in the Independent Cup in each eligible competition, according to the following scale:

1st:	25 points
2nd	18 points
3rd:	15 points
4th:	12 points
5th:	10 points
6th:	8 points
7th:	6 points
8th:	4 points
9th:	2 points
10th:	1 point
28. Points classifications will be published on the Intercontinental GT Challenge website after the end of each competition. In case of any disputes concerning point attributions, these will be decided by the Sporting Board. Any queries or challenges concerning point attributions must be submitted to the SRO Sporting Director within 14 days of the first publication of the points in dispute. The point classifications will be considered final 14 days after the end of the last competition of the season and, subject only to any ongoing judicial or sporting matters, from that point no further amendments or corrections will be made.

ATTRIBUTION OF POINTS FOR SHORTENED RACES

29. If a race is suspended and cannot be resumed, no points will be awarded to the crews if the leader has completed less than two laps. Half points will be awarded if the leader has completed two laps or more but less than 75% of the original race time and as long as the results include at least one lap which took place outside of a full course yellow or safety car procedure. Full points will be awarded if the leader has completed more than 75% of the original race time. The above-mentioned conditions will be based on the number of laps as shown on the published results as the basis for the final classification.

CLASSIFICATION

30. Cars having completed 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 for the Intercontinental GT Challenge and will not score points towards the Manufacturers, Drivers or Independent Cup titles. This is independent of any alternate classification criteria in the regulations for each individual event, up to and including no classification criteria.

PODIUMS

31. At each event, the drivers of the winning car entered in the Intercontinental GT Challenge must make themselves available for the Podium ceremony.
32. At each event, the top three drivers in the Independent Cup must make themselves available for the Podium ceremony. If fewer than three drivers are competing then only the winners will be called to the podium.

TYRES

33. If so allowed by the regulations of the Event in question, cars competing in the Intercontinental GT Challenge may carry over new tyres – stickered and therefore unused on track – between events within a single season. These tyres must have been registered at a previous round of the Intercontinental GT Challenge and can only be used according to the specific regulations of the Event (ie either in Paid Practice or in Free Practice).

PRIZE GIVING

34. A Representative of the Winning Champion Manufacturer as well as the Winning Champion Drivers in the overall classification of the Intercontinental GT Challenge and the winning Driver or Drivers in the Independent Cup must make themselves available for the annual SRO prize giving ceremony.

DEAD HEAT

35. Prizes and points awarded to competitors who tie will be added together and shared equally.
36. If two or more drivers or Manufacturers finish the season with the same number of points, the higher place in the Challenge shall be awarded to:
- The holder of the greatest number of first places,
 - If the number of first places is the same, the holder of the greatest number of second places,
 - If the number of second places is the same, the holder of the greatest number of third places, and so on through the point-scoring positions until a winner emerges.
 - In the case of Manufacturers, the above criteria will be based firstly on the highest placed individual car, and in the event of a remaining tie then the second-best placed car and so on.
 - If this procedure fails to produce a result, the driver or Manufacturer (best placed individual car) who ranked best in the final race of the Intercontinental GT Challenge will be ranked the highest in the Intercontinental GT Challenge classification.
 - If this still fails to produce a result, the Promoter will decide on the higher place in the Challenge, in consultation with the Sporting Board.
 - Drivers of the same car, who have formed the same crew during all the competitions in the Intercontinental GT Challenge in which they have taken part and scored points, and who finish with the same number of points, will share the same place in the Intercontinental GT Challenge. Examples: drivers 1 and 2 of car A will be classified equal first in the general classification of the Intercontinental GT Challenge ; drivers 1 and 2 of car B will be classified equal second, and so on until the last classified crew finding itself in this situation.
 - In case of any specific situations not covered by the points above, the SRO Sporting Board may be requested to decide on the points allocations. This might include cases where individual drivers may not have adhered to the minimum driving time due to force majeure.

CALENDAR

37. The definitive lists of competitions counting towards the 2024 Intercontinental GT Challenge for GT3 cars will be published by SRO Motorsports Group before 1st February, 2024. In case of force majeure, SRO Motorsports Group reserves the right to modify this date as well as the number and/or format of the competitions.

