



# **Regulamento Desportivo Campeonato de Portugal de Velocidade**

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## 1. PREFACE

- 1.1. Race Ready and TCR Euro Championships LTD (hereinafter "the Promoter") will organise the Portuguese Speed / SUPERCARS Endurance Championship (hereinafter "Championship") reserved for the cars allowed in each category. The Championship includes titles for drivers and teams.
- 1.2. The Championship is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code"), the General Speed Prescriptions (ENP) and these specific Sporting and Technical Regulations for the Championship. All participants (Promoter, Federation, organisers, competitors and circuit) undertake to apply and observe the rules governing the Championship.
- 1.3. The Organising Committee of the Championship will consist of:
  - Diogo Ferrão
  - Paulo Ferreira
- 1.4. The Organising Committee of the Championship may:

- A. Deal with matters relating to the acceptance of cars as specified in these Regulations;
- B. Deliberate on the acceptance of entries from preparers and manufacturers in the championship;
- C. Deliberate on Balance of Performance (BOP) issues;
- D. The Championship Organising Committee will take decisions on matters relating to the Championship, including:
- E.
- F. To issue clarifications on the regulations and their interpretation;
- G. Dealing with driver acceptance issues;
- H. Deliberate on the categorisation of the driver's condition and associated BOP
- I. 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 Sporting Rules of the Championship shall come into force after approval by the FPAK and shall replace all previous regulations relating to this Championship.
- 2.3. All competitors taking part in the championships will be informed by addenda issued by the Permanent Organisation and/or Organising Committee of any changes to these Sporting Regulations with details of the date on which the changes come into effect.
- 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.  
....

## 3. OVERALL COMMITMENT

- 3.1. All drivers, competitors and officials participating in the Championship undertake, on their own behalf, their employees and agents, to observe all the provisions supplemented or amended of the Code, the Technical Regulations of the Championship and these Sporting Regulations. The amendments will be approved by the Race Stewards.

## 4. GENERAL CONDITIONS

- 4.1. It is the obligation of the participant to ensure that all persons involved comply with all the requirements of the Code, the 2022 Technical Regulations hereinafter referred to as "Technical Regulations", the Sporting Regulations of the event including any approved Additions and clarifications.
- 4.2. Each entrant must nominate their representative(s) in writing on the entry form. If a nominated representative is unable to be present in person at the Event, he must notify an alternative representative in writing to the Stewards of Sport before the end of the administrative checks; cases of "force majeure" will be judged by the Stewards of Sport. Throughout the duration of the Event, a person in charge of a car entered during any part of an Event is jointly and severally liable with the entrant 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.
- 4.4. Submission of a car for verification will be deemed an implied statement of compliance.

## 5. LICENCES

All drivers, competitors and official championship participants must hold current and valid licences. For drivers the requirement is a national A or higher (international) licence. EU **national licences are accepted if there is an authorisation from your federation to compete in the event outside your country or similar.**

## 6. ELIGIBLE CARS

- 6.1. The GT4 PRO and GT4 Bronze category races are reserved primarily for GT4 Grand Touring cars homologated according to RACB homologation sheets as defined by the GT4 2022 Technical Regulations.
- 6.2. 6.2.
- 6.3. The following cars are eligible to compete in the GTC category and compliant with the GT4 2022 Technical Regulation or the respective Mono-brand Trophy:

Aston Martin Vantage GT4 (\* except MY2020)  
Ginetta G50 3.5 or 3.7  
BMW M3 E92 GT4  
Porsche 997 GT3 Cup GT4  
Lotus Evora  
Chevrolet Corvette C6 GT4  
Nissan 350Z  
KTM X-BOW GT4 (MY2008)  
Maserati GranTurismo MC GT4  
Lotus Exige 260R Cup - with BOP  
Ferrari f430 Challenge with BOP  
Porsche 997 GT3 Cup - with BOP  
Porsche 991.1 GT3 Cup - with  
BOP BMW M2 CS - with BOP  
Skoda Octavia Ex-  
Trophy Ligier JS02

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. Such cars and their drivers will not receive any points from the other homologated drivers.

