

Provisional Regulation

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FOREWORD

- 1.1. Race Ready (hereafter “the Promoter”) and TCR Euro Series LTD will organize the Super Cars Endurance (hereafter “the Series”) reserved for the car allowed in each category. The Series comprises titles for driver and teams.
- 1.2. The Series is governed by the FIA International Sporting Code and its appendices (hereinafter “the Code”), the Prescrições gerais velocidade (PEV), the 2021 Technical Regulations for GT4 Grand Touring Cars and TCR, and the present Sporting Regulations specific to the Series. All the participating parties (Promoter, ASNs, organizers, competitors and circuit) undertake to apply as well as observe the rules governing the Series.
- 1.3. The Super Cars Endurance Permanent Bureau may:
 - A. Deal with questions concerning the acceptance of cars as specified in the present Regulations;
 - B. Deliberate concerning the acceptance of Tuners and Manufacturers’ entries in the Series;
 - C. Rule on questions concerning the balance of performance;

The Super Cars Endurance Sporting Committee will take decisions on matters relating to the Series including:

- A. Issue clarifications on the regulations and their interpretation
- B. Deal with questions concerning the acceptance of drivers;
- C. Authorize a competitor to change the model of his car in the course of the season within the same category;
- D. Deliberate concerning the categorization of the status of a driver and any associated penalties;
- E. Deliberate on the handicap ballast for pairings.
- F. Deliberate on any questions concerning the attribution of points or the classification of the Series.

2. REGULATIONS

- 2.1. The final text of these Super Cars Endurance Sporting Regulations shall be the Portuguese 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.
- 2.2. These Super Cars Endurance Sporting Regulations will come into effect on May 13 and replace any previous regulations relating to this Series.
- 2.3. All competitors taking part in the series shall be informed through bulletins issued by organisation Permanent Bureau and/or the Sporting Committee of any changes to these Sporting Regulations with details of the date on which the changes come into force.
- 2.4. While this document is in general written with references in masculine, it should be considered as gender-neutral. All references to “he” can be replaced by “she”, “his” by “her”, etc....

3. GENERAL UNDERTAKING

- 3.1. All drivers, competitors and officials participating in the series undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Super Cars Endurance Technical Regulations and the present Sporting Regulations. Bulletins will be approved by event Stewards.

4. GENERAL CONDITIONS

- 4.1. It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the 2021 Technical Regulations from here on called "the Technical Regulations", the competition Sporting Regulations including any approved Bulletins and clarifications, as well as the Appendix 1 to each Competition.
- 4.2. Each competitor must nominate his representative(s) in writing on the entry form. If a nominated representative is unable to be present in person at the Competition, he must communicate an alternative representative in writing to the Stewards of the meeting before the end of the administrative checks; cases of "force majeure" will be judged by the Stewards. Throughout the entire duration of the Competition, 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.
- 4.3. Competitors must ensure that their cars comply with the conditions of eligibility, safety and the Technical Regulations throughout the Competition.
- 4.4. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

5. LICENCES

- 5.1. All drivers, competitors and officials participating in the Series must hold current and valid licenses. For drivers, the minimum requirement is a EU national Licence with authorization from their ASN to compete in the relevant Competition abroad or similar or an international licence D or superior FIA International Driver's License or equivalent International Special Abilities License.

6. ELIGIBLE CARS

- 6.1. GT4 PRO-AM and GT4 BRONZE categories competitions are first and foremost reserved for GT4 Grand Touring cars homologated by the RACB for organisation as defined by the applicable Technical Regulations.
- 6.2. The following cars are eligible to compete in the GT4 GTC category:
 - Aston Martin Vantage GT4 (*except MY2020)
 - Ginetta G50 3.5 or 3.7
 - BMW M3 E92 GT4
 - Porsche 997 GT3 Cup GT4
 - Lotus Evora
 - Lotus Exige 260R Cup
 - Chevrolet Corvette C6
 - GT4 Nissan 350Z
 - Ford Mustang FR500 C
 - KTM X-BOW GT4 (MY2008)
 - Maserati GranTurismo MC GT4
 - Ferrari F430 Challenge

The Promoter reserves the right to accept any other car in the GTC category.

In special circumstances, the Promoter reserves the right to accept "Guest" cars, whose Homologation form is temporary or incomplete. These cars and their drivers will not

take any points from remaining homologated drivers.

7. SERIES COMPETITIONS

7.1. Each Competition will have the status of a restricted national Competition.

7.2. The Series is made up of Competitions consisting of two races with a duration of 45 minutes. This duration may be reduced at same Competition, which will be communicated in the Appendix 1 to the Competition. Save in exceptional circumstances, each Championship Competition will be made up of:

- >
- > 2*15 min Qualifying sessions length according to the competition that we share the track time.

7.3. The maximum number of Events with Series Competitions is set at six (5).

7.4. The Super Cars Endurance will include five categories:

- > GT4 PRO
- > GT4 BRONZE
- > GTC
- > TCR
- > Peugeot Racing Cup

7.5. The provisional list of Events with Competitions in the 2021 Super Cars Endurance is as follows:

Event 1	05/06 June	Jarama	Spain
Event 2	10/11 July	Estoril	Portugal
Event 3	25/26 September	Valencia	Spain
Event 4	16/17 October	Portimão	Portugal
Event 5	06/07 November	Jerez de la Frontera	Spain

8. CLASSIFICATION AND SCORING POINTS

8.1. Points for the all classifications are awarded 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

8.2. If a race is suspended or stopped under article 40 and cannot be resumed, then:

- A. no points will be awarded to the driver(s) if the leader has completed less than two laps;

- B. half points will be awarded to the driver(s) if the leader has completed two or more laps but less than 75% of the original race distance (or time), on condition that at least one full lap has been completed by the leader with no safety car or full course yellow procedure in operation;
- C. full points will be awarded to the driver(s) if the leader has completed 75% or more of the original race distance (or 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.

