

# **CAMPEONATO DE PORTUGAL DE VELOCIDADE SUPERCARS ENDURANCE**

## **SPORTING REGULATIONS (PROVISIONAL)**

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## 1. PREFACE

- 1.1. The Federação Portuguesa de Automobilismo e Karting (FPAK) organizes in 2023, in conjunction with the official Promoters of the championship (Race Ready and TCR Euro Championships LTD), a sporting event called the Campeonato de Portugal de Velocidade / Supercars Endurance (hereinafter CPV/Supercars Endurance), which will be governed by the FIA International Sporting Code (hereinafter "the Code"), and its appendices, by the FPAK Prescrições Gerais de Automobilismo e Karting ("PGAK"), by the FPAK Prescrições Especificas de Velocidade ("PEV"), by the Sporting and Technical Regulations of the CPV/Supercars Endurance races/events, and by any other regulations published by the FPAK.
  
- 1.2. The Organising Committee of the Championship will consist of:
  - Diogo Ferrão (Race Ready)
  - Paulo Ferreira (TCR Euro Campeonatos LTD)
  
- 1.3. The Organising Committee of the Championship may:
  - 1.3.1. Deal with matters relating to the acceptance of cars as specified in these Sporting Regulations;
  - 1.3.2. Deliberate on the acceptance of entries from preparers and manufacturers in the championship;
  - 1.3.3. Deliberate on Balance of Performance (BOP) issues;
  - 1.3.4. To issue clarifications about the regulations and their interpretation, which will be subject to prior ratification by the FPAK;
  - 1.3.5. Dealing with issues relating to the acceptance of drivers from the time they are made until the start of administrative checks;
  - 1.3.6. To issue clarifications on any questions concerning the awarding of points or the championship classification.

## 2. REGULATIONS

- 2.1. The final text of these championship Sporting Regulations shall be the Portuguese version, which shall be used in case of dispute as to its interpretation. The headings in this document are for reference only and do not form part of these Sports Regulations.
  
- 2.2. The championship Sporting Regulations shall come into force after approval by the FPAK and shall replace all previous regulations relating to this Championship.
  
- 2.3. All changes to the sporting and technical regulations will be made in accordance with Art 1.6.1 of the PGAK.
  
- 2.4. Although this document is generally written with references in masculine, it should be considered gender neutral. All references to "he" may be replaced by "she", "his" by "her", etc.  
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## 3. GENERAL COMMITMENT

- 3.1. All drivers, competitors and officials taking part in the championship undertake, on their own behalf, their employees and agents, to observe all the provisions supplemented or amended of the International Sporting Code, Prescrições Gerais de Automobilismo e Karting, Prescrições Especificas de Velocidade, the Technical Regulations and the present CPV/Supercars Endurance Sporting Regulations.

## 4. GENERAL CONDITIONS

- 4.1. It is the competitor's obligation to ensure that all persons involved comply with all the requirements of the Code and its appendices, the PGAK, the ENP, the 2023 Sporting and Technical Regulations, the particular race/event regulations, including any approved additions and clarifications.
- 4.2. Each competitor must nominate their representative(s) in writing on the entry form. If a nominated representative cannot be present at the event, the competitor must notify the Stewards in writing of an alternative representative before the end of the administrative checks; cases of "force majeure" will be considered by the Stewards of the Meeting. Throughout the duration of the event, a person in charge of an entered car is jointly and severally liable with the competitor for ensuring that the requirements are observed.
- 4.3. Competitors must ensure that their cars meet the eligibility, safety and Technical Regulations conditions throughout the Race/Event.
- 4.4. Submission of a car for verification will be deemed an implied statement of compliance.

## 5. LICENCES

- 5.1 All drivers taking part in the CPV/Supercars Endurance Races/Events must be holders of a NATIONAL A or higher sports licence, in accordance with that stipulated in the current FPAK Regulamento de Emissão de Licenças Desportivas.
- 5.2 It is reminded that, under the terms of the current Regulamento de Emissão de Licenças Desportivas and, by force of the International Regulations - transcribed to the national regulations - under 18 years of age cannot be the holder of a competitor's licence.
- 5.3 In case they need it, such license shall be issued in the name of one of the parents (or guardian if applicable), being attached only and exclusively to the respective driver.
- 5.4 In each CPV/Supercars Endurance race/event, the drivers themselves and/or the holders of collective licenses will be admitted as competitors. In case the competitor is not the driver himself, the competitor must be the holder of a competitor's Sporting Licence in accordance with that stipulated in the FPAK's Regulamento de Emissão de Licenças Desportivas.
- 5.5 All members of the competing teams, as per Art. 8.4 of the PGAK, team sporting director and assistants, who develop their functions in the pit lane, in the pit area or in the paddock at the CPV/Supercars Endurance races/events, must be holders of the corresponding sporting licence, this being a mandatory requirement for accreditation.

## 6. ELIGIBLE CARS

- 6.1. The GT4 PRO and GT4 Bronze divisions are reserved for GT4 Grand Touring cars homologated according to RACB as defined by the 2023 GT4 Technical Regulations.
- 6.2. The following cars are eligible to compete in the GTX division and compliant with former GT4 Technical Regulation or the respective One-Make Series:

Alpine A110 Cup  
Aston Martin Vantage GT4  
Ginetta G50 3.5 ou 3.7  
BMW M3 GT4 (E92)  
Lotus Evora GT4  
Chevrolet Corvette C6 GT4  
Nissan 350Z GT4  
KTM X-BOW GT4 (MY2008 e MY2018)  
Maserati GranTurismo MC GT4  
Lotus Exige 260R Cup – Subject to BOP application

Ferrari F430 Challenge - Subject to BOP application  
Porsche 981 Cayman CS MR GT4  
Ligier JS02

6.3 The following cars are eligible to compete in the Cup division and according to previous versions of the respective One-Make Series:

Porsche 997 GT3 Cup – Subject to BOP application  
Porsche 991.1 GT3 Cup – Subject to BOP application

6.4 The following cars are eligible to compete in the TC division and according to previous versions of the respective One-Make Series:

BMW M235i  
BMW M240i  
Mini Cooper  
Fiat Abarth  
Ginetta G40  
Peugeot RCZ Cup  
Peugeot 308 Racing Cup  
Renault Clio Cup  
SEAT León MK2  
Skoda Octavia  
VW Scirocco

6.5 The following cars are eligible to compete in the M2 division and according to previous versions of the respective One-Make Series:

BMW M2 CS – Subject to BOP application

6.6. TCR category races are reserved for cars that comply with the TCR 2023 Technical Regulations and their respective TCR homologation sheets.

