

POSTED at
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| GT World Challenge Europe Powered By AWS | |
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| ROUND 2 – BRANDS HATCH - APPENDIX 1 | |
| INFORMATION REQUIRED UNDER ARTICLE 8.2 | |
| PART A | |
| a) Name and address of the National Sporting Authority (ASN). | Motorsport UK Bicester Motion OX27 8FY |
| b) Name and address of the Organiser. | MotorSport Vision Racing MotorSport Vision Ltd., MSV Centre, Brands Hatch Circuit, London Road, West Kingsdown, Sevenoaks, Kent TN15 6FS |
| c) Date and place of the Event. | May 02 nd – 03 rd 2026, Brands Hatch GP Circuit |
| d) Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed. | MotorSport Vision Racing MotorSport Vision Ltd., MSV Centre, Brands Hatch Circuit, London Road, West Kingsdown, Sevenoaks, Kent TN15 6FS info@msvracing.co.uk tel: +44 (0)1474 872331 |
| e) Details of the circuit, which must include: | |
| 1. Location and how to gain access | Brands Hatch is situated on the A20 near West Kingsdown. Three miles from Junction 3 (Swanley) of the M25, it is linked via the A20 to the M20 and M25/M26 Motorways (28 miles – 45 km South-East of London) |
| 2. Length of one lap | 3916 metres |
| 3. Direction (clockwise or anti-clockwise) | Clockwise |
| 4. Location of the pit exit in relation to the Line. | After the Line |
| 5. Grade of the FIA circuit homologation | Grade 2 |
| 6. Date of the expiry of the FIA licence | 22.12.2027 |
| | |
| i) Precise location at the circuit of: | |
| 1. Stewards' office | First Floor, Nigel Mansell Centre |
| 2. Race Director's office | Ground floor, Briefing room |
| 3. Sporting checks | To take place on line |
| 4. Scrutineering flat area and weighing | Garage 33/34 |

| | | |
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| 5. Parc Fermé | In each team's garage | |
| 6. Drivers' and Competitors' briefing | Media Centre, First Floor, Nigel Mansell Centre | |
| 7. Official notice board | Not in use. Digital noticeboard on https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=247 | |
| 8. Press Conference | Not in operation | |
| 9. Media centre | Media Centre, First Floor, Nigel Mansell Centre | |
| 10. Media accreditation centre. | In the media car park. | |
| j) List of any supplementary trophies and special awards in addition to those specified in these Sporting Regulations. | N/A | |
| l) The names of the following Officials of the Event, appointed by the ASN: | | LICENCE NUMBER |
| Steward of the Meeting | Greg Masters | MSUK 140818 |
| Clerk of the Course | David Scott | MSUK 141142 |
| Event Secretary | Scott Pucknell | MSUK 377534 |
| Chief National Scrutineer | Nigel Thorne | MSUK 144695 |
| Chief National Medical Officer | Dr. Haj Jeyabalasingam (Sat), Dr. Obi Nnajiuba (Sun) | |
| | | |
| Any other specific items. | Appendix A - Notice to Competitors | |
| <p>It is forbidden to hammer pegs or stakes into any tarmac surface or deposit fuel, oil or chemical substances onto any tarmac surface in the paddock area. Any person damaging the surface may be excluded from the Event and the Competitor shall be subject to pay immediately liquidated damages of £1000.</p> <p>No markings are to be made on the Circuit or paddock surfaces, the pit lane and pit garage floors.</p> <p>Roadways and the fire lanes in the paddock area are kept clear at all times. Any vehicle parked in these areas to be towed away.</p> <p>All waste oil must be placed in the containers provided and all used tyres and fuel containers must be removed from the site for safe and legal disposal.</p> <p>Competitors must not wash vehicles so as to cause an undue nuisance or partial flooding of the Venue or any part thereof.</p> <p>If oil or any other substance likely to cause danger to others or to the track surface is being dropped from any vehicle the competitor must ensure that the vehicle is stopped immediately.</p> <p>MSV may seek damages from the competitor in the event of an excessive cleaning-up operation caused through bad preparation or negligence.</p> <p>All vehicles taking part in the Event must comply with the current noise limits imposed by the relevant Governing Body, as measured in accordance with the procedures contained in the Regulations.</p> <p>1. Storage and Use of Petroleum Spirit</p> | | |