8.3. After the last Event on the annual calendar, the **Super Cars Endurance Drivers' trophy** winning titles will be awarded.

8.4. After the last Event on the annual calendar, the **Super Cars Endurance Team trophy** winning title will be awarded to the eligible team according to the results of all races counting towards the Super Cars Endurance . For the Team trophy, a Team will be defined by the Competitor license with which it is entered in the Competition (independent of the commercial team name). Only 2 cars can be considered as forming the same Team for the Team trophy. If more than 2 cars are entered under the same Competitor license, the Competitor has to nominate the **cars** eligible to score points for the Team trophy at the latest during the Administrative checks at each Event. Failure to do so will default the eligibility to score points for the Team trophy **to the 2 cars with the lowest competition numbers**, number 1 being the lowest in this context (see Article 23.1). For the Team title, only the highest-finishing car per Team will score points, and all other cars entered by that team will be invisible as far as scoring points are concerned.

A car scores points depending on the category it is entered in (Pro-Am or BRONZE).

The number of points awarded in each category is dependent on the number of Teams participating in that class, in line with following table:

Number of teams in category:	>5	5	4	3	2	1
1 st	25 points	18 points	15 points	12 points	10 points	8 points
2 nd	18 points	15 points	12 points	10 points	8 points	N.A.
3 rd	15 points	12 points	10 points	8 points	NA	N.A.
4 th	12 points	10 points	8 points	N.A.	NA	N.A.
5 th	10 points	8 points	NA	N.A.	NA	N.A.
6 th	8 points	N.A.	NA	N.A.	NA	N.A.
7 th	6 points	N.A.	NA	N.A.	NA	N.A.

8 th	4 points	N.A.	NA	N.A.	NA	N.A.
9 th	2 points	N.A.	NA	N.A.	NA	N.A.
10 th	1 point	N.A.	NA	N.A.	NA	N.A.

Since only 1 car per team can score points, only the highest ranked car in its respective category will be counted; the other car (possibly in another category) will become invisible for the assignment of Team points. If the 2 cars of the same Team are eligible for the same amount of points in 2 different categories, the car ranked highest in the overall result will be counted and the other will become invisible.

- 8.5. Additional trophies for female drivers, for manufacturers and for rookie drivers may also be organized.
- 8.6. If two or more drivers or Teams finish the season with the same number of points, then the higher place in the series shall be awarded to:
- A. The holder of the greatest number of first places
 - B. if the number of first places is the same, the holder of the greatest number of second places;
 - C. If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges;
 - D. If this procedure fails to produce a result, the driver (for the Driver's trophy) or the Team (for the Team's trophy) who ranked best in the last race will be ranked the highest of the two in the season results;
 - E. Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.

9. COMPETITORS' APPLICATIONS

- 9.1. Drivers wishing to compete in the GT4 PRO-AM and GT4 BRONZE Categories Super Cars Endurance must be categorized by the FIA. Drivers who are not categorized must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Competition in which he or she wishes to take part, using the link on the FIA website under <http://www.fia.com/fia-driver-categorisation>.

The definitions of the categories, the Driver Categorization List and the application form can be found on the FIA website.

All decisions concerning the categorizations are taken under the authority of the FIA Drivers Categorization Committee.

The list of competitors allowed to take part in the Competition will indicate the category attributed to each driver.

The GT4 South Sporting Committee retains the right to give provisional categorizations to drivers who are not categorized at the start of the Event or to make any amendments to the FIA Categorization of any driver according to the criteria of the Super Cars Endurance. Any drivers given a temporary categorization derogation will be indicated in the entry list with an asterisk. Any drivers receiving such a derogation will be closely monitored and the derogation may be removed at any time without notice. Furthermore, pairings which include a driver holding a

derogation may be given additional weight or time penalties on decision of the GT4 South Sporting Committee. Any provisional categorizations will not constitute an FIA categorization.

9.2. The following pairings will be allowed in the GT4Pro-Am category:

- Bronze - Gold with a ballast of 1.5% of the car's homologated weight
- Bronze - Silver with no additional ballast

All ballast figures given above are provisional and subject to modifications from the Sporting Committee.

9.3. The following crews will be allowed in the GT4Bronze category:

- Bronze-Bronze
- One Bronze driver competing alone

9.4. The GT4 South Sporting Committee reserves the right to amend the ballast figures at any time before or during any Competition.

10. ENTRY CONDITIONS

10.1. Full-season and race-by-race applications are accepted.

10.2. Entry Forms to enter the Super Cars Endurance on either a full season or race-by-race basis can be downloaded of the website www.gt4south.com.

10.3. The entry form must be accompanied by the payment in advance of the entry fee mentioned below. The Promoter reserves the right to refuse an entry for the entire Series or for any individual Competition.

Applications must be sent to organisation no later than 2 weeks before any Event mentioned in article 7.7 at the following address GT4@raceready.pt

10.4. All competitors whose applications are accepted for the Super Cars Endurance undertake to participate in every Competition entered with the number of cars and drivers entered. Any possible failure to compete must be notified in writing to the Promoter of the Super Cars Endurance. Any possible failure to compete must be duly explained and justified.

10.5. All entries must be confirmed two weeks before each event and the driver line-up confirmed to the Promoter in order for the line-up to be examined by the Sporting Committee for conformity to article 12 of these Sporting Regulations.

10.6. Driver changes are permitted. Unless there is a case of force majeure, as adjudged by the Promoter, a change is allowed no later than 48 hours before the opening of the Signing on for the Competition in which the driver will be changed.

