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BULLETIN No. 01

From: The Stewards	Date: 10 April 2026
To: All Competitors All Officials	Time: 07:50 hrs
	Number of Pages: 5

The Stewards notify those concerned of the following:

Balance of Performance:

In accordance with Article 507.1 of the GT World Challenge Europe powered by AWS Sporting Regulations 2026, the Stewards confirm that the Balance of Performance document applicable for this competition is the document bearing the header:

“BALANCE OF PERFORMANCE FOR 2026 PAUL RICARD”

and the title:

“BALANCE OF PERFORMANCE FOR: 2026 PAUL RICARD”

and identified by the footer:

“Decisions taken by the SRO GT Bureau 09/04/2026”

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

In accordance with Article 15.5 of the GT World Challenge Europe powered by AWS Sporting Regulations 2026, the time penalty which will be applied in the case of any drive-through or stop-and-go penalty notified close to the end or after the race at this competition will be as follows:

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

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

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Authorization of Additional Personnel

Articles 30.5 and 33.2 of the GT World Challenge Europe powered by AWS Sporting Regulations include restrictions on the number of personnel permitted for pit lane operations.

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

	Team	Number
<u>Garage 12</u>	Boutsen VDS	2 and 10
	CSA Racing	111 and 555
<u>Garage 18</u>	Winward Racing	48
	Mercedes-AMG Team MANN-FILTER	87
	Rutronik Racing	96 and 97

Refuelling Connection Time Restrictions

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

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

There is no tolerance applicable in relation to this restriction.

Fuel Sensor Failure - Minimum Pit Stop Time

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

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

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Fuel Sensors

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

Free Practice 1

Friday April 10th 14:55 – 15:05 : All even-numbered cars must pit and connect for the minimum refuelling time

Friday April 10th 15:15 – 15:25 : All odd-numbered cars must pit and connect for the minimum refuelling time

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

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

Free Practice 2

Friday April 10th 19:55 – 20:05 : any cars notified must return to the pits

Article 318.4 – Driving Stints:

In accordance with Article 318.4 of the GT World Challenge Europe powered by AWS Sporting Regulations 2026, the Stewards confirm the following Driving Stints:

MDS – 61 minutes

EDS – 66 minutes

SRO TV Crew access to Parc Fermé

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

SRO TV: *Jonathan Greenwood*
Mark Bargh
Liam Matthews

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

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Pirelli Representatives' Access to Parc Fermé

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

Steve Rouse
Fabio Lo Monaco
Fabio Tarantini
Mert Postaci
Federico Atorino
Shaun Marriott
Francesco Mazziotta
Giuliano Orizio
Oleg Karchevskyy
Stefan Nullens
Giuseppe Parisi

TotalEnergies/Elf Representative Access to Parc Fermé

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

TotalEnergies/Elf: *Pierre Eric Durix*

Location of Parc Fermé:

Qualifying:

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

Race:

Parc Fermé after the Race for cars finishing in first place in each Class will be in front of the Podium, following the marshals instructions.

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

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Location of Stewards' Office:

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

After Race

The teams' trucks are permitted to leave until **Sunday, 12 April at 08:00**. After this time, departures will only be authorized following the conclusion of the final scheduled race.

Driver Categorization Derogation

In accordance with Article 12.3 of the GT Challenge Europe powered by AWS Sporting Regulations, the SRO Sporting Board has decided the following temporary derogation which is applicable only for this round.

Car	Competitor	Drivers	Categorisation
88	Tresor Attempto Racing	Carrie Schreiner	Bronze*

Luis ROBY
Steward (Chair)

Yves BACQUELAINE
International Steward

Alain MARGUET
ASN Steward



Luis Roby
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Yves Bacquelaine
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Alain Marguet
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