- 1.1 A maximum of 25 litres of fuel can be stored inside each garage, at any one time.
- 1.2 All petroleum spirit must be stored in appropriate fuel containers complying with all relevant safety standards, away from any source of ignition.
- 1.3 All containers must be indelibly marked; "Petrol - Highly Flammable.
- 1.4 All empty containers must be removed from the venue after the event.
- 1.5 Generators should be powered by diesel and used in the open air.
- 1.6 Appropriate fire extinguishers must be readily accessible near any fuel store or refuelling activity.
- 1.7 Personnel must be trained and wear appropriate fire retardant personal protective equipment (PPE), before using petrol; especially when refuelling.
- 1.8 Vehicle refuelling is to take place in the open air where possible. If refuelling inside the garages all users must adhere to the 'Refuelling Hazard' signage displayed, as reproduced below:
 - 1.8.1 Petroleum spirit – Highly flammable
 - 1.8.2 No smoking and remove all ignition sources
 - 1.8.3 Switch off engine
 - 1.8.4 Open all doors and shutters – Good ventilation required
 - 1.8.5 Check location of your nearest fire extinguisher
 - 1.8.6 Maximum 25 litres of fuel stored in this garage
- 1.9 A no smoking ban and no ignition sources in the vicinity must be enforced by the person in charge of the refuelling process.
- 1.10 A vehicle must be cooled before refuelling.
- 1.11 Drivers and passengers must be outside a vehicle during refuelling, and it is recommended all personnel stand a minimum 3m away.
- 1.12 When refuelling is in process a second person must be nearby, ready with a fire extinguisher.
- 1.13 Your attention is drawn to The Petroleum (Consolidation) Act 1928, The Petroleum (Consolidation) Regulations 2014, the Petroleum Spirit (Motor Vehicles) Regulations 1929, The Control of Substances Hazardous to Health Regulations 2002 (and amendments) and The Regulatory Reform (Fire Safety) Order 2005, must be complied with.
- 1.14 Participants are reminded that fuel is available for sale at the Venue. As such it is unnecessary for Participants to carry large quantities of fuel.

2. Hazardous Substances

- 2.1 Some vehicle parts, for example brake and clutch linings may contain asbestos. Participants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
- 2.2 Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur, any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.
- 2.3 Various other substances may cause disease or ill health even after very short exposures. Manufacturer's guidance must always be followed. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request (Safety Data Sheets).
- 2.4 Personnel must be suitably trained and wear appropriate personal protective equipment (PPE), before using any COSHH substances.
- 2.5 The requirements of the Control of Substances Hazardous to Health Regulations 2002 (COSHH) (as amended) must be complied with.

3. Electrical Safety

- 3.1 All portable electrical equipment must be maintained in a safe condition and hold a valid Portable Appliance Test (PAT) Certificate.
- 3.2 Cables should be flexible (not of semi rigid type used for household wiring) and covered by matting when crossing walkways or fire lanes. Neoprene covered cable will resist damage by oil.
- 3.3 All electrical equipment to be used externally should be weatherproof.
- 3.4 Only British Standard UK plugs or adaptors permitted in site sockets, no overloading of circuits, particularly in the pit garages.

3.5 Hand tools should preferably be of the “double insulated” or “all insulated” type, as these provide valuable protection against electric shock.

3.6 Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored, or refuelling is taking place.

3.7 The Electricity at Work Regulations 1989 must be complied with, or any deviations documented.

4. Fire Precautions

4.1 Smoking is prohibited in all enclosed areas, including without limitation in the pit garages and in the pit lane. Smoking is also prohibited in all MSV vehicles.

4.2 All potential sources of ignition should be kept away from petroleum spirit and vapours. Clear no smoking signage displayed where possible.