10.7. Applications will only be accepted after prior settlement of all debts with organisation and its partners by the competitor or driver.

10.8. If a competitor does not respect the registration deadlines as detailed in article 13.4 and 13.6 the Promoter can, at its sole discretion, declare null and void the registration request. In this case, the competitor will not be reimbursed of any advance payment. Applications are deemed to become official entries once the registration fees have been paid in full and the competitor has been informed by the Promoter. By signing their application, the driver and the competitor accept the terms and conditions of these regulations, and agree to honour them both in letter and in spirit.

11. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 11.1. In exceptional circumstances, the Stewards and/or Race Director may give instructions to competitors by means of special Information Notes in accordance with the Code. These Information Notes will be published on the official noticeboard and will be distributed to all the competitors, who must acknowledge receipt. The signature of the Competitor or his designated representative is mandatory.
- 11.2. The timing monitors are also considered as an official noticeboard (if the facilities on the circuit permit).
- 11.3. All classifications, starting grids and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board and on the digital notice board if applicable.
- 11.4. Any decision or communication concerning a competitor should be given to him as soon as possible and receipt must be acknowledged.
- 11.5. The Balance of Performance for a Competition will be communicated a minimum of 5 (five) days before the Competition. However, the Organisation Permanent Bureau reserves the right to amend this at any point before or during the Competition.

12. INCIDENTS

- 12.1. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:
 - A. Necessitated the stopping of a practice (free or qualifying) session (Article 34) or the suspension of a race (Article 40);
 - B. Constituted a breach of these Sporting Regulations or the Code;
 - C. Caused a false start by one or more cars;
 - D. Caused a collision;
 - E. Forced a driver off the track;
 - F. Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - G. Illegitimately impeded another driver during overtaking.
 - H. Caused a pit lane infringement.
- 12.2. All participants must have an onboard camera in their car in accordance with Appendix 2 of these regulations. The camera must face the front of the car and show the track. The data from the onboard camera system may be used by the stewards, race director, or promoter to investigate incidents. All data from onboard camera system(s) is/are property of the promoter and will be returned to the team after the Event.
- 12.3. The onboard camera must always be turned on and set to record mode when the car is on track or in the pit lane. Failure may result in the following fines (cumulative over the season):
 - First offence: Three hundred euros (€300)
 - Second offence: Six hundred euros (€600)
 - Third offence: Disqualification from the Competition
- 12.4. It shall be at the discretion of the Stewards or the Race Director to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalized.
- 12.5. If an incident is under investigation by the Stewards and/or Race Director, a message informing all teams which driver or drivers are involved may be displayed on the timing monitors (if the facilities on the circuit so permit).

- 12.6. If a driver is involved in a collision or Incident (see Article 17.1), and has been informed (for example through the timing monitors or other notification) of this by the Stewards and/or Race Director no later than 30 minutes after the session has finished, he must not leave the circuit without the consent of the Stewards and/or Race Director. This implies that in any case, no driver may leave the track until 30 minutes after each session, except for medical reasons.
- 12.7. The Stewards and/or Race Director may impose any one of the following penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident:
- A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping in the pit lane.
 - A Stop & Go Penalty. The driver must enter the pit lane, stop in the penalty zone and re-join the race immediately.
 - A time penalty of at least 10-seconds to be added into the total race time and to be applied, if possible, before the prize giving ceremony at the podium.
 - A reprimand.
 - A drop of at least two (2) grid positions at the driver's next race.
 - Disqualification from the results.
 - A suspension for one or more races.

Penalties F and G above can only be imposed by the Stewards.

However, should the penalties A or B above be imposed during the last five minutes or after the end of a race, and the car was not able to execute the penalty before the end of the race, previous article will not apply and a time penalty will be added to the elapsed race time (plus the additional stop and go penalty seconds in case of B) of the car concerned.

This time penalty will depend on the circuit and the length of the pit lane, and will be given in a Bulletin from the Stewards of the Meeting at the start of each Competition or in contrary an usual 30 seconds will be added.

- 12.7.1 Should the Stewards and / or Race Director decide to impose one of the penalties provided for in Article 17.7 A and 17.7 B, the following procedure shall be applied:
- The Stewards of the Meeting and / or Race Director shall give notification of the penalty that has been imposed to the Competitor concerned and make sure that it is also displayed on the timing monitors.
From the time the decision is notified on the timing monitors, the relevant car may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 17.7 B, proceeding to the penalty zone where it shall remain for the period of the time penalty.
 - However, unless the car was already committed to entering the pits for the purpose of serving its penalty, it may not carry out the penalty after the Safety Car or a Full Course Yellow procedure has been deployed. The number of times the driver crosses the Line behind the Safety Car or during a Full Course Yellow procedure will be added to the maximum number of times he may cross the Line on the track.
Whilst a car is stationary in the pit lane as a result of incurring a time penalty, it may not be worked on.
However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 32.13. If the driver is unable to start his car by himself, it may be evacuated to its pit garage by its mechanics.
 - When the time penalty period has elapsed, the driver may re-join the track.
 - No penalty can be performed by a team before it has been notified in writing, either on the timing monitors or by document issued by the Stewards of the Meeting or Race Director.

Failure to observe the procedures laid down in Article 17.8 will be punished by at least a further drive-through penalty.