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38. The Intercontinental GT Challenge, or any constituent competition, may be cancelled in case of force majeure, or with the agreement of the ASN of the organiser, the organiser of any constituent competition, and the Promoter of the Challenge, SRO Motorsports Group.

LIVERY AND SPONSORSHIP

All cars entered in the Intercontinental GT Challenge must abide by the Graphics Design Charter given in Appendix 2 or the specific graphical charter for the Intercontinental GT Challenge released at an individual event. SRO Motorsports Group reserves space on the cars of all competitors.

39. All Manufacturers entered in the Intercontinental GT Challenge must abide by the Graphics Design Charter given in Appendix 2.

PROTESTS AND APPEALS

40. Protests shall be made in accordance with the Code. The protest fee is €500 (five hundred euros) which must accompany the protest.
41. Appeals shall be made in accordance with the Code (Art. 15). Appeals will be heard by the RACB. The appeal fee is €2.000 (two thousand euros) which should be paid by bank transfer to the RACB (IBAN : BE54 3100 2286 4097 – BIC : BBRUBEBB). Competitors are reminded that in case of an appeal, they must confirm this appeal within 96 hours counting from the moment the stewards are notified of the intention to appeal to the RACB by sending an email to sport.court@racb.com. This confirmation is independent of the payment of the fee; payment of the fee is not considered to constitute confirmation. The payment of the fee is mandatory within 96 hours counting from the moment the stewards are notified of the intention to appeal, whether or not the appeal is confirmed. Failing this, the competitor's licence will automatically be suspended until the payment has been made.

APPENDIX 1

Provisional 2024 Calendar

Intercontinental GT Challenge – GT3 Manufacturers and Drivers

R1	February 17 th – 18 th	Repco Bathurst 12 Hour
R2	June 1 st – 2 nd	ADAC Ravenol 24H Nürburgring
R3	June 27 th – 30 th	CrowdStrike 24 Hours of Spa
R4	October 5 th – 6 th	Indianapolis 8 Hour Presented by AWS

Correct as of February 1st 2024

APPENDIX 2

All cars entered in the Intercontinental GT Challenge must abide by the following Graphical Charter.

The valid Graphical Charter for the Intercontinental GT Challenge is always the latest version, which will be distributed to the Manufacturers and teams and which will replace the version hereunder.

Teams, manufacturers and drivers must also abide by the individual Graphical Charter for each Event.



2024 INTERCONTINENTAL GT CHALLENGE
DRIVER OVERALLS



INTERCONTINENTAL GT CHALLENGE PATCH



Space for the Intercontinental GT Challenge logo MUST BE reserved on the right side of the chest.
 **This is only for drivers where the Manufacturer is entered in the Intercontinental GT Challenge.

FANATEC GT WORLD CHALLENGE PATCH



The Fanatec GT World Challenge powered by AWS logo MUST BE located on the left side of the chest

CROWDSTRIKE 24 HOURS OF SPA PATCH



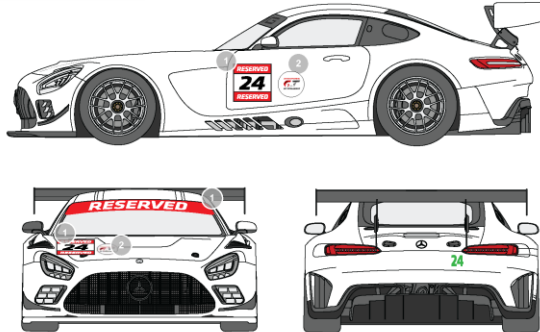
The CrowdStrike 24 Hours of Spa logo MUST BE located on the left side of the chest below the Fanatec GT World Challenge powered by AWS logo.



PIRELLI PATCHES



The PIRELLI logo MUST BE adhered to according to Series regulations. This will be located on the right arm and right side of the chest for all IGTC events.

2024 INTERCONTINENTAL GT CHALLENGE
CAR DECALS



- 1 **RESERVED AREAS**

 These spaces are reserved for the event sponsors. Stickers will be distributed on site. Please see the event Graphical Charter.
- 2 **INTERCONTINENTAL GT CHALLENGE**

 The Intercontinental GT Challenge logo MUST BE located on the right side and left side on the door panels and also on the bonnet of the car.
*This is only for cars where the Manufacturer is entered in the Intercontinental GT Challenge.