4.3 Barbecues and cooking equipment are prohibited in pit areas, including garages.

4.4 Fire extinguishers must be annually serviced or inspected, with the date displayed on the bottle, for checking.

4.5 Temporary structures to have; an adequate gap separating them from other structures, recommend minimum 3 meters; clearly displayed fire extinguishers next to each fire exit door and clearly visible fire exit signage above each fire door.

4.6 Fire lanes, roadways and hatch markings to be kept clear at all times.

4.7 Ensure safe access and egress is available in and around team areas, this includes the provision of adequate lighting levels for evacuation purposes.

4.8 Catering outlets should hold a minimum of one fire blanket and an additional appropriate fire extinguisher.

4.9 Fire extinguishers should not be removed from any fire points unless they are to be used on a fire.

4.10 All fires must be reported immediately to an official, marshal or other member of staff, even if extinguished.

4.11 Personnel must be trained in the correct use of fire extinguishers.

4.12 MSV permission is required before hot works commence on site.

4.13 All fire notices and orders to evacuate must be complied with.

4.14 The requirements of the Regulatory Reform (Fire Safety) Order 2005 must be complied with.

5. Working at Height

5.1 Personnel are encouraged to work at ground level where at all possible.

5.2 Personnel working at height must be protected from falling e.g. trained using harnesses and ropes, or handrails.

5.3 All working at height must be well planned and supervised with safe systems of work followed.

5.4 Reassess working at height safe working practices during adverse weather conditions.

5.5 No one should work underneath those working at height.

5.6 Appropriate non-slip footwear and personal protective equipment to be worn.

5.7 No one is permitted to spectate from a truck roof, tail lift, generator, waste bin, or other infrastructure on site.

5.8 Manufacturer’s guidance to be followed when using ladders, step ladders and all working at height equipment.

5.9 Domestic ladders or step ladders must not be used on site, only commercial ladders and step ladders.

5.10 All ladders, step ladders and any equipment must be checked for damage and removed from use if faulty.

5.11 The Working at Heights Regulations 2005 must be adhered to.

6. Vehicle Safety

6.1 A maximum 10 mph speed limit is in force on site for all vehicles, including bicycles, where permitted.

6.2 Public (and children) are permitted in working paddock areas; therefore drivers/riders must take extra care in these tight localised areas.

6.3 Venue signage must be adhered to.

6.4 All vehicles ridden or driven on site must be road worthy and covered by a valid third-party insurance (including when riding all mopeds, scooters and quadbikes).

6.5 All personnel using vehicles on site must hold the relevant current UK driving license (or equivalent).

6.6 Helmets must be worn by those riding scooters and mopeds outside the paddock and pits. It is MSV's recommendation that helmets are worn at all times riding around site.

6.7 All vehicles must at all times, keep to the marked roads when moving around the Venue.

6.8 Tail lifts must never be left in the middle position; they must either be fully lowered or closed after loading/unloading.

6.9 Children are not permitted to ride scooters at any time or be carried as passengers.

6.10 Mobile phones must not be used whilst riding or driving.

6.11 Keys must be removed from the ignition of all vehicles when parked or not in use.

6.12 Riders or passengers on scooters or motorbikes must not carry unsecured loads.

6.13 Hover-boards, electric balance boards or equivalent (non-road legal) electric scooters are prohibited from site (disabled blue badge holders may be permitted to ride electric vehicles to aid access, with MSV permission).

6.14 Vehicles must be driven or ridden as per manufacturer's instructions and with the set number of passengers (e.g. A 2 seat buggy must not carry more than 1 passenger with the driver – no standing on the back).

6.15 Breaches to this guidance may result in vehicle keys being taken and vehicles confiscated until teams leave site.

7. Compressed Gas Equipment

7.1 Explosions from over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.

7.2 All airlines should be in good condition, well maintained and be inspected regularly.

7.3 Always stand clear when inflating tyres and wear protective eye wear.

7.4 Compressed gas equipment to be used by well trained personnel only, no under 16-year-olds. Any form of horseplay involving compressed air or gas is prohibited.