13. PROTESTS AND APPEALS

- 13.1. Protests shall be made in accordance with the FIA International Sporting Code and must be accompanied by the required fee (€500/five hundred Euros) in cash.
- 13.2. Competitors shall have the right to appeal against a decision pronounced by the Stewards (with the exception of what is covered by Article 18.3) by observing the form and the deadlines laid down in the FIA International Sporting Code. The amount of the appeal fee is € 2500 (two thousand five hundred euros). The appeal will be heard by the responsible ASN.
- 13.3. Appeals may not be made against decisions (either the determination of breach or the consequent penalty imposed) concerning the following penalties:
 - “Drive through” penalties;
 - “Stop & Go” penalties;
 - Penalties implying the cancellation of a number of qualifying laps being applied by the Stewards or the Race Director during/or at the end of a qualifying session;
 - Penalties implying a drop of positions at the starting grid;
 - Time penalties added to the whole race time.

14. SANCTIONS

- 14.1. The Stewards and/or Clerk of the Course and/or Race Director must inflict the penalties specifically set out in these Sporting Regulations. For any cases not covered by this Sporting Regulations they will apply the rules of the International Sporting Code.
- 14.2. “Drive through” penalties, the time penalties of at least 10 seconds added to the whole race time applied, if possible, before the Prize Giving Ceremony as well as the penalties representing the cancellation of any number of qualifying laps may be inflicted by the Race Director. Penalties will be notified on the timekeeping monitors, by the presentation of a penalty board or through the addition of a time penalty to the elapsed time of the driver concerned respectively through the amendment of the results.

1.1. Disciplinary sanctions:

The occurrence of any incident in the Paddock, pit lane and/or on the track (provocative acts of any kind, verbal or other threats) and/or behaviour that is unsporting or does not respect the spirit of the Series (breach of sporting morals or ethics, prejudice to the greater interest of motor sport, moral or material prejudice to Race Ready or SRO Motorsports Group or to its partners, etc.) committed by a Team member/competitor or driver or his entourage will be reported to the Stewards of the Meeting who will take any action they consider suitable, up to and including disqualification from the entire Competition. The Team will be held responsible for the actions of the persons within their entourage and may be penalized accordingly.

15. CHANGES OF DRIVER

- 15.1. Throughout each Competition, no more than two drivers may drive one and the same car. A driver may only be nominated to drive one car.
- 15.2. Any modification to the composition of the drivers taking part in the Competition during the Event must be requested to the Stewards before the start of qualifying. After the start of qualifying, any driver changes will only be accepted in cases of force majeure and subject to the approval of the Stewards of the Competition, who may impose any restrictions, conditions or penalties as they see fit.

- 15.3. For each Competition a reference time for the obligatory pit stop(s)-will be established, taking into account the time driven with a maximum allowed speed in the pit lane from the entry timing loop to the exit timing loop and a time for the driver change. This total time will be published in a Bulletin by the Stewards of the Meeting before the start of the first practice. The pit stop must be carried out in front of the designated pit or area of each team under the responsibility of the designated Team Manager. Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.
- 15.4. There will be one mandatory pit stop as follows:
- A. Should the race duration be defined as 45 minutes for the Competition, the mandatory pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 30th minute respectively of the race (not before 20m.00s.000 and not after 29m.59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).
 - B. When a Safety Car is in effect during the first part of the race and is expected to still be in effect at the start of the time window mentioned above is possible to make the mandatory pit stop if the driver arrive at the timing loop during the pit stop window.
- 15.5. During each mandatory pit stop, a change of driver must take place, except for those cars for which one driver has been authorized. All mandatory pit stops must be in conformity with article 20.3.
- 15.6. If the car fails to make a mandatory pit stop, the car concerned will be awarded a time penalty of 165 seconds after the race.
- 15.7. A car may only leave its working area when it is ready to re-join the track and when it is safe to do so. It must proceed down the pit lane respecting the fast lane speed limit, without slowing or stopping, except for force majeure duly accepted by the Race Director or the Stewards.
- 15.8. The following Penalties can be applied if there is a breach of the Article 20-during the race:
- A. Time between the two pit lane timing loops under the published time (Article 20.3): Stop & Go Penalty of the time missed.
 - B. Speeding in the pit lane Drive-Through penalty.
 - C. Start of the obligatory pit stop outside the pit window times (Article 20.4 A or 20.4 B): Stop & Go penalty of the equivalent time outside the scheduled time with a maximum of 80 seconds.

16. RACE NUMBERS AND NAME OF CAR

- 16.1. Each car will carry the race number allocated by the promoter. Race numbers must be an integer between 1 and 999. Race numbers will be unique within the Super Cars Endurance season and may not be reused by another team. The number 1 will be reserved in priority for the winning overall team from the previous season. Should this team not request the number 1, the promoter may allocate it to another team. Race numbers and advertising on the cars must be in conformity with the drawings given in the Appendix 3 to the Super Cars Endurance 2021 Sporting Regulations.
- 16.2. The name or the emblem of the make of the car must appear on the car in the original location. The names of the drivers must appear on each side of the bodywork (in accordance with article 16 of the Code).
- 16.3. All competitors must abide by the guidelines set down in terms of sponsorship from series

partners regarding team workshop structure in the paddock or pit garage, car livery, team and driver overalls. The Promoter reserves space on the cars and overalls of all competitors (See Appendix 3). In particular, no sponsorship from brands directly competing with Super Cars Endurance Sponsors are allowed.

- 16.4. Each team must sign the Team Commercial agreement in two copies and return them to the Promoter before the start of the first Competition they attend at the latest. Failure to sign the Agreement may be reported to the Stewards of the Meeting and the team in question may be refused permission to take part in the Competition.
- 16.5. Teams entered under different licenses must use different commercial team names. Cars entered under different licenses must have different liveries. Within any team, cars must have easily distinguishable features (according to the appreciation of Promoter and Race Director).