**6.3 TCR category races are reserved for cars that comply with the TCR 2022 Technical Regulations**

**and their respective TCR homologation sheets.**

## 7. CHAMPIONSHIP EVENTS

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

7.2. The Championship is composed of Races consisting of two races with a duration of 45 minutes. This duration may be reduced in the same Race, which will be communicated in the Private Regulations of the Race. Except in exceptional circumstances, each Race of the championship will consist of:

- 2 \* 15 min. Duration of qualifying sessions according to the race we share track time.

7.3. The maximum number of championship events is set (4).

The provisional list of Events in the CPV / Supercars Endurance 2022 is as follows:

Event	Date	Local	Country	Scorable for:
Event 1	09/10 April	Estoril	Portugal	CPV
Event 2	14/15 May	Jarama	Spain	CPV / Iberian Supercars
Event 3	01/03 July	Vila Real	Portugal	CPV
Event 4	30/31 July	Portimão	Portugal	CPV / Iberian Supercars
Event 5	10/11 September	Barcelona	Spain	Iberian Supercars
Event 6	01/02 October	Braga*	Portugal	CPV
Event 7	18/20 November	Estoril	Portugal	Iberian Supercars

\*Depends on the approval of the circuit

In the Barcelona 5 Event the race is governed by its own Private Regulations and is a 2 hours race.

The Championship will include five (5) categories:

- GT4 Pro
- GT4 Bronze
- GTC
- TCR
- Abarth Challenge by Hankook

## 8. CLASSIFICATION AND SCORING POINTS

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

1°	25 points
2°	20 points
3°	17 points
4°	14 points
5°	12 points

6°	10 points
7°	8 points
8°	6 points
9°	4 points
10°	2 points

following	1 point

8.2. If a race is suspended or stopped under Article 40 of PGAK ICD-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).

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

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

### 8.3. 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 vehicles 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.

8.4. If two or more drivers or Teams finish the season with the same number of points, the highest place in the championship will be awarded to:

- A. The holder of the highest number of first places;
- B. If the number of first place finishers is equal, the holder of the highest number of second place finishers;
- C. If the number of runners-up is equal, the holder of the greatest number of third places and so on until a winner emerges;
- D. If this procedure does not produce a result, the driver (for the Driver's trophy) or the Team (for the Team trophy) that ranked best in the last race will be ranked as the best of the two in the season's results;
- E. Special case: drivers of the same car finishing with the same number of points will share the same place in the championship.

## 9. CATEGORISATION OF COMPETITORS

9.1. Drivers wishing to compete in the GT4 PRO and GT4 Bronze categories of the championship, 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 in which they wish to participate, using the link on the FIA website at <http://www.fia.com/fia-driver-categorisation> .

Category definitions, the Driver Categorisation List and the entry form can be found on the FIA website. All decisions regarding categorisations are taken under the authority of the FIA Driver Categorisation Committee.

The list of competitors authorised to take part in the Event will indicate the category assigned to each driver. The Organizing Committee of the Championship reserves the right to give provisional categorizations to drivers who have not been categorized at the start of the event or to make any change in the FIA categorization of any driver according to the Championship criteria. All drivers with a temporary categorisation derogation will be indicated in the entry list with an asterisk. All drivers

teams that receive such a waiver will be closely monitored and the waiver may be removed at any time without notice. Furthermore, two-driver teams that include a driver with a derogation may receive additional weighting at the discretion of the Organising Committee. Any provisional categorisations will not constitute an FIA categorisation.

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

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

All ballast values given above are provisional and subject to change by the Organizing Committee.

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

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

## 10. CONDITIONS OF REGISTRATION

10.1. Entries for the full season and race by race are accepted.

10.2. Entry Forms for the Championship are available at [www.gt4south.com](http://www.gt4south.com) free of charge.

10.3. The registration form must be accompanied by the advance payment of the registration fee mentioned below.

10.4. The entry fee per race is 1250€ + VAT and 5000€ for the 5 races of the CPV.

In accordance with Art. 3.14 of the CDI, the organizing committee may refuse to enter an event, informing the interested party and the FPAK within two days after the closing date for entries and no later than five days before the event. This refusal must be justified.