7.5 Compressed gas cylinders should be stored safely, in a well-ventilated, upright positions, in accordance with the relevant working practices and legislation.

7.6 The requirements of the Pressure Systems Safety Regulations 2000 must be complied with on site.

8. Jacks and Axle Stands

8.1 Vehicles should only be raised and lifted on jacks and supported by axle stands which are in good condition, well maintained and rated to lift the vehicle weight safely.

8.2 Jack vehicles only on level undamaged ground.

8.3 Use the hand brake and chocks to stop the vehicle moving.

8.4 Vehicle engines should not be run whilst the weight of the vehicle is supported.

8.5 Follow manufacturer's guidance for using and maintaining equipment. Thorough examinations and testing is required every 6 months, with regular inspections and checks when used.

8.6 Lifting Operations and Equipment Regulations 1998 (LOLER), and Provision and Use of Work Equipment Regulations 1998 (PUWER), must be adhered to.

9. General Working Practices

9.1 All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.

9.2 All spillages should be cleaned up immediately.

9.3 All trailing cables, wires and hoses should not be allowed to create a trip hazard - use cable matting, or tape down safely, burying of cables is not permitted.

9.4 Whenever vehicle engines are being run, adequate ventilation must be ensured.

9.5 Pathways and roads should not be obstructed by storage boxes, vehicles or kit.

9.6 All site safety notices must be complied with.

9.7 Any person carrying out any work must ensure that they adopt safe working practices at all times and comply with any relevant statutory provision and/or published guidance.

9.8 Personnel under the age of 16 are not allowed in the pits area or pit lane.

9.9 Drones are prohibited from site (unless flown by a professional operator with CAA permission, insurance and pre-authorisation paperwork signed by the Circuit Manager).

10. Noise

10.1 Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.

10.2 All personnel should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.

10.3 It is recommended ear protection is worn when working in pits lanes and in pit garages, where particularly high levels of noise are recorded.

10.4 Where any person is at work the requirements of the Noise at Work Regulations 2005, must be complied with.

11. Manual Handling of Loads

11.1 Lifting, carrying and propelling loads by bodily force can be a major cause of injuries. Personnel are required to train their staff in safe manual handling techniques.

11.2 All manual handling lifting should be well planned and safe, with the weight of loads being lifted known.

11.3 Where any person is at work the requirements of the Manual Handling Operations Regulations 1992 must be complied with.

12. Waste

12.1 All waste oil must be placed in the containers marked "waste oil."

12.2 Waste tyres and empty petrol/oil containers should not be left at the Venue.

12.3 Personnel are urged to take any other form of waste with them when they leave the Venue, or to place it in the refuse containers provided.

12.4 Your attention is drawn to the requirements of the Environmental Protection Act 1990.

13. First Aid

13.1 Any person sustaining an injury or feeling unwell should seek treatment from the onsite emergency services.

13.2 To call the first aid or emergency services contact any official or member of the venue management.

14. Public Safety

14.1 Personnel should be aware that the Paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.

14.2 Personnel should exercise particular caution when the paddock is busy and during pits and track walkabouts.

15. Incident Reporting

15.1 All accidents where any person sustains injury, or where damage to property occurs, must be reported immediately to an official or a member of the venue management.

16. Temporary Structures

16.1 All temporary structures must be constructed as per manufacturer's instructions, adhering to safe method statements, risk assessments and safe working practices, by competent, well-trained personnel only.

16.2 Structural plans and weight loading calculations must be known and adhered to during build and breakdown activities.

16.3 Emergency procedures to be devised and staff trained on them e.g. how and when to close a structure down safely in high winds.