17. ADMINISTRATIVE CHECKS

- 17.1. Each competitor must have all documents required by Article 5.1, and the various documents relating to his car, available for inspection at any time during the Event.
- 17.2. At each Competition, organizer will check the licenses of all teams and drivers. All drivers must have. Any driver or team failing to complete their administrative checks during the allocated time will be reported to the Stewards of the Meeting. The organizer will ensure that he has in his possession a copy of all the licenses of the drivers and competitors taking part in the Competition. Teams and Drivers who are not in compliance will not be allowed to take part in the Competition.

18. SCRUTINEERING

All measurements must be taken while the car is stationary on the Scrutineering Bay flat and horizontal surface as defined by the Technical Delegate.

- 18.1. Each competitor must have all documents relating to his car, available for inspection at any time during the Competition. Each car must bear identification stickers clearly visible from the rear and from each side of the car.
- 18.2. Competitors competing must present a technical passport (with first pages completed and pictures added) and homologation form for each of their cars entered in the Competition. The technical passport will be established the first time a car is presented for scrutineering.

In case of Cup cars, the regulations from the car original championship, previously agreed with the Technical commission must be presented.

- 18.3. Cars must be presented to scrutineering at the time indicated on the Scrutineering timetable in the following condition:
 - with homologation forms and the car passport;
 - with fuel cell and safety cage certificate;
 - without fuel;
 - with restrictors, ready for sealing, wire to be provided by the team;
 - with ballast, ready for sealing, wire provided by the team;
 - with the engine sealed by the manufacturer or ready for sealing in the following way: Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers. Twisted wire must be installed on each side of the engine, coming from the sump, joining each group of screws, holes or ribs so that these parts cannot be separated. Wire ends must be long enough and must not be twisted, in order to allow the seals to be affixed.

- for cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired;
- with identification and additional lights installed if applicable;
- with all mandatory stickers (technical / safety / series sponsors) in accordance with the Graphical Charter (see Appendix 3);
- with slick tyres complying with Article 26.1.

18.4. The weight of the car and other car specific information (number of seals, restrictor diameter, ride height), that will be written in the technical passport, are under the sole and entire responsibility of the competitor. It is always up to the competitor to provide, at any time during the Event, proof that his car and equipment are in conformity with the regulations and the current BOP decisions.

18.5. The data logger may be read and checked at any time during the Competition further to a decision by the Race Director, Stewards and/or Scrutineers. For this purpose, competitors are responsible for saving a copy of all the data from a Competition without modifying, deleting or altering them until two hours after the last race of the Competition.

1.16. The Stewards will publish the scrutineers' findings each time cars are checked during the Competition. These publications will not include any specific figures except when a car is found to be in breach of the Technical Regulations.

18.6. Should a car be not in conformity with its SRO/RACB GT4 Homologation form and/or the applicable Balance of Performance, it could be disqualified from the Competition.

18.7. If the Stewards are satisfied that any competitor or manufacturer has provided information which was misleading or has inappropriately influenced the BOP process or where a competitor's or manufacturers subsequent performance is higher than the expected result, they may impose sanctions or penalties before, during or after a Competition.

19. TYRE LIMITATION DURING THE EVENT

19.1. Only the Promoter-selected specification and make of tyres, bought and supplied by the official service team during an Event, can be used for the entire season.

19.2. The appointed service by the Promoter is RTI- Race Tyre International, the single supplier of tyres for the Series.

19.3. The list of approved tyres specifications will be published at the latest two weeks prior to the first Competition of the Series.

19.4. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. Modification to marking, reference, information written on the tyre or any traceability means is forbidden. This includes the barcode, manufacturer serial number, type of tyre, dimensions and any other relevant items.

19.5. Teams must adhere to the limits detailed in the technical booklet issued by RTI- Race Tyre International and received from the Promoter before the first official Competition, as well as to any other Technical Bulletins received during the season. Any failure to do so may be penalised by the Stewards of the Meeting.

19.6. Teams and drivers are required to sign the acknowledgement of risks form issued by supplier before the first time they compete in the Series.

19.7. A new tyre is a tyre which is registered for the first time at the Event. A tyre can only be registered for one car, defined by the car's race number.

19.8. A used tyre is a tyre that has been registered for a car at a Competition during a previous Event

with the same car number. For race-by-race Competitors “a previous Event” is considered to be any previous Competition/practice of the 2021 Super Cars Endurance in which the car was entered. Used tyres must be presented to the tyre manufacturer for safety checking and re-registration following the process defined by the Promoter and the Tyre Manufacturer. This presentation of used tyres must be done before any new tyres for the Competition are fitted. Supplier maintains a list of the tyres which have been recorded during the season.

- 19.9. A set of tyres consists of two front and two rear tyres.
- 19.10. A wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 25% symmetrically around the tyre centre-line.
- 19.11. Wet-weather tyres may only be used after the track has been declared wet by the Race Director for the session (free practice, qualifying or race). These wet-weather tyres will not be registered. During the race, in case of a tyre-type change (dry-weather to wet-weather tyres or vice-versa), a mandatory four (4) minutes stop (engine stopped, which duration will be calculated from pit lane entry to its exit has to be observed. There is no mandatory stop time in case of a tyre change of the same compound (dry to dry or wet to wet).
- 19.12. Tyre limitation for dry-weather tyres:
- For cars taking part in GT4 Pro-AM and BRONZE categories of the Super Cars Endurance: a maximum of two (2) sets of new tyres may be registered for qualifying and races.
 - In the TCR and PRC category in the Supercars Endurance : may be registered two (2) sets of new tyres (8) plus 2 used tyres for the qualify and races.
 - In the GTC category a maximum of one (1) sets of new tyres may be registered for qualifying and races.
 - A used tyre can be re-registration for a meeting. However, they will count as new tyres for the tyre limitation rules.
 - During free practice and private practices the tyres are free.
- 19.13. The control of the tyres will be carried out according to a process defined by the Promoter.
- 19.14. The outer sidewall of all tyres which are to be used at a Competition will be marked with a unique identification which has to remain visible and readable during the entire Competition.
- 19.15. The tyre checking will be carried out according to the tyre barcode list provided by each Team to the Technical Delegate. The deadline to provide this tyre barcode list is 2 hours (120 minutes) before the first free practice session.
- 19.16. Markings of tyres made by the competitors may only be of a white colour.
- 19.17. The use of tyre heating systems is forbidden.
- 19.18. In addition to those permitted within the limitations regarding new dry-weather tyres set out above, each car entered in the Series on a full-season basis has an allocation of two joker tyres per season to be used for replacement of qualifying and/or race tyres that have been damaged or are otherwise unusable. The Joker tyres are only applicable for the dry-weather tyre type.
- 19.19. A joker tyre will only be issued after confirmation from the Technical delegate who will check together with the supplier nominated tyre engineer. After confirmation from both Technical delegate and supplier the Stewards will issue a confirmation to replace this tyre by