6.7. The Promoter reserves the right to accept any other car in the GTX, Cup, M2 and TC division.

6.8. In special circumstances, the Promoter reserves the right to accept "Guest" cars whose homologation form is temporary or incomplete. Such cars and their drivers will not receive any points from the other homologated drivers.

## **7. FORMAT OF THE RACES/EVENTS**

7.1. Each race/event will have the status of a restricted national event.

7.2. Each race/event will consist of:

7.2.1. One free practice session, with a maximum duration of 40 minutes (or two sessions of 20-minute each as alternative)

7.2.2. Two timed practice sessions with a duration of 15 minutes each

7.2.3. Two races with a duration of 45 minutes each

7.3 The maximum number of races/events in the championship is set (5). The provisional list of races/events in the CPV / Iberian Supercars 2023 is as follows:

| Event   | Data           | Local      | Country  | Scoring points for:       |
|---------|----------------|------------|----------|---------------------------|
| Event 1 | 06/07 May      | Portimão   | Portugal | CPV / Supercars Endurance |
| Event 2 | 10/11 June     | Jarama     | Espanha  | CPV / Supercars Endurance |
| Event 3 | 14/16 July     | Vila Real* | Portugal | CPV                       |
| Event 4 | 22/23 October  | Jerez      | Espanha  | Supercars Endurance       |
| Event 5 | 25/26 November | Estoril    | Portugal | CPV / Supercars Endurance |

\*Subject to circuit homologation

7.5 Drivers and Competitors score to the following Championships:

- Campeonato de Portugal de Velocidade de Grande Turismo - Absoluto
- Campeonato de Portugal de Velocidade de Turismo - Absoluto
- Campeonato de Portugal de Velocidade GTC - Absoluto

Divisions:

- Division GT4 Pro
- Division GT4 Bronze
- Division TCR
- DivisionTC
- Division M2
- Division GTX
- Division Cup

## 8. CLASSIFICATION AND SCORING POINTS

8.1. Points for all race/event and championship standings are awarded in accordance with Art. 13 .1 of the PGAK the following scale:

|    |           |     |           |           |         |
|----|-----------|-----|-----------|-----------|---------|
| 1° | 25 points | 6°  | 10 points | following | 1 point |
| 2° | 20 points | 7°  | 8 points  |           |         |
| 3° | 17 points | 8°  | 6 points  |           |         |
| 4° | 14 points | 9°  | 4 points  |           |         |
| 5° | 12 points | 10° | 2 points  |           |         |

**Scoring Races:** The results to be considered for the final classification will be the points obtained in the last two races at the Estoril Circuit to which will be added the four best results of the remaining six races. (Including points for best lap and qualifying)

- 8.2. If a race is suspended or stopped under Article 13.7 of PGAK 13.7 and cannot be restarted, then:
- A. No points will be awarded to the driver(s) if the leader has completed less than two laps;
  - B. Half the 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 without Safety Car or in full course yellow;
  - 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).

8.3. The above conditions will be based on the number of laps that appear in the results published for the calculation of the final classification.

8.4. After the last event of the annual calendar, the Championship Drivers trophy winning titles will be awarded

8.5. Team classification:

- a) Teams will be considered all entities with a team licence or holders of collective competitor's licences. For the purposes of this classification will be considered the results of all races/events.
- b) In the points to be awarded, the results obtained by the two best classified cars of the respective team in the absolute final general classification shall be considered in each race/event.
- c) If more than 2 cars are entered under the same Competitor's licence the Competitor must nominate the cars eligible to score points for the Team Trophy, at the latest during the Administrative checks at each Event, otherwise eligibility to score points for the Team Trophy will be standardised taking into account the 2 cars with the smallest competition numbers being number 1 the lowest in this respect.

## 9. CATEGORISATION OF DRIVERS

9.1. Drivers wishing to compete in the GT4 PRO and GT4 Bronze categories of the CPV/Supercars Endurance, must be categorised by the FIA. Drivers who are not categorised, must send the FIA a record of achievement, no later than fourteen days before the start of the first race/event in which they wish to participate, using the link on the FIA website at <http://www.fia.com/fia-driver-categorisation>

9.1.1 The definitions of the categories, the Driver Categorisation List and the registration form can be found on the FIA website.

9.1.2 All decisions regarding categorisations are made under the authority of the FIA Driver Categorisation Committee.

9.1.3 The list of competitors authorised to participate in the race/event will indicate the category assigned to each driver. The CPV/Supercars Endurance Promoters reserve the right to assign provisional categorisations to drivers who have not been categorised at the start of the race/event or to make any change to the FIA categorisation of any driver in accordance with the CPV/Supercars Endurance criteria.

9.1.3 All drivers with a temporary categorisation derogation will be indicated on the entry list with an asterisk.

9.1.4 All drivers receiving such a derogation will be closely monitored and the derogation may be removed at any time without notice. In addition, 2-driver teams that include a driver with a derogation may receive additional weight, this being decided by the CPV/Supercars Endurance Promoters before the end of the administrative checks of each

race/event.

9.1.5 Any provisional categorisations will not constitute an FIA categorisation.

9.2. The following teams will be permitted in the GT4 PRO:

- > Bronze - Gold -> with ballast of 1.5% of the homologated weight of the car
- > Bronze - Silver -> without additional ballast

9.3. All ballast values given above are provisional, and may be subject to change under proposal of the CPV/Supercars Endurance Promoters and before the end of the administrative checks of each race/event.

9.4. The following teams will be permitted in the GT4 Bronze category:

- > Bronze-Bronze
- > A Bronze driver participating alone

## 10. ENTRY CONDITIONS

10.1. Competitors who enter a CPV/Supercars Endurance race/event score points for the championship.

10.2. The entry fee per race/event is €1,550 + VAT or €5,000 paid by April 26 2023 for the 5 races/events of the CPV/Supercars Endurance for GT4 and TCR divisions.

10.3. According to Art. 3.14 of the Code, the CPV/Supercars Endurance Promoters may refuse to enter a race/event, and must inform the competitor, as well as the FPAK, within 2 days after the closing of entries and no later than five days before the race/event. This refusal must be justified.

10.4. All competitors whose entries are accepted for the CPV/Supercars Endurance undertake to participate in all the races/events entered with the number of cars and drivers entered. Any eventual lack to a race/event must be communicated in writing to the Promoter. Any eventual impossibility to compete must be duly explained and justified in writing to the Promoter.

10.5. All competitors whose registrations are accepted for the CPV/Supercars Endurance commit to participating in all registered races/events with the number of registered cars and drivers. Any absence from a race/event must be communicated in writing to the CPV/Supercars Endurance Promoter. Any inability to compete must be properly explained and justified in writing to the CPV/Supercars Endurance Promoter.

