

POSTED at
28/08/2025, 16:43

BULLETIN No. 01

From: The Stewards
To: All Competitors
All Officials

Date: 28 August 2025
Time: 16:40 hrs
Number of Pages: 5

The Stewards notify those concerned of the following:

Extrication and Recovery Exercises:

In accordance to Article 27.14 of the GTWCE Sporting Regulations

1. Extrication Exercise

The Extrication Exercise will take place on **Friday, 29th of August at 08:15hrs** outside pit lane box #17.

Team	Car	Number
<u>VSR</u>	Lamborghini Huracan GT3 EVO2	60 or 163

The Team must provide a team member (driver or mechanic) with racing overall, helmet and head restraint (FHR).

2. Recovery Exercise

The Recovery Exercise will take place on **Friday, 29th of August at 08:15hrs** outside pit lane box #19.

Team	Car	Number
<u>Walkenhorst Motorsport</u>	Aston Martin Vantage AMR GT3 EVO	34 or 35

Balance of Performance:

In accordance with Article 507.1 of the GT World Challenge Europe powered by AWS Sporting Regulations 2025, the Stewards confirm that the Balance of Performance document applicable for this competition is the document bearing the header:

“BALANCE OF PERFORMANCE FOR 2025 NÜRBURGRING”

and the title:

“BALANCE OF PERFORMANCE FOR: 2025 NÜRBURGRING”

and identified by the footer:

“Decisions taken by the SRO GT Bureau 28/08/2025”

[Bulletin continued on page 2]

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 2025, 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 **27 seconds** added to the elapsed time of the car.

Stop-and-Go Penalty: will be converted to **32 seconds plus the prescribed stop time** added to the elapsed time of the car.

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

Competitors are reminded that, in accordance with Article 505.5 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.

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:

<i>Matteo Corradini</i>	<i>Giovanni Brandi</i>
<i>Georgie Chapman</i>	<i>Giuliano Orizio</i>
<i>Steve Rouse</i>	<i>Roccantonio Liscio</i>
<i>Laila Fadli Dokkali</i>	<i>Oleg Karchevskyy</i>

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: *Corentin Loiseau*

[Bulletin continued on page 3]

Article 118.4 – Driving Stints:

In accordance with Article 118.4 of the GT World Challenge Europe powered by AWS Sporting Regulations 2025, the Stewards confirm the following Driving Stints:

MDS – 64 minutes

EDS – 69 minutes

Article 118.5 - Race Format

In accordance with Article 118.5 of the GT Challenge Europe powered by AWS Sporting Regulations 2025, the Stewards inform that the format for Round 8 – Nürburgring, will be **Format A – Race with Two Mandatory Pit Stops**, therefore applying Article 118.5 a).

Refuelling Connection Time Restrictions

In accordance with Articles 18.1 and 118.5 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 each of the mandatory 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 **44.0 seconds**.

There is no tolerance applicable in relation to this restriction.

There is no time restrictions on any non-mandatory pit stop.

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 'short' refuelling stops) with no refuelling data is **76 seconds**.

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

Location of Parc Fermé:

Pre-Qualifying and Qualifying:

After Pre-Qualifying and after the Qualifying "Q3" the parc fermé location 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 to the Scrutineering Box by team members.

[Bulletin continued on page 4]

Race:

Parc Fermé after the Race will be in front of Podium for cars finishing in 1st place in each Class. For all other cars, Parc Fermé will be in the pit lane, in front of the respective pit garages.

All sessions:

Whilst under Parc Fermé conditions, no car should be placed on skates. The only exception applies to all cars not selected for scrutineering after Pre-Qualifying and Qualifying, who are allowed to use skates to park inside the respective pit garages. **After the cars are pushed into the garage the skates must be removed.**

Behaviour Warning Points

The Stewards advise that the Behaviour Warning Points (BWP), having been imposed and/or deducted at previous events in accordance with Article 16 of the GT World Challenge Europe powered by AWS Series Sporting Regulations 2025, are carried forward to this event as follows:

Driver Name	BWP	Driver Name	BWP
Baptiste Moulin	2	Rolf Ineichen	1
Alessio Rovera	1	Lewis Williamson	1
Mateo Villagomez	1	Jhon Paul Southern	1
Augusto Farfus	1	Tim Sandtler	1
Christopher Froggatt	2	Maximilian Paul	1
Marco Pulcini	2	Ben Doerr	1
Loris Cabirou	1	Federico Al Rifai	1
Dante Rappange	1	Philippe Denes	1
Ivan Klymenko	1	Edoardo Liberati	1
Ibrahim Al-Abdulghani	2	Maro Engel	1
Tanart Sathienthirakul	1	Joel Sturm	1
Maxime Robin	2	Marcos Siebert	1
Sven Muller	1	Nicky Catsburg	1
Aliaksandr Malykhin	1	Gregory Servais	1
Nicólo Rosi	1	Custodio Toledo	1
Oliver Söderström	1	Christian Hook	1
Xavier Knauf	1	Riccardo Pera	1
Louis Machiels	1	George Kurtz	2

Corrections to the Supplementary Regulations/ Appendix 1 for this event:

13. Names of the following officials of the Event, appointed by the ASN:

- Safety Car Co-Driver Franz Simon
- Leading Car Co-Driver Luca Kalischan

14. Names of the following officials of the Event, appointed by the RACB:

- Chief Timekeeper Daniel SCHULZE Lic. RACB 3722

Two Driver Derogation

In accordance with Article 112 b) 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
888	Dinamic GT	Mathieu DETRY	Silver
		Fabian DUFFIEUX	Bronze

Luis ROBY
Steward (Chair)

Yves BACQUELAINE
International Steward

Andy WITKOWSKI
ASN Steward



Luis Roby
Chair-Steward
PT25-0485
28/08/2025, 16:42:51



Yves Bacquelaïne
Steward
RACB 001
28/08/2025, 16:42:51



Andy Witkowski
Steward
SPA1042082
28/08/2025, 16:42:51