a joker tyre. The use of a joker tyre may only then be authorized. A formal request must be made in writing, and must include the reference of the damaged tyre and the reference of the tyre replacing it.

19.20. Race-by-race entrants will be allocated one joker tyre per Competition entered, up to a maximum of two joker tyres per season for the same car.

19.21. If, during the race, a defective tyre has to be changed, this can be done outside the restriction set out in Article 26.14 in which case it will be considered as a use of joker tyre as described in Articles 26.20 and 26.21. This change must be notified before the end of the race to the Technical Delegate or the Panel of Stewards and/or Clerk of the Course or Race Director, on pain of a sanction that may go as far as disqualification. No change of driver may be carried out during that stop.

20. WEIGHING

20.1. In GT4, the Driver and driver Ballast is not included in the minimum BOP weight of the car. In TCR regulations, the according TCR technical regulations should be followed. The BOP already includes the Drivers' weight. Therefore in the case of teams with 2 drivers to determine the "minimum racing weight" it must be added the weight of the car plus the average weight between the two (2) drivers.

20.2. The weight of any car may be checked at any time during the Event. The Supercars Endurance Permanent Bureau reserves the right to make decisions regarding the weight of the cars at any time during an Event.

- A. After the qualifying practice sessions and the races, the Technical Delegate may weigh certain cars among those classified.
- B. Should the weight of a car be less than that specified in the Technical Regulations and bulletins, the competitor concerned may be given one of the penalties set out in Article 27.1 E save where the deficiency in weight results from the accidental loss of a component of the car.
- C. No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a race or during the weighing procedure (except by a Scrutineer when acting in his official capacity and in accordance with the Series Technical Regulations).
- D. No one other than Scrutineers and officials may enter or remain in the technical area without the specific permission of the Technical Delegate.
- E. In the event of any breach of these provisions for the weighing of cars, the Stewards may drop the competitor as many grid positions as they consider appropriate or disqualify him from the race.

21. GENERAL CAR REQUIREMENTS

21.1 A data-logger with additional sensors, approved by the Promoter, must be installed in all cars (except GTC and Peugeot Racing Cup categories) at all Competitions. It will be the responsibility of each team to obtain this data-logger and sensors, to install the data logger, loom and antenna, and to ensure that it is operating correctly throughout the Competition. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Stewards of the Meeting and may be penalised.

22. GENERAL SAFETY

22.1 Drivers must use the track at all times. The white lines defining the track edges are considered to be part of the track but the kerbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the driver may re-join. However, this may only be done when it is safe

to do so and without gaining any advantage.

Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, may be penalised by the Race Director or the Stewards throughout the event.

22.2 During a Competition, the engine may only be started with the starter, except in the pit lane or on the grid where the use of an external source of energy is allowed, including for a Stop and Go penalty, under the conditions set out in Article 32.13.

22.3 The car's white headlights, red rear lights and the rain light must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.

22.4 One or more yellow flags being shown at the Marshal posts will indicate the existence of a hazard of some kind on the track. Drivers must reduce speed and be prepared to change direction or possibly come to a halt. The Race Director and/or Stewards will use the timekeeping sector times as a reference. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. Overtaking is strictly forbidden under such circumstances. As for double waved yellows during free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).

Any breach of this rule during the free practice and qualifying sessions for a Competition will result in the following penalties:

- A. First offence:
 - > Cancellation of at least the driver's best qualifying time.
- B. Second offence:
 - > Cancellation of at least the driver's best three qualifying times.
- C. Third offence:
 - > All qualifying lap times deleted.

23. PIT LANE AND PITS

23.1 It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.

a. Cars are neither allowed to move to the exit of the pit lane nor to wait in the fast lane until the green light is on, except according to the provisions of the Articles 37.3 and 40.2 of these regulations.

24. FUEL AND REFUELING

24.1 Throughout the duration of the Competition, all competitors must use the fuel imposed by the promoter. This will be communicated at each Event by a bulletin or in the supplementary regulations.

24.2 Refuelling is not allowed during the sessions. Refuelling is also not allowed in the break between Qualifying 1 and Qualifying 2.

25. ASSISTANCE IN THE PIT LANE

- 25.1. No operation may be carried out on the car in the pit lane by more than three (3) mechanics.
- 25.2. A car controller (the 4th member) may oversee the work of the mechanics. He may walk around the car, but must not touch the car, the drivers or the replacement parts in any way and may only make visual checks.
- 25.3. During a mandatory pit stop during the race, the driver being replaced may help the replacement driver to install himself in the car but may not work on the car. One of the mechanics authorized to be in the working zone may help the drivers during the driver change operation.
- 25.4. Replenishment of lubricant and various fluids, without fuel, is allowed during the free and qualifying practice and race.
- 25.5. During any pit stop, the engine doesn't need to be switched off. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. The car's engine may be restarted only when the car is about to join the race and is in contact with the ground on its complete wheels.