10.6. All entries must be confirmed to the Promoter at least 5 days before each race/event.

10.7. If a competitor wishes to enter after the entry list has been published, the competitor will be directly charged a fee of €100.

Changes of driver and driver order may be made up to the time of the Briefing, if in accordance with these regulations

Changes to the registered cars or others may be made until the initial technical checks in accordance with points 6.4, 6.5 and 6.5.1 of the PGAK.

10.8. If a competitor fails to comply with the entry deadlines detailed in Article 10.4, the Promoter may, at its sole discretion, declare the application null and void. In this case, the competitor will not be refunded any advance payment. Entries are considered "official entries" once the entry fees have been paid in full and the competitor has been informed by the Promoter.

## 11. INSTRUCTIONS AND COMMUNICATIONS TO BIDDERS

- 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 notice board and will be distributed to all 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 notice board (if the circuit facilities allow).
- 11.3. All standings, starting grids and results of practice and the race, as well as all decisions issued by the officials, will be published on the official notice board and on the digital notice board, if applicable.
- 11.4. Any decision or communication concerning a competitor or driver must be notified in accordance with Article 5 of the PGAK.
- 11.5. The BOP of an event will be communicated at least 5 (five) days before the event. For the purpose of adjusting it, the Stewards of Sport shall issue a notice, before the briefing of each race/event, stating the value of the atmospheric pressure to be considered for the event, which may imply the alteration of the initial BOP calculated for one or more makes/models of cars.

## 12. INCIDENTS

- 12.1. "Incident" means any occurrence or championship 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 forwarded to the Race Director for investigation) which:
- a) Necessary the interruption of a practice session (free or qualifying) or the suspension of a race;
  - b) It has been an infringement of these Sporting Regulations, Technical Regulations, PGAK, PEV or of the Code;
  - c) Caused a false start in one or more cars;
  - d) It caused a collision;
  - e) It forced a driver off the road;
  - f) He illegitimately prevented a legitimate overtaking manoeuvre by a driver;
  - g) You have committed an offence in the Pit Lane.
  - h) Overtook one (or more) driver(s) outside the track limits.

12.2. All entrants must have a camera on board their car, in accordance with Appendix 1 of these rules.

12.3. The camera must face the front of the car and show the track. Data from the on-board camera system may be used by the Stewards or race director to investigate incidents, and may be used for promotional and commercial use by the Promoter. All data from the on-board camera system(s) is the property of the Promoter and will be returned to the team after the race/event.

12.4. The on-board camera must always be switched on and set to record mode when the car is on the track or Pit Lane. Failure to do so may result in the following fines (cumulative over the season):

- First offence: € 300 (three hundred euros)
- Second offence: € 600 (six hundred euros)
- Third infringement: race/event disqualification



## 13. PENALTIES

13.1 The Stewards of the Meeting panel may apply the penalties provided for in these Sporting Rules, as well as those provided for in the Code and its appendixes, PGAK and PEV, for the incidents and infringements reported to them by the Race Director.

13.2 It is at the discretion of the Stewards of the Meeting or the Race Director to decide, upon report or request of the Race Director, whether one or more drivers involved in an incident will be penalised-

13.3. If an incident is being investigated by the Stewards of Sport and / or Race Director, a message informing all teams which driver or drivers are involved may be displayed on the timing monitors (circuit facilities permitting).

13.4 If a driver is involved in a collision or incident (see Article 12.1), and has been informed (for example, through the timing monitors or other notification) by the Stewards and/or Race Director within 30 minutes after the session. 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.

13.5 The Stewards and/or Race Director may impose any of the following penalties (in lieu of or in addition to other available penalties) on any driver involved in an incident:

- a) A drive-through penalty. The driver must enter the Pit Lane and return to the race without stopping on the Pit Lane.
- b) Stop & Go Penalty. The driver must enter the Pit Lane, stop in the penalty zone and return to the race immediately.
- c) A time penalty of at least 10 seconds to be added to the total race time and to be applied, if possible, before the prize giving ceremony on the podium.
- d) A scolding.
- e) A drop of at least two (2) grid positions in the driver's next race.
- f) Disqualification of results.
- g) Suspension for one or more races.

13.6 If the penalties mentioned in Art. 13.5 (b) or (c) are imposed during the last five minutes (if the driver is unable to comply with the penalty applied) or after the end of a race, they will be converted into time added to the total race time according to the provisions of the PEV.

13.7 The following procedure will be applied:

- a) The Stewards of Sport will notify the penalty that has been imposed on the competitor concerned and this will be displayed on the timing monitors. From the moment the decision is notified on the timing monitors, the driver concerned may not cross the line on the track more than twice before entering the Pit Lane and, in the case of a penalty under Article 12.7 c), proceed to the penalty area where he will remain for the allotted period.
- b) During a FCY (Full Course Yellow) or Safety Car procedure, no Pit Lane penalty may be served unless the driver had already started to enter the pit lane when the procedure was started. The number of times a 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.
- c) While a driver is stopped in the Pit Lane as a result of a time penalty, no operation can be performed beyond the stop. If the engine stops, a start may be made after the end of the penalty period. If the driver is unable to start the car by himself, he may be removed to the pit by the mechanics.
- d) When the time penalty period has elapsed, the driver may re-enter the track.
- e) No penalty may be executed by a team before it has been notified in writing, either on the

timing monitors or by document issued by the Stewards.

13.8 Failure to comply with the procedures set out in Article 12.7.1 will be punished by at least another drive-through penalty.

13.9 The following penalties may be applied if there is an infringement during the race:

13.9.1. Failure to comply with the mandatory pit stop time:

a) Stop & Go penalty with the duration of the missed mandatory pit stop time;

13.9.2. Exceeding the pit lane speed limit:

a) Drive-Through penalty (1st occurrence);

b) 0-second Stop & Go penalty (2nd occurrence);

c) At the discretion of the Stewards (from the 2nd occurrence)

13.9.3. Starting the mandatory pit stop outside the mandatory pit stop window:

1. Stop & Go penalty with time equivalent to the time outside the window, with a maximum of 80 seconds.

13.9.4. Non-compliance with the mandatory pit stop will be penalized with 165 seconds added to the total race time.

13.10 All penalties applied will be communicated through the timing monitors and in the zone defined by the Race Director at the briefing for this purpose. After that moment, the driver to whom the penalty has been applied must comply with it immediately, and may not pass through the Line more than twice since the penalty was presented to him/her.

13.11 Specifically for the application of Drive-Through, Stop & Go penalties and time added to the total race time (whether by conversion of Drive-Through, Stop & Go penalties or not), these will be communicated to the timing as soon as possible so that they appear in the provisional standings, except in cases where it is necessary to hear competitors involved in incidents.