16.4 Competent supervisor to sign-off the structure before it is used by members of the public or MSV staff.

17. Track Regulations and Governing Bodies Regulations

17.1 Participants and Competitors are reminded of their obligations to comply with the requirements of the appropriate Track Regulations or Governing Body's regulations at all times. These Guidance Notes should be read.

| PART B – TO BE COMPLETED BY THE PROMOTER | | |
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| PART B – TO BE COMPLETED BY THE PROMOTER | | LICENCE NUMBERS |
| 1: Timetable Information: | | |
| Start of the sporting checks and Scrutineering | Scrutineering: Friday May 1 st from 10:30 – 13:00 and 14:00 – 19:00 Admin Checks: Friday May 1 st from 14:00 – 16:00 (By appointment only) | |
| Time and date of the Briefings | Team Managers’ Briefing: Friday May 1 st at 16:00 Team Managers and Drivers’ Briefing: Friday May 1 st at 18:00 | |
| Start time of the race | Sunday May 3 rd at 11:15– Rolling Start – 1 hour Sunday May 3 rd at 15:45 – Rolling Start – 1 hour | |
| 2: Organisation and Management of the Event | | |
| CEO | Stephane RATEL | |
| General Manager | Laurent GAUDIN | FFSA 136816 |
| Event Manager | Simon DEVILLEPOIX | FFSA 317089 |
| Team Relations Manager | Maria Giovanna PIVA | RACB 4246 |
| 3: List of Officials nominated by the Promoter and the Parent ASN | | |
| Chairman of the Stewards | Luis ROBY | PT26/0509 |
| International Steward | Yves BACQUELAINE | RACB 001 |
| Race Director | Niels WITTICH | SPA 1106962 |
| Deputy Race Director | Julian CANIVENQ | FFSA 188870 |
| Incident Manager Official | Matthieu MOREAU | FFSA 170275 |
| Track Limits Official | Marta SANTAMARIA | DC-2011-ESP/CAT |
| Technical Director | Claude SURMONT | RACB 2774 |
| Technical Delegate | Alain MARQUET | RACB 2265 |
| Scrutineer | Fabrice CARTENSTADT | RACB 3690 |
| Sporting Manager | Antonio CAZZAGO | RACB 4245 |
| Pit Lane Official | Ghislain VERRIEST | RACB 3021 |
| Scrutineer in charge of Graphical charter | Nadia SOYEZ | RACB 3763 |
| Chief Timekeepers | Steffen RUHL Daniel SCHULZE | DMSB 1144260 RACB 3722 |
| Paddock/Grid official | Geoffrey CHAUMONT | RACB 4051 |
| Safety Car Driver | Christopher CAMPBELL | RACB 4256 |
| Leading Car Driver | Ghislain VERRIEST | RACB 3021 |

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| Press Delegate | Emma SPEARING | RACB 4341 |
| 4 : Composition of the Sporting Board for the event | | |
| Sporting Committee Composition for the event | Laurent GAUDIN | FFSA 136816 |
| | Xavier SCHENE | RACB 2731 |
| | Niels WITTICH | SPA 1106962 |
| | Claude SURMONT | RACB 2774 |
| | Antonio CAZZAGO | RACB 4245 |
| | Luis ROBY | PT26/0509 |
| 5: Appeal, Protest and fines | | |
| Additional Trophies and Prizes | N/A | |
| Location of the Virtual Notice Board | https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=247 | |
| Fines | To be paid to the SRO Motorsports Fund | |
| Protest fee (RACB) | € 500,00 | |
| Appeal fee (RACB) | € 2.000,00 | |
| Right of Review (RACB) | € 2.500,00 | |
| International appeal fee (FIA) | € 6.000,00 | |
| 6: FIA Classification of the International Series | SILVER | |
| Other Information | | |
| | Teams are notified that the final day that private testing for Sprint Cup is authorised is April 24 th 2026 | |
| | Teams are notified that in accordance with article 23.7 a) of the 2026 Sporting Regulations, the Indy version of the circuit is not included in the private testing ban, as the circuit configuration is considered to be 'significantly different from that being used for the GT Challenge Europe powered by AWS Event' | |
| | Teams are notified that there will be a split pit window art.418.2 of the 2026 Sporting Regulation and art. 435.4.4 of the 2026 Sporting Regulation. | |
| PART C – Detailed Timetable | | |
| PART D – Event Insurance | | |