26. FREE PRACTICE, QUALIFYING PRACTICE

- 26.1. Private testing means any testing carried out by a team or driver with allowed cars. Private testing on any circuit which will host a Series Competition is forbidden as from 7 days before the beginning of that Competition and until the date scheduled for that Competition. Participation in Competitions counting towards other Championships or Series is not considered as private testing, nor is participation in track days organised by the organization.
- 26.2. Event can have Free practices usually with 20 minutes duration. There will be two qualifying practice sessions of a minimum of 15 minutes. If two drivers share the wheel of a car, driver 1 must take part in qualifying session 1 and driver 2 must take part in qualifying session 2.
 - Starting order for Race 1 will be determined by the best qualifying time of qualifying 1.
 - Starting order for Race 2 will be determined by the best qualifying time of qualifying 2.
 - The driver of qualifying 1 must take the start of Race 1.
 - The driver of qualifying 2 must take the start of Race 2.

Driver 1 will be the lower-categorized driver, Driver 2 will be the higher categorized driver. This order may be reversed by the Appendix 1 of the Competition or by Bulletin from the Stewards of the Meeting.

Should the drivers be of the same category, the driving order must be given by the team at least 30 minutes before the start of the free practice sessions. If the team fails to do so before the given deadline, the driving order decided by the Promotor will be mandatory for the rest of the Event.

- 26.3. There will be a minimum 5-minute break between Qualifying session 1 and Qualifying session 2. Directly after Qualifying session 1 is finished the break will begin. Qualifying session 2 will start when the green light is switched on. The exact start time of Qualifying session 2 will be announced on the timing monitors. During the break all cars will be considered to be under Parc Fermé rules and no work may be done on the cars except for change of driver and tyres. No refueling is allowed. No laptops or computers are allowed to be connected to the car. No data transfer may be carried out. If this is not respected it will be notified as a violation of the Parc Fermé rules and will be reported to the Stewards.
- 26.4. All cars abandoned on the circuit during the first free practice session and/or the first qualifying session will be brought back to the pits as soon as possible and may participate in the subsequent session.

27. THE GRID

27.1. At the end of qualifying practices sessions, the fastest time achieved by each driver will be published officially.

27.2. The grids will be drawn up in the order of the fastest time achieved by each car during the qualifying practice sessions and according to the prescriptions of Article 33.8 and Article 35.3. Should two or more cars have set identical times, priority will be given to the one which set it first.

27.3. If more than one driver fails to set a time, he will be arranged in the following order:

- First: any driver who attempted to set a qualifying time by starting a 'flying lap'.
- Second: any driver who failed to start a flying lap.
- Third: any driver who failed to leave the pit-lane.

According to the above-mentioned cases, if more than one driver is concerned, the order will be given according to the Championship standings.

27.4. Once the grid will be established according to this rule, grid position penalties will be applied to the concerned drivers following the order in which the penalty decisions were issued.

28. STARTING PROCEDURE

28.1. The starting procedure will take place according to the official timetable of the Event. A minimum of 10 minutes before the time for the start of the race, the cars will leave the pits/pre-start to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

28.2. Any car coming into the pit lane at the end of this lap will not be allowed to go out to the track and will have to start from the pit lane.

28.3. The following procedures will apply:

The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

- When the ten-minute signal is shown, the pit lane opens.
- When the five-minute signal is shown, the pit lane closes. Any car reaching the end of the pit lane after the signal "five minutes" must start behind any other car already aligned at the pit exit light.
- Wheel changes on the starting grid may only be allowed until the three-minute signal.
- When the three-minute signal is shown, no more work can be performed on the car. For the avoidance of doubt: checking and/or changing tyre pressures will be considered as work on the car and is therefore no longer allowed as from the three-minute signal. All cars must have their wheels fitted. After this three-minute signal, wheels may only be removed in the pits, except under Article 37.17. Any car that does not have all its wheels fully fitted at or that is worked on after the three-minute signal will be sanctioned with a drive through penalty. Everybody except drivers, officials and maximum one (1) team technical staff must leave the grid.
- When the one-minute signal is shown, engines must be started and the last mechanic must leave the grid.

- Fifteen-second signal: after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap with the organizer's official car leading, maintaining their starting order. During this lap, the formation must be kept as tight as possible.
- The starting procedure of a Competition may be modified by the Appendix 1 or by Bulletin from the Stewards.

28.4. Minimum a drive-through penalty will be imposed on any driver who, in the opinion of the Stewards and/or Race Director, unnecessarily overtook another car during the formation lap.

28.5. Rolling start: The organiser's official leading car will pull off at the end of the formation lap. The cars will continue on their own with the pole position of the grids leading at a constant speed of 70 kph and a maximum of 90 kph. Any divergence between the prescribed speeds (70/90kph) before the start is given will result in at least a drive-through penalty.

28.6. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. There will be a rolling start. The starting signal will be given through extinguishing the red starting lights activated under the control of the starter. Race timing will commence at the point that the race start signal is given. Should an additional formation lap be carried out, Article 37.14 will apply.

28.7. If during the rolling start a problem arises when the cars reach the Line at the end of the formation lap of the grid, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. If possible, they will be joined and led by the official leading car and will continue for another formation lap. The start will be considered as having been given after the field has passed the starting line at the first time.

28.8. A drive through penalty will be imposed for a false start.

28.9. Only in the following cases will any variation in the starting procedure be allowed:

- A. If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten-minute point. If necessary the procedure set out in Article 37.4 will be followed.
- B. If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten-minutes' warning will be given.
- C. If the race is started behind the Safety Car, Article 39.1 will apply.
- D. If the Super Cars Endurance joins another Series with a different starting procedure.