#### 13.12 **Disciplinary sanctions:**

In accordance with Article 9.15 of the Code, Competitor shall be responsible for the acts and omissions of any person participating or providing a service on his behalf in connection with the Championship and shall be considered his direct or indirect collaborators, his drivers, his mechanics, his consultants or service providers or his passengers, as well as any person to whom Competitor has allowed access to the Reserved Areas. Any infraction committed by them shall be reported to the Stewards of the Meeting for the application of the penalties provided in these Sporting Rules, Code, PGAK and PEV.

## 14. COMPLAINTS AND APPEALS

14.1. Complaints must be made in accordance with Art. 14 of the PGAK and Art. 13 of the Code, and must be accompanied by the required fee of €500 (five hundred euros), in accordance with Art. 14.1.1 of the PGAK, to be delivered in cash or by transfer to the FPAK.

14.2. Competitors shall have the right to appeal certain decisions of the Stewards of the Meeting (with the exception of what is covered by Article 13.3), observing the form and the time limits established in Article 15 of the Code. The appeal fee is 2500€ (two thousand and five hundred euros), according to Art. 14.2.1 of the PGAK. The appeal will be heard by Tribunal Nacional de Apelação da FPAK.

14.3 According to Art. 14 of the Code and Art. 15 of the PGAK, decisions of the Sport Stewards with the following penalties are not appealable:

- Drive Through;
- Stop & Go;
- Cancellation of one or more laps applied by the Stewards of the Meeting or by the Race Director during the free practice sessions or
- Loss of positions on the starting grid;

- Time penalties added to the total race time.

## 15. DRIVER CHANGES AND HANDICAP

- 15.1. Throughout each race/event, no more than two drivers may drive the same car. Each driver may only be registered and drive one car.
- 15.2. Optionally, and provided that the competitor declares so in the respective registration form for the race/event, the team may designate a single driver to participate in the competition SOLO (one driver for the entire race/event - practice and race - in the same vehicle).
- 15.3. Any change in the composition of drivers participating in the race/event must be requested in writing to the Sporting Stewards by the end of the Briefing. Any driver changes after this time will only be accepted in cases of force majeure and subject to approval by the Sporting Stewards, who will apply the following penalties:
- 15.3.1. **In case of a change in the driver lineup before the first timed practice session:** a loss of 3 grid positions for race 1;
- 15.3.2. **In case of a change in the driver lineup after the timed practice sessions and before race 1:** a loss of 5 grid positions for both races;
- 15.3.3. **In case of a change in the driver lineup after race 1:** starting from the last position on the grid for race 2.
- 15.3.4 **In the case of a team with two drivers changing to a SOLO team:** the provisions of Art. 43.2.1 c) of the 2023 PEV apply.
- 15.4. The suspension of the penalties in Articles 15.3.1, 15.3.2 and 15.3.3 above, according to the provisions of Article 12.3.3 c) of the CDI, will be at the discretion of the Stewards of the Meeting,

## 16. MANDATORY PIT STOP

- 16.1. The In both races, there will be a mandatory pit stop that will be carried out as follows:
- a) In a race with a duration of 45 minutes, the mandatory pit stop must be made by crossing the pit lane entry loop between the 20th and 30th minute of the race, respectively, never before the minute 20m.00s.000 and never after the minute 29m.59s.999. These times will be counted from the start signal of the race (green light or extinguishing of the red light).
- b) When a Safety Car procedure is in progress during the first part of the race and is expected to still be ongoing at the beginning of the time window mentioned above, the team may make the mandatory pit stop if the driver reaches the pit lane entry loop during the time window for the mandatory pit stop.
- 16.2. The mandatory pit stop time for both races will be 120 seconds, measured between the entry loop and the timing exit loop in the pit lane, starting when the vehicle crosses the pit lane entry loop and ending when the vehicle crosses the pit lane exit loop. This stop time will be the same in all races listed in Article 7.3 of this Sporting Regulation, regardless of the time required to travel through the pit lane.
- 16.3. To the pit stop handicap provided in Article 16.2, the following additional time will be added to the stop time for race 2:
- a) 10 seconds for the 1st place finisher of each division in race 1
- b) 05 seconds for the 2nd place finisher of each division in race 1
- c) 03 seconds for the 3rd place finisher of each division in race 1
- 16.4. During this mandatory pit stop, teams with 2 drivers must perform the driver change in front of their box or designated area for each team, and the completion of the pit stop is the team's responsibility.
- 16.5. A vehicle can only leave its box area when it is ready to return to the track and when it is safe to do so. It must enter the fast lane while respecting the pit lane speed limit, without slowing down or stopping, except in case of force majeure duly accepted by the Race Director or the Stewards of the Meeting.
- 16.6. Teams are not allowed to drive at an extremely slow speed in the pit lane as a way of complying with the mandatory pit stop time.

16.7.If a team drives at an abnormally slow speed in the fast lane and thereby harms one or more teams, it will be the subject of a report by the Race Director to the Sporting Stewards, who may apply sanctions.

## **17. CAR CHANGE**

17.1.The changes of cars in each race/event will be carried out in accordance with the provisions of Art. 6.5.1 and 6.7 of the PGAK.

## **18. COMPETITION NUMBERS**

18.1.Each car will carry the competition number allocated by the Promoter. Competition numbers must be whole numbers between 1 and 999.

18.2.Competition numbers will be exclusive to the Championship season and cannot be reused by another team. Number 1 will be reserved for the team that won the championship in the previous year. If this team is not registered in the CPV/Supercars Endurance or does not request number 1, the promoter may assign it to another team.

18.3.Competition numbers and advertising on vehicles must comply with the designs in Appendix 2 of the Championship Sporting Regulations.

18.4.The name or emblem of the vehicle brand must appear in its original location. The names of the drivers must appear on each side of the bodywork.

18.5.All competitors must comply with the guidelines established in the mandatory advertising rules for vehicles, teams, and drivers in the CPV/Supercars Endurance, including no sponsorship from brands that compete directly with the Championship sponsors is allowed.

18.6.Each team must sign the Team Commercial Agreement in duplicate and return it to the Promoter, at the latest, before the start of the first race/event in which they participate. Failure to sign the Agreement may result in the cancellation of the entry in the race/event and refusal of participation.

18.7.Teams registered with different licenses must use different commercial team names. Competitors registered with different licenses must use different decorations on their competition vehicles. Within any team, the vehicles must have easily distinguishable characteristics (subject to approval by the Promoter and/or the Race Director).

## **19. ADMINISTRATIVE CHECKS**

19.1 At each race/event, there will be an administrative check focused on the documentation of the competitor, drivers, team manager, team/assistants and vehicle.