Entries must be sent to the organisation no later than 2 weeks before any Event, to the following address [GT4@raceready.pt](mailto:GT4@raceready.pt).

10.5. All competitors whose entries are accepted for the Championship undertake to participate in all the Races entered with the number of cars and drivers entered. Any eventual lack of competition must be communicated in writing to the Championship Promoter. Any eventual impossibility to compete must be duly explained and justified.

10.6. All entries must be confirmed two weeks before each event and the line-up of confirmed drivers to the Promoter for review by the Organising Committee.

10.7. Driver changes are permitted. Except in cases of force majeure, judged by the Promoter, the change is permitted not later than 48 hours before the opening of the Entry for the Event in which the driver is to be changed.

10.8. Entries will only be accepted after prior payment of all debts to the organisation and its partners by the competitor or driver.

10.9. If a competitor fails to comply with the entry deadlines detailed in article **10.3**, 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. The

entries are considered official entries once the entry fees have been paid in full and the competitor has been informed by the Promoter. By signing their entry form, the driver and competitor accept the terms and conditions of these regulations and agree to honour them in both letter and spirit.

## 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 participant shall be given to that participant as soon as possible and receipt shall be acknowledged.
- 11.5. The BOP of an Event will be communicated at least 5 (five) days before the Event.

## 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 was an offence against these Sporting Regulations or 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.
- 12.2. All entrants must have a camera on board their car, in accordance with Annex 1 of these rules. 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 race stewards and race director to investigate incidents. All data from the (s) camera system(s) on board are the property of the promoter and will be returned to the team after the event.
- 12.3. 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 disqualification
- 12.4. It is at the discretion of the Stewards of Sport 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.
- 12.5. 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).
- 12.6. 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.

12.7. 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.

However, if the above A or B penalties are imposed during the last five minutes or after the end of a race, and the car is unable to execute the penalty before the end of the race, the previous article will not apply and a time penalty will be added to the elapsed race time (plus the additional Stop & Go penalty seconds in the case of B) of the car in question.

This penalty time will depend on the circuit and the length of the Pit Lane, and will be given in Addition by the Stewards of Sport at the start of each Race or, conversely, the usual 30 seconds will be added.

12.7.1. Should the Stewards and/or the Clerk of the Course decide to impose one of the penalties provided for in Rule 12.7 A and 12.7 B, the following procedure will apply:

- A. The Stewards of the event and / or Race Director shall notify the Competitor concerned of the penalty that has been imposed and shall ensure that it is also displayed on the timing monitors. From the moment the decision is notified on the timing monitors, the car concerned 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 12.7 B, proceed to the penalty zone where it will remain for the duration of the time penalty.
- B. However, unless the car has already committed to pit for the purpose of serving its penalty, it cannot serve the penalty **while** the Safety Car or a Full Course Yellow procedure has been triggered. 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 track.  
While a car is stopped on the Pit Lane as a result of a time penalty, it cannot be repaired. However, if the engine stops, it may be restarted after the penalty period ends. If the driver is unable to start the car himself, it can be taken to the garage by the mechanics.
- C. When the time penalty period has elapsed, the driver may re-enter the track.
- D. No penalty may be executed by a team before it has been notified in writing, either on the time monitors or by document issued by the Meet Stewards or Race Director.

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

## 13. COMPLAINTS AND APPEALS

- 13.1. Claims must 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 the decision of the Stewards of the Meeting (with the exception of what is covered by Article 13.3) in the manner and within the time limits laid down in the FIA International Sporting Code. The appeal fee is €2500 (two thousand five hundred euros). The appeal will be heard by the responsible Federation.

13.3. Appeals cannot be made against decisions in relation to the following penalties:

- Drive through" penalties;
- "Stop & Go" penalties;
- Penalties involving the cancellation of a championship qualifying lap applied by the Stewards or Race Director during / or at the end of a qualifying session;
- Penalties involving drop in starting grid positions; Time penalties
- added to all race time.