2024 INTERCONTINENTAL GT CHALLENGE
CONTACT



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APPENDIX 3

SRO SPORTING BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS

Article 1 – Purpose

The SRO Sporting Board is a body set up by the Intercontinental GT Challenge Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the sporting and technical regulations and the organisation of Intercontinental GT Challenge, other than those which fall within the exclusive remit of the officials of each Event as defined by the provisions of the International Sporting Code.

Article 2 – Members

The SRO Sporting Board at each Event will consist of the following people or their representatives:

- The Chairman of SRO Motorsports Group
- The SRO Technical Director
- The SRO Sporting Director
- The Challenge General Manager
- An RACB Representative.
- Any other persons so designated by SRO Motorsports Group

Article 3 – Missions

The tasks of the SRO Sporting Board will include:

- Issuing clarifications on the regulations and their interpretation
- Taking decisions on the application of the regulations concerning organisational matters at the Events, in order to respond to specific situations
- Responding to any situations involving the commercial management of the Intercontinental GT Challenge.
- Responding to any questions or clarifications regarding the attribution of points and classification of the Race according to IGTC regulations.
- Responding to any requests for derogations in terms of participation in the Intercontinental GT Challenge competitions
- Responding to any requests for specific derogations such as private testing, demonstration laps and other items which may be received before or during an event.

Article 4 – Meetings

Meetings of the SRO Sporting Board can be called at any point during an Event, or can be convened by email between Events.

Decisions will be taken by majority agreement of the members. Two or more members may be authorised to take decisions on matters of derogations on behalf of the Board.

Article 5 – Right of Protest

Decisions taken by the SRO Sporting Board are final and are not subject to protest or appeal.

SRO TECHNICAL BOARD – RULES AND REGULATIONS

INTERNAL REGULATIONS

Article 1 – Purpose

The SRO Technical Board is a body set up by the Intercontinental GT Challenge Promoter, SRO Motorsports Group, the purpose of which is to manage certain aspects relating to the application of the technical regulations, other than those which fall within the exclusive remit of the officials of each Event as defined by the provisions of the International Sporting Code.

Article 2 – Members

The SRO Technical Board will consist of the following people or their representatives:

- The Chairman of SRO
- The SRO Technical Director
- An RACB Representative.

Article 3 – Missions

The tasks of the SRO Technical Board will include:

- Adaptations and Changes to the Balance of Performance, both before and during any event, up to 120 minutes before the start of any race. Any such changes will be published by the Stewards.
- Issues of eligibility of cars
- Issuing Technical Notes to the Competitors

Article 4 – Meetings

Meetings of the SRO Technical Board can be called at any point during an Event, or can be convened by email between Events.

Decisions will be taken by unanimous agreement of the members.

Article 5 – Right of Protest

Decisions taken by the SRO Technical Board are final and are not subject to protest or appeal.

APPENDIX 4 – INDEPENDENT CUP

In accordance with article 22, in order to be eligible to score points towards the Independent Cup, the nominated driver must be entered on a car where a Bronze driver is a mandatory part of the line-up.

As of February 1st, this includes the following categories :

Round 1	17 th – 18 th February	Repco Bathurst 12 Hour (Australia)
	Pro-Am	three drivers P/B/B
	Pro-Am	four drivers P/P/B/B
	Bronze Cup	three drivers P/S/B
	Bronze Cup	four drivers P/S/S/B
	Silver Cup	three or four drivers with a Bronze driver with a minimum driving time
Round 2	1 st – 2 nd June	ADAC Ravenol 24H Nürburgring (Germany)
	SP9 – Pro-Am with at least one Bronze driver.	
Round 3	27 th – 30 th June	CrowdStrike 24 Hours of Spa (Belgium)
	Bronze Cup	three drivers P/S/B
	Bronze Cup	four drivers P/S/S/B
	Pro-Am	three drivers P/B/B
	Pro-Am	four drivers P/P/B/B
Round 4	5 th – 6 th October	Indianapolis 8 Hours presented by AWS (USA)
	Pro-Am	three drivers P/S/B
	Am	three drivers B/B/B

The line-ups indicated above represent the maximum line-up authorised in the category.

Line-ups including a Bronze driver but in another category with no specific minimum Bronze driving time (such as Pro) are not eligible for the Independent Cup.