19.2 During the administrative checks for each race/event, teams with two drivers will be required to indicate (in an official document) the order of the 1st and 2nd driver (1st driver does the first race, 2nd driver does the second race). This order can only be changed for force majeure reasons and authorized by the Sporting Commissioners with respective penalty, as provided in Art. 15 above.

19.3 Any team wishing to make such a change will be penalized according to Art. 15.3 above.

19.4 Driver 1 will be the one with the lowest categorization, Driver 2 will be the one with the highest categorization. If the drivers have the same categorization, the driving order must be given by the team.

## 20. TECHNICAL CHECKS

20.1. The initial technical checks will start after the administrative checks and will take place at the place indicated in the particular regulations of the race/event.

20.2. During the initial technical checks, the competitor must present the Technical Passport ("TP") and the Approval Form of each of his cars registered in the race/event:

20.2.1 It may present an FIA technical passport or one from another ASN, as long as it is used occasionally. Whenever a competitor entered in the Championship takes part in more than two races/events with the same car with a TP from another ASN or FIA, he must apply for an FPAK PT so that the aforementioned car may be monitored (according to Article 10.2.2 of the PGAK).

20.2.2 In the case of cars from one-make series, the regulations of the trophy of origin of the car, previously agreed with the Technical Commission, must be presented.

19.3. The vehicles will have to present for technical scrutineering at the time indicated under the following conditions:

- a) with approval forms and a car passport;
- b) with fuel cell certificate and safety arch;
- c) without fuel;
- d) with restrictors, ready to seal, wire to be supplied by the team;
- e) with ballast, ready to seal, wire provided by the team;
- f) with the engine sealed by the manufacturer or ready for sealing as follows: Competitors must drill sufficient bolt holes or two consecutive bolts in the oil sump (dry or wet), cylinder head and cylinder head covers. Braided wire should be installed on each side of the engine from the crankcase, joining each group of bolts, holes so that these parts cannot be separated. The ends of the wires must be long enough and must not be twisted to allow the seals to be secured.
- g) for cars equipped with turbo compressor, the turbo must be ready for sealing;
- h) with identification and additional lights fitted if applicable;
- i) with all mandatory stickers (technical / safety / championships sponsorships)

according to the graphics (see Appendix 2);

- j) with slick tyres in accordance with Article 20.1.

20.4. The weight of the car and other car-specific information (number of seals, restrictor diameter, ride height), which will be entered in the technical passport, are the sole and exclusive responsibility of the entrant. It will always be up to the entrant to provide, at any time during the Event, proof that his car and equipment are in compliance with the regulations and decisions of the BOP in force.

20.5. The Data Logger may be read and checked at any time during a Race upon a decision of the Race Director, Stewards and/or Technical Verifiers. For this purpose, competitors are responsible for keeping a copy of all data of a race without modifying, deleting or altering it until two hours after the last race of the race.

20.6. The Stewards of the Meeting will publish the findings of the Technical Delegate each time the cars are checked during a race.

20.7. If a car is not in conformity with its type approval sheet, technical regulations and/or the applicable BOP, the Stewards of the Meeting will review the Technical Delegate's report and impose a penalty in accordance with Art.20.13 of the PEV.

20.8. If the Stewards of Sport find, through a report from the Technical Delegate, that any competitor or manufacturer has provided information that was misleading, has inappropriately influenced the BOP process or where a competitor's or manufacturer's subsequent performance is superior to the expected result, they may impose sanctions or penalties before, during or after the race/event.

- 20.9.If a car is checked at the end of the second timed practice session and is not in conformity, the Stewards of the Meeting will apply a penalty as defined in Art.20.13 of the PEV, which will apply to both timed practice sessions.
- 20.10.In the event of a penalty, as defined in Art.20.13 of the PEV 2023, which does not lead to a loss of time or disqualification from the timed practice sessions, the competitor who has been penalised for technical non-compliance will additionally have the best lap(s) of the sessions taken away from him, to ensure that the competitor is not awarded points for the fastest lap with a non-compliant car.
- 20.11.All measurements must be taken with the vehicle stationary on a flat and horizontal surface in the Technical Pits, as defined by the Technical Delegate of the race/event.

## 21. TYRES

- 21.1.Only tyres of the brand and supplier authorised by the Promoter may be used during timed practice sessions and races, and in all races on the championship calendar.
- 21.2.The list of approved tyre specifications will be published, and each team will be required to use the specific sizes designated for each car/event.
- 21.3.Any chemical and/or mechanical treatment of the tyres is prohibited. The tyre's original tread and profile may not be modified or cut. Modification of the marking, reference, written information on the tyre or any means of traceability is prohibited. This includes the bar code, manufacturer's serial number, tyre type, dimensions and any other relevant items.
- 21.4.The teams must respect the limits detailed in the technical leaflet issued by the official supplier of the Championship and received by the Promoter before the first race/event, as well as those contained in additions originating in proposals from the Technical Delegate or Promoter received during the Championship. Any non-compliance will lead to the application of a penalty by the Stewards of the Meeting.
- 21.5.Competitors and drivers must sign the risk acknowledgement form issued by the official Championship supplier before the first race/event in which they participate in the Championship.
- 21.6.A new tyre is one that is registered for the first time in race/event. A tyre can only be registered for one car, defined by the competition number of the car.
- 21.7.A used tyre is a tyre that has been entered for a car at a previous event under the same competition number as the car. For competitors who are not entered for the entire Championship, "a previous event" is taken to mean any event prior to 2023. Used tyres must be presented to the tyre manufacturer for safety verification and re-registration following the process defined by the Promoter and the Tyre Manufacturer. This presentation of used tyres must be done prior to fitting any new tyres for the race/event. The official Championship supplier maintains a list of the tyres that have been registered during the Championship.
- 21.8.A set of tyres consists of two front tyres and two rear tyres.
- 21.9.A rain tyre is a tyre designed for use on a wet road and has grooves more than 25% symmetrically around the tyre's centre line.
- 21.10.Rain 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 rain tyres will not be registered, but must be of the Hankook brand and supplied by RTI. During the race, in case of change of tyre type (dry tyres to rain tyres or vice versa), a mandatory stop of (four) minutes (engine stopped, whose duration will be calculated from the Pit Lane entrance to the exit) is required.
- 21.11. During this pit stop, it is allowed to perform other operations on and change drivers if the pit stop window is open.

21.12. Tyre limitation for dry weather tyres:

- a) For cars entered in the GT4 Pro and GT4 Bronze divisions of the Championship: a maximum of two (2) sets of dry tyres (for a total of 8 tyres) may be marked for use in the qualifying practice sessions and races.
- b) For cars participating in the TCR division a maximum of ten (10) dry tyres may be marked for use in timed practice sessions and races
- c) In GTX, Cup, TC, M2 and GTC divisions, a maximum of one (1) set of dry tyres (for a total of 4 tyres) may be marked for use in the qualifying practice sessions and races
- d) A set of used tyres may be marked a second time for a second race/event.
- e) During free practice and private practice sessions, the use of the tyres is free.