## 14. PENALTIES

14.1. The College of Stewards and / or Race Director shall inflict the penalties specifically set out in these Sporting Rules. For all cases not covered by these Sporting Rules, the rules of the International Sporting Code will apply.

14.2. Drive through penalties, time penalties of at least 10 seconds added to the entire race time applied, if possible, before the Awards Ceremony, as well as penalties representing the cancellation of any number of qualifying laps may be inflicted by the Race Director. Penalties will be displayed on the timing monitors by displaying a penalty board or by adding a time penalty to the elapsed time of the driver concerned, respectively by changing the results.

14.3. 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 unsportsmanlike behaviour or behaviour that does not respect the spirit of the championship (breach of sporting morals or ethics, damage to the greater interest of motor sport, moral or material damage to the promoter or his partners, etc.) committed by a team member / participant or driver or their entourage will be reported to the Race Stewards who will take any action they deem appropriate, up to and including disqualification from the entire Race. The team will be held responsible for the actions of persons within their committee and may be penalised accordingly.

## 15. DRIVER CHANGES

15.1. Throughout each race, no more than two drivers may drive the same car. Each driver may only be registered and drive one car.

15.2. Any change in the composition of the drivers taking part in the Event must be requested from the Stewards of the Course before the start of qualifying. After the start of qualifying, any changes to drivers will only be accepted in cases of force majeure and subject to the approval of the Race Stewards, who may impose any restrictions, conditions or penalties they see fit.

15.3. For each race, a reference time for the mandatory stop(s) will be established, taking into account the time driven with a maximum permitted speed in the Pit Lane from the entry loop to the exit loop and a time for driver change. This total time will be published in the written briefing or in an Addendum by the Race Stewards before the start of the first practice session. The Pit Stop shall take place in front of the pit or designated area of each team under the responsibility of the designated Sporting Director. The time for the Pit Stop starts when the car activates the time loop at the Pit Lane entrance. The

stop is considered completed when the car activates the timing loop at the exit of the Pit Lane.

- 15.4. There will be a mandatory Pit Stop as follows:
- A. If the race duration is set as 45 minutes for the race, the mandatory Pit Stop must be made passing the Pit Lane entry 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 red light off).
  - 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, it is possible to make the mandatory Pit Stop if the driver reaches the timing loop during the Pit Stop window.
- 15.5. During each mandatory stop, a change of driver must take place, except for those cars for which a driver has been authorised.
- 15.6. If the car fails to make a mandatory Pit Stop, the car in question will receive a time penalty of 165 seconds after the race.
- 15.7. A car may only leave its area when it is ready to return to the track and when it is safe to do so. It must return to the fast lane respecting the 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.
- 15.8. The following penalties may apply if there is an infraction during the race:
- A. Time between the two Pit Lane timing loops below the published time: Stop & Go penalty of the time lost.
  - B. Speeding in the Pit Lane: Drive-through penalty.
  - C. Start of the mandatory stop outside the boxing window times: Stop & Go penalty of equivalent time outside the programmed time with a maximum of 80 seconds.

## 16. CAR CHANGES

- 16.1. Each Competitor shall be allowed to bring one (1) additional substitute car to each event. Their use will be governed by the following requirements:
- a) The replacement car will have to be of the same category as the car initially entered.
  - b) The spare car will be prepared in full compliance with the Technical Regulations, and will be identified by the number assigned to the Driver plus the letter "T" in the same size and style. For example, the spare car of a Driver using the number "00" would be identified on the bonnet and doors as "00T".
  - c) It is the responsibility of each competitor to have the championship technical staff record the chassis number of the spare car and complete a full technical check before the event.
  - d) A Driver may replace his main race car with the spare car if the Driver has an accident or other problem that does not allow the main race car to continue in the event. The determination as to whether the car can be repaired at the event will be the decision of the Championship Officials and cannot be appealed.
  - e) A Driver may only change cars once per Event. A Driver may only drive two (2) chassis numbers during an official race weekend.
  - f) If a spare car is approved for use after a qualifying session, the spare car will receive a five (5) place grid penalty for the next race. A spare car may never take a grid position gained by the main race car.

