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WORLD CHALLENGE
EUROPE
BRANDS HATCH 2026
powered by aws

BULLETIN No. 01

From:	The Stewards	**Date:**	01 May 2026
To:	All Competitors All Officials	**Time:**	16:35 hrs **Number of Pages: 3**

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 **Saturday, 2nd of May at 08:00hrs** outside pit lane box #21 or #22.

Team	Car	Number
Emil Frey Racing	*Ferrari 296 GT3 EVO*	*14 or 69*

   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 **Saturday, 2nd of May at 08:00hrs** outside pit lane box #19 or #20.

Team	Car	Number
Walkenhorst Motorsport	*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 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 BRANDS HATCH"

and the title:

"BALANCE OF PERFORMANCE FOR: 2026 BRANDS HATCH"

and identified by the footer:

"Decisions taken by the SRO GT Bureau 24/04/2026"

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THANK YOU FOR CONSIDERING THE ENVIRONMENT BEFORE PRINTING THIS DOCUMENT

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 **30 seconds** added to the elapsed time of the car.

Stop-and-Go Penalty: will be converted to **35 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
Liam Matthews

Competitors are reminded that, in accordance with Article 28.5 of the GT Challenge Europe powered by AWS Sporting Regulations 2025, 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 Pare Fermé at the relevant time, the following representatives of the official tyre supplier are permitted to enter Pare Fermé in order to undertake tyre checks on any car:

Steve Rouse
Oleg Karchevskyy
Patryk Miklas
Yari Massa
Roccantonio Liscio

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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

Parc Fermé:

Parc Fermé after Qualifying and the Races will be in the respective pit garages, with each car nose towards the pit Lane, except for those cars selected for Scrutineering by the Technical Delegate which must be pushed to the Technical Scrutineering area.

Teams without garages – KPX Motorsport and Razoon – more than racing:

Due to the circuit capacity, teams from car #77 – KPX Motorsport - and #914 – Razoon – more than racing – do not have an assigned pit garage, being based in the paddock and having only a designated area in the pit lane. The Stewards allow cars #77 and #914 to use “cruising” tyres to do the route paddock – pit lane, and backwards.
Adding to this, the Stewards determine that cars #77 and #914 must conduct the refuelling operations in the parc fermé designated area.

Luís ROBY **Chair Steward**	**Yves BACQUELAINE** **International Steward**	**Greg MASTERS** **ASN Steward**
Luis Roby Chair-Steward PT26-0509 01/05/2026, 16:39:58	Yves Bacquelaine Steward RACB 001 01/05/2026, 16:39:58	Greg Masters Steward 140818 01/05/2026, 16:39:58