21.13. The outer sidewall of all tyres that will be used at a test/event will be marked with a unique identification, which must remain visible and legible throughout the race/event.

21.14. The tyre check will be carried out according to the tyre barcode list provided by the official championship supplier to the Technical Delegate. The deadline for providing this tyre barcode list is one (1) hour (60 minutes) before the first timed practice session.

21.15. Tyre markings made by competitors may only be white.

21.16. The use of tyre warm-up systems is prohibited.

21.17. In addition to the tyre sets permitted under Art<sup>o</sup> 20.13 above, each car entered in the Championship for the whole season will be permitted an allocation of two joker tyres for dry weather to be used to replace damaged or unusable tyres in timed practice and/or the race.

21.18. The use of a joker tyre will be requested by the competitor, in writing and containing the reference of the damaged tyre and its substitute and will only be allowed after the verification of the Technical Delegate, who will check the damaged or unused tyre together with the tyre technician indicated by the official Championship supplier. After confirmation from the Technical Delegate and the official Championship supplier, the Stewards of the Meeting will authorise the use of the Joker tyre to replace the damaged or unusable tyre.

21.19. Each car may only require one joker tyre in each race/event in which it is entered.

21.20. If, during the race, just in case there is a damaged or defective tyre has to be replaced it will be considered as a use of a joker tyre. The decision of what is a defective damaged tyre is the sole and exclusive decision of the Technical Delegate of the championship. This replacement must be notified before the end of the race/event to the Technical Delegate and the Stewards of the Meeting, under penalty of a sanction to be applied by the Stewards of the Meeting which may go as far as disqualification of the competitor. No driver change can be made during this pit stop.

## 22. WEIGHING

22.1. In the case of GT4 cars, the driver and driver's ballast are not included in the minimum BOP weight of the car.

22.2. In the case of TCR cars, the weight of the BOP already includes the weight of the driver. Therefore, in the case of teams with two drivers, to determine the "minimum racing weight" the weight of the car plus the average weight of the two drivers must be calculated.

22.3. The weight of any car may be checked at any time during the race/event:

22.4. If the weight of a car is less than that specified in the Technical Regulations and additions, the competitor concerned shall be disqualified from the session, except when the insufficiency of weight results from the proven accidental loss of one or more parts during the session.

22.5. No substance may be added to, placed in, or removed from a car after it has been selected for weighing during or after any of the sessions.

22.6. No one other than the Technical Stewards may enter or remain in the technical area without the specific permission of the Technical Delegate.

22.7. Any infraction to this Article will be subject to penalty at the discretion of the Stewards of the

Meeting.

22.8. Contrary to the PEV and PGAK, there is no tolerance on the value shown on the scales, and the remaining weighing and reweighing procedures apply.

## 23. DATA COLLECTION

23.1. At all races/events the data-logger system designated by the Promoter, with additional sensors, must be installed on all competition cars (except in the GTX, Cup, TC and M2 divisions).

23.2. It will be the responsibility of each competitor to install this data logger system, cable, antenna and other sensors that are necessary and ensure that it is working properly throughout the race/event.

23.3. All cars without data-logger or which are not working properly and do not comply with the regulations, may be penalised by the Stewards of the Meeting.

## 24. GENERAL SECURITY

24.1. During a race/event, the engine can only be started with the starter.

24.2. Whenever the track is declared a "wet track", all cars must run with their lights on. It is at the discretion of the Race Director to decide whether a driver should be stopped because his rear light is not working. If a car is stopped for this reason, it may only return to the track when the problem has been resolved.

24.3. At any time during the session, one or more yellow flags may be waved at the marshals' signal posts, which will indicate that there is some kind of danger on the track. Drivers should reduce speed and be prepared to change direction or possibly stop, the following being applicable:

- a) The Race Director and / or Stewards will use the sector timing times as a reference to detect any time improvement, whenever the circuit timing system allows.
- b) It must be evident that the driver has reduced speed, which means that the driver is expected to have braked earlier and/or reduced speed noticeably in that sector.
- c) Overtaking is strictly forbidden under such circumstances.

24.4. When double yellow flags are used during free practice and qualifying, it must be evident that a driver did not try to set a significant lap time; this means that the driver must abandon the lap (this does not mean that he has to go into the pits, as the track can be cleared on the next lap).

24.5. Any infraction of this rule during the free practice and timed practice sessions will result in the following penalties:

- a) First infraction: cancellation of the driver's best time of the session.
- b) Second infraction: cancellation of the three best times of the driver's session.
- c) Third infraction: cancellation of all the times recorded in the session.

## 25. PIT LANE AND PIT GARAGES

25.1. In order to avoid any doubt, the pit lane will be divided into two lanes, defined as follows:

- a) the lane closest to the separation wall between the track and the pit lane is called the "fast lane".



- b) Any car on the "fast lane" must have the driver on board sitting in his normal driving position and in running order, including when the car is being pushed by the mechanics;
- c) the lane closest to the pits is called the "inside lane" and is the area where work is allowed on the cars while they are in the pit lane;
- d) any car on the "fast lane" has priority over any car on the "inside lane" that wishes to access the fast lane;
- e) It is forbidden to drive through the pit lane at an abnormally slow speed that may harm other drivers in competition. The infraction to this rule will imply the application of a drive through.

25.2. It is the responsibility of the team to allow their car to return to the "fast lane" after a pit stop only when it is safe to do so.

25.3. Drivers are only allowed to move into the pit lane "fast lane" when the green light is on.

25.4. No more than three (3) mechanics are allowed to work on a vehicle located in the interior lane of the pit lane.

25.5. A team member acting as a controller (the 4th member) can supervise the work of the mechanics on the vehicle. They may walk around the vehicle while it is stopped in the interior lane, but cannot touch the vehicle, drivers, and/or replacement parts. Their function is limited to observation and visual verification.

25.6. During a mandatory pit stop during the race, the driver being replaced can help the replacement driver get into the vehicle and fasten their seat belts, but cannot work on the vehicle. One of the authorized mechanics in the work area can assist the drivers during the driver change operation.

25.7. Replenishment of lubricants and various fluids, except fuel, is allowed during practice and race sessions in each team's pit garage area.

25.8. It is not mandatory to turn off the engine during any stop in the pit lane. However, if turned off, the engine can only be started when the vehicle is in contact with the ground and before returning to the track for the practice and/or race session.

25.9. During timed practice sessions and races, teams are not allowed to bring their vehicles into the boxes for assistance. All interventions must be done in the interior lane.