29. THE RACE

29.1. The driver may only rejoin the race under their car's own power.

29.2. During the race, drivers leaving the pit lane must do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

30. SAFETY CAR

30.1. Refer to Article 2.10 of Appendix H to the FIA International Sporting Code

31. FINISH

- 31.1. The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed. In case the leading car is stopped in the final lap but was more than one full lap ahead of the next best placed car at the previous crossing of the line, the chequered flag will be shown as soon as this next best placed car crosses the line.
- 31.2. Should for any reason (other than under Article 40) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.
- 31.3. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

32. CLASSIFICATION

- 32.1. The car placed first will be the one having covered the greatest distance in the scheduled time. For the purposes of this article only, the scheduled time means the period from race start up to and including the showing of the chequered flag in accordance with Article 42.1. All cars will be classified taking into account the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.
- 32.2. Cars having covered less than 50% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.
- 32.3. The overall classifications will be published on the Official Notice Board and Digital Notice Board (if applicable) as soon as possible after the race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.

APPENDIX 2: MANDATORY EQUIPMENT

DATA LOGGER (ARTICLE 28.4)

The data logger is available

From **TBA**

ONBOARD CAMERAS (ARTICLE 17.2)

All cars must be fitted with official GT4 South European Camera

APPENDIX 3: GRAPHICAL CHARTER

Light Background



Colours used:



Dark Background



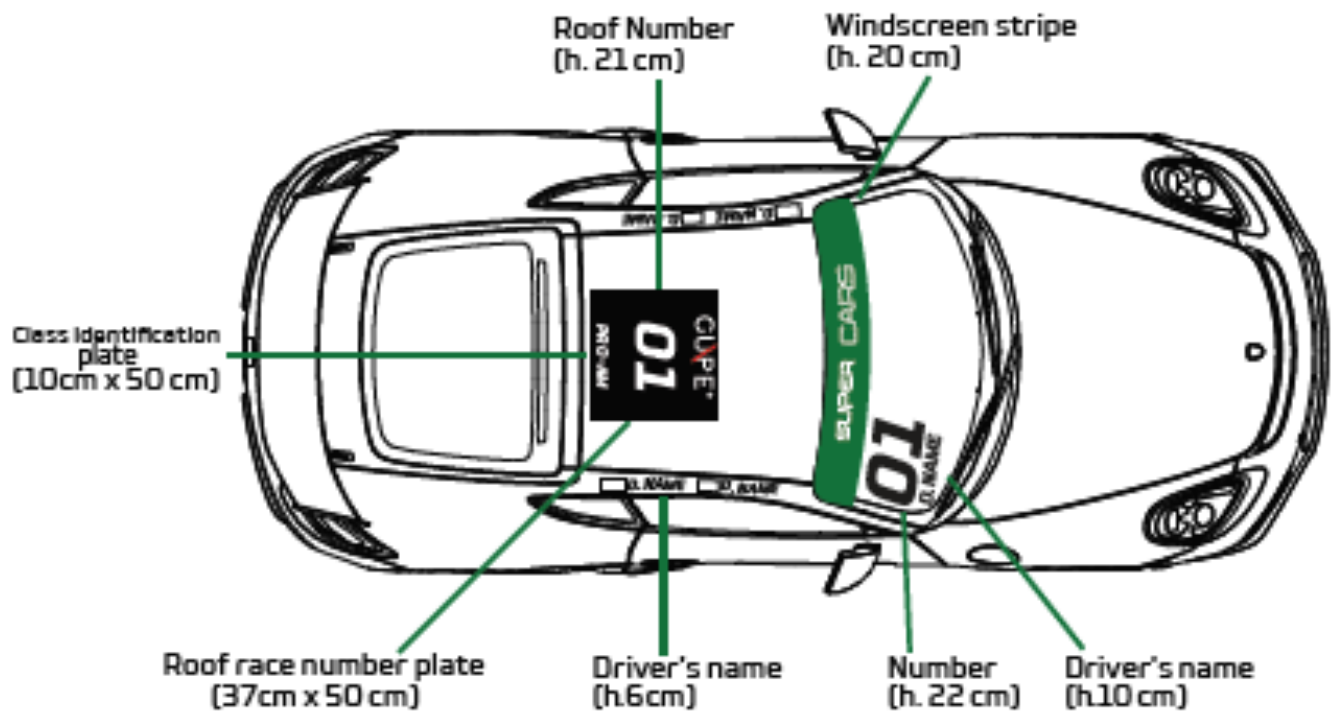
Colours used:



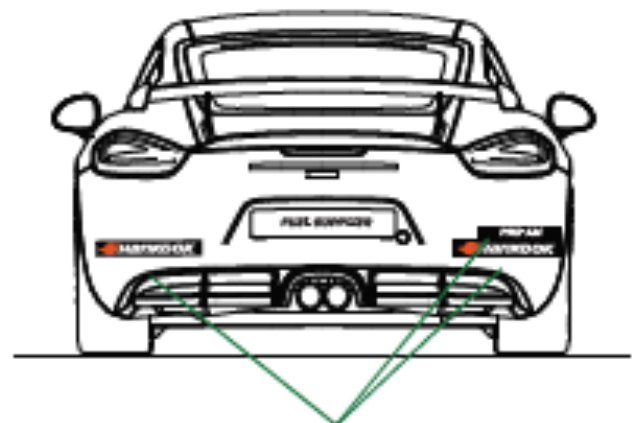
CAR LAYOUT 2021



GT4 AND GTS



Bumper stickers, front (h.30 x 7,5 cm)



Bumper stickers, rear (h.30 x 7,5 cm)