## **26. FUEL AND REFUELLING**

26.1. Refuelling is not permitted during the sessions. Refuelling is also not permitted in the interval between Qualifying 1 and Qualifying 2.

## **27. FREE PRACTICE, QUALIFYING**

27.1. It is forbidden for any entered car to carry out any type of private practice/testing on the circuit where a race/event is to be held, up to 8 calendar days before the start of free practice, except when the private practice/testing is official, open to all competitors and is approved by the Promoter of the championship. In case of non-compliance, the team will start from the end of the grid in both races. This prohibition is only for private practice, and does not preclude participation in other competitions. The event may have free practice sessions with a maximum duration of 40 minutes.

27.2. The race/event may have free practice sessions with a maximum duration of 40 minutes.

27.3. There will be two timed practice sessions with a minimum duration of 15 minutes. If the car is shared by 2 drivers, driver 1, designated for this purpose in the administrative checks in accordance with Art.18.1 of the present Sporting Regulations, will have to do the first qualifying session and driver 2 will have to do the second qualifying session.

27.3.1. The starting order of race 1 will be determined by the best time of the qualifying practice session. The starting order of race 2 will be determined by the best time of the qualifying practice session 2.

27.3.2. The driver who takes timed practice session 1 will be required to start race 1.

27.3.3. The driver who takes timed practice session 2 must start race 2.

27.4. There will be a minimum interval of 5 minutes between timed practice session 1 and timed practice session 2.

27.5. The interval between sessions will start after the end signal of timed practice session 1, and timed practice session 2 will start when the green pit lane light comes on. The exact time of the start of the timed practice sessions may be announced on the timing monitors.

27.6. During the break, the parc ferme regime will apply and no work may be done on the cars, except for driver and tyre changes. No laptop or computer may be connected to the car, nor may any data transfer be carried out. Any infringement of the parc ferme regime will be reported to the Stewards of the Meeting.

27.7. If defined in the drivers Briefing, during the interval and in order to optimize the available space in the interior lane and allow for safe and uninterrupted work for teams placed in neighboring boxes, the vehicles must be placed in the interior lane facing and at an angle of approximately 45° relative to the fast lane of the pit lane. Returning to the fast lane of the pit lane will be done by reversing the vehicle with the support of at least 2 assistants, without ever resorting to the vehicle's own means for this purpose.

27.8. 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 next session, provided they meet the safety conditions to do so.

27.9. As stated in the present Sporting Regulations, it is not allowed to place the car inside the pit garage during the timed practice sessions to carry out any repairs on it, and those repairs must be done on the inside lane of the pit lane. The access gate to the pit lane must be kept open during the entire timed practice session.

## **28. GRID**

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

28.2. The starting grids for each of the races will be drawn up based on the best times of each driver obtained in the timed practice sessions. If two or more drivers record identical times, priority will be given to the one who made the time first, and so on.

28.3. If more than one driver fails to qualify in the session, he will be allowed to participate in the races, and the order of inclusion on the grid will be as follows:

- a) First: any driver who tried to set a qualifying time by starting a 'fast lap';
- b) Second: any driver who failed to start a fast lap;
- c) Third: any driver who failed to exit pit lane.

## **29. STARTING PROCEDURE**

29.1. The starting procedure will take place according to the official programme of the Event. At least 10 minutes before race start time, the cars will leave the pits / pre-grid to do a reconnaissance lap. At the end of this lap they will stop on the grid in the starting order with engines stopped.

29.2. Any car entering Pit Lane at the end of this lap will not be allowed out onto the track and will have to start from Pit Lane.

29.3. The following procedures will be applied:

- a) The approach to the start will be announced by signs that will be displayed on the starting line at 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.
- b) When the ten-minute signal is shown, the green traffic light on the pit lane will be lit and the cars may start their reconnaissance lap.
- c) When the five-minute signal is given, the red traffic light in the pit lane will be lit. Any car arriving at the end of the pit lane after the "five minutes" signal must start behind any other car already lined up near the pit lane exit traffic light line.
- d) Tyre changes on the starting grid will only be allowed until the three-minute sign is displayed.
- e) When the three minutes sign is displayed, it will not be possible to perform any operation on the car. For the avoidance of doubt: checking and/or changing the tyre pressure will be considered an operation on the car and is therefore no longer permitted from the three-minute sign.
- f) After this three minutes sign, all cars must have their wheels mounted and on the ground. From this sign the wheels may only be removed in the pits. Any car which does not have all wheels fully mounted or which is subject to any operation after the three-minute signal will be sanctioned with a drive through penalty. Everyone except drivers, officials and a maximum of one (1) team technician/mechanic must leave the grid.
- g) When the one minute signal is shown, the engines must be started and the last mechanic must leave the grid.
- h) Fifteen seconds signal: after this signal, a green flag / light will be shown at the front of the grid and the cars will start a formation lap behind the Leading Car, keeping their starting order. During this lap, the formation must be kept as closed as possible.
- i) The starting procedure of a race/event may be modified by Supplementary Regulations or by addendum of the Stewards of the Meeting.
- j) A minimum drive-through penalty will be applied to any driver who, in the opinion of the Sporting Stewards and/or Race Director, unnecessarily overtakes another car during the formation lap.
- k) The rolling start procedure defined in Art. 30.9 of the PEV 2023 will be used.
- l) A drive-through penalty will be applied for a false start.

29.4. Only in the following cases will any variation in the starting procedure be permitted:

- a) If it begins to rain after the five-minute signal but before the start of the race and, in the opinion of the Race Director, the teams should have the opportunity to change tyres, the yellow lights will be shown and the starting procedure will begin again with the ten-minute sign.
- 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 safely negotiated even on rain tyres, the yellow lights will be shown on the line and information about the likely delay will be displayed on the timing monitors. Once the start time is known, a warning of at least ten minutes will be given.
- c) If the race is started behind the Safety Car, the provisions of the PEV will apply.

## 30. RACE

30.1. The driver must be able to get back into the race on his own. He may be helped by the stewards to reposition himself or to get out of an escape, but he must be able to restart the engine without outside help.

30.2. During the race, drivers leaving pit lane should do so only when the light at the exit is green and on their own responsibility.

## 31. SAFETY CAR

31.1. Please refer to Article 2.10 of Appendix H of the Code.

## **32. END OF RACE**

32.1. The end of race signal will be given at the Line as soon as the leader crosses it after the scheduled time has elapsed. In case the leader stops on the last lap, but is more than one full lap ahead of the next best placed driver on the previous crossing of the line, the chequered flag will be shown as soon as this next best placed driver crosses the line.

32.2. If, for any reason, the end of race signal is given before the scheduled time has elapsed, the race will be deemed to be finished when the leader crosses the line for the last time before the signal is given.

32.3. If the end of race signal is delayed for any reason, the race shall be deemed to be over when the allotted time for the duration of the race ends.

## **33. CLASSIFICATION**

33.1. The driver who crosses the line first shall be the one who has covered the greatest distance in the scheduled time. For the purposes of this article, the scheduled time means the period from the start of the race up to and including the display of the chequered flag. All drivers will be ranked taking into account the number of completed laps they have run and, for those who have completed the same number of laps, the order in which they crossed the Line.

33.2. Drivers who have run less than 50% of the number of laps of their division winner (rounded up to the nearest total number of laps) will not be classified.

33.3. Provisional and final results will be published on the Official Bulletin Board and on the Digital Bulletin Board (if applicable) as soon as possible after the practice session or race. These will be the only valid results, subject to any changes that may be made under the Code, PGAK, PEV and these Sporting Regulations.

## **APPENDIX I - MANDATORY EQUIPMENT**

### DATA LOGGER (Article 21.1)

Emotag SRO-DL1 serial number > 22300 or Emotag SRO-RTSL serial number > 22760

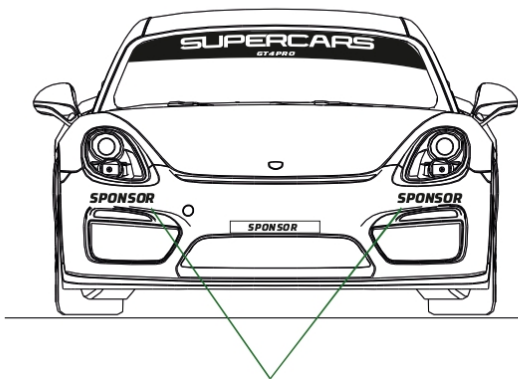
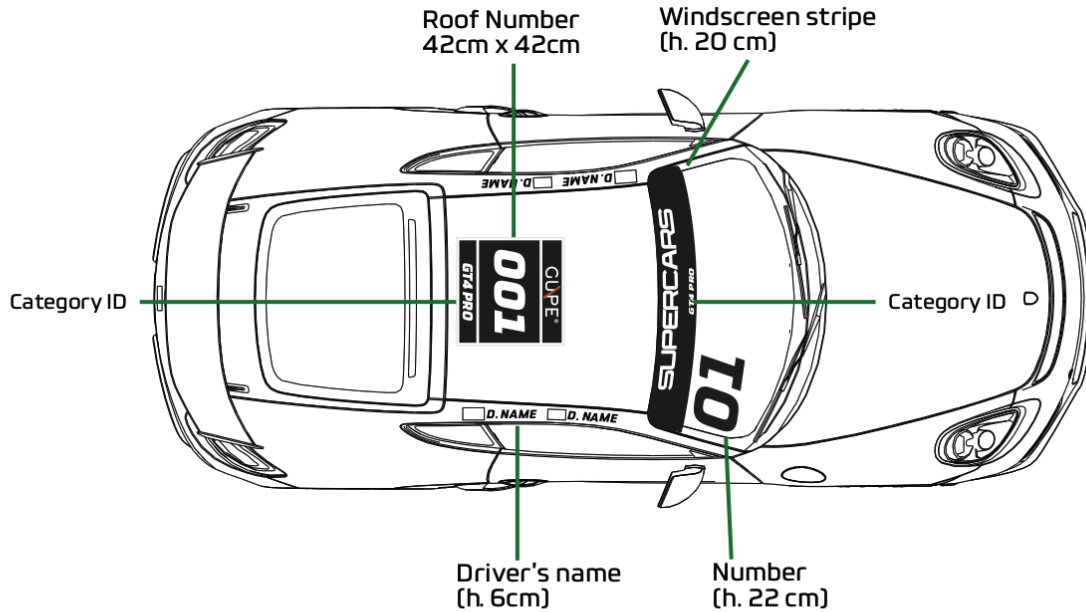
### ONBOARD CAMERAS (ARTICLE 12.2)

All cars must be equipped with the official Championship camera

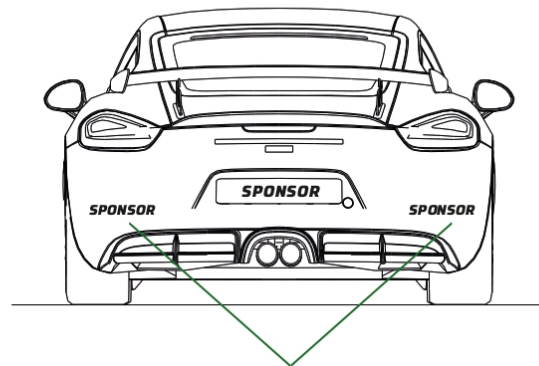
## **APPENDIX II: MANDATORY ADVERTISING**

# SUPERCARS

## CAR LAYOUT 2023



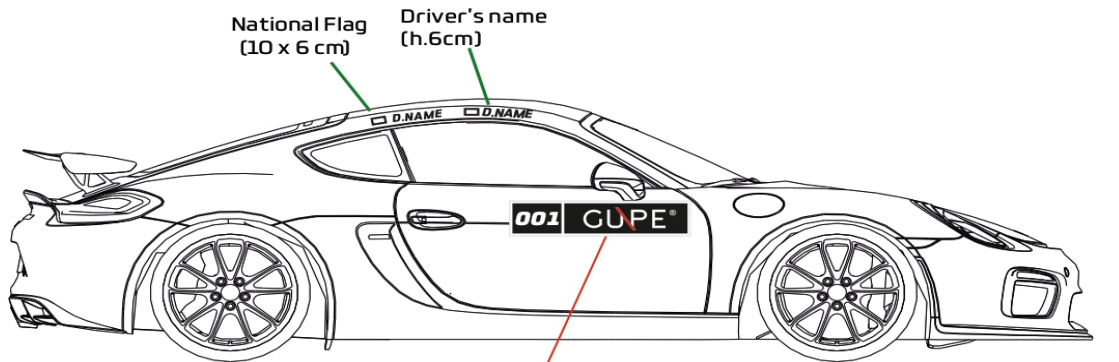
Bumper stickers, front



Bumper stickers, rear

# SUPERCARS

## CAR LAYOUT 2023



Front door race number plates on both sides (h. 67 x 15 cm)  
Number plate with color category and sponsor

### Additional stickers:

- a) Name of the driver style: Initial of the first name, dot, space, family name (e.g. J. Smith)  
font: Futo Sans Bold Italic  
colour: White  
position on each side: top side window : 6 cm  
position at the front: right side of the windscreen between the windscreen stripe and car number (height: 10 cm)
- b) National flag dimensions: 10x6cm  
position on the left of the Driver's name.