## 17. COMPETITION FIGURES

- 17.1. Each car will carry the race number allocated by the Promoter. Race numbers must be

integers between 1 and 999. Race numbers will be unique for the Championship season and cannot be re-used by another team. The number 1 will be reserved with priority for the overall winning team of the previous season. If this team does not request the number 1, the promoter may allocate it to another team. The race numbers and advertising on the cars must conform to the designs given in Appendix 2 of the Championship Sporting Regulations.

- 17.2. The name or emblem of the car's make should be displayed on the car at its original location. Drivers' names should appear on each side of the bodywork (in accordance with Article 16 of the Code).
- 17.3. All competitors must comply with the established guidelines in terms of sponsorship of championship partners in relation to the structure of the team workshop in the paddock or pit, car paintwork, team and driver overalls. In particular, no sponsorship of brands that compete directly with the Championship sponsors is permitted.
- 17.4. Each Team must sign the Team Commercial Agreement in duplicate and return them to the Promoter at the latest at the start of the first Race in which they participate. Failure to sign the Agreement may be reported to the Race Stewards and the Team concerned may be refused permission to participate in the Race.
- 17.5. Teams entered under different licences must use different commercial team names. Cars entered under different licences must have different liveries. Within any team, cars must have easily distinguishable features (at the discretion of the Promoter and Race Director).

## 18. ADMINISTRATIVE CHECKS

- 18.1. Each participant must have all the required documents and the various relating to your car, available for inspection at any time during the Event.

**At each race, the organiser will check the licences of all teams and drivers. All drivers must hold a valid sports licence. Any driver or team not completing their administrative checks during the allocated time will be reported to the Race Stewards. The organiser will ensure that they hold a copy of all sports licences of the drivers and competitors participating in the Event. Teams and Drivers who are not in compliance will not be allowed to participate in the Event .**

## 19. TECHNICAL CHECKS

All measurements will need to be taken with the car stationary on the flat, horizontal surface on the Verification platform as defined by the Technical Verifier.

- 19.1. Each entrant must present all documents relating to his car, available for verification at any time during the Race. Each car must have identification stickers clearly visible from the rear and each side of the car.
- 19.2. All cars will be obliged to have a technical passport and homologation form for each one of their cars entered in the race. They may present an FIA technical passport or a passport from another DNA, as long as it is used occasionally. Whenever a competitor entered in the Championship takes part in more than two events with the same vehicle with a PT from another DNA or FIA, he must apply for an FPAK PT so that the aforementioned vehicle can be monitored (according to Article 10.2.2 of the PGAK).
- 19.3. In the case of cars from single-make races, the regulations of the championship

of origin of the car, previously agreed with the Technical Commission, must be presented.

19.4. Cars will have to present themselves for verification at the time indicated under the following conditions:

- ✓ with approval forms and a car passport;
- ✓ with fuel cell certificate and safety arch;
- ✓ without fuel;
- ✓ with restrictors, ready to seal, wire to be supplied by the team;
- ✓ with ballast, ready to seal, wire provided by the team;
- ✓ 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.
- ✓ for cars equipped with turbo compressor, the turbo must be ready for sealing;
- ✓ with identification and additional lights fitted if applicable;
- ✓ with all mandatory stickers (technical / safety / championships sponsorships) according to the graphics (see Appendix 2);
- ✓ with slick tyres in accordance with Article 20.1.

19.5. 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.

19.6. 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.

19.7. The College of Stewards will publish the findings of the Technical Steward each time the cars are checked during a Race. These publications will not include any specific figures, except when a car is found to be in breach of the Technical Regulations.

19.8. If a car does not comply with its homologation sheet and/or the applicable BOP, it may be disqualified from the Event.

19.9. If the Stewards find that any competitor or manufacturer has provided information which is misleading or 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 Event.

## 20. LIMITATION ON TYRES DURING THE EVENT

20.1. Only Hankook branded F200 tyres with the compound C52, purchased and supplied by the official service team during an Event, may be used for the whole season.

20.2. The supplier nominated by the Promoter is RTI- Race Tire International, the sole supplier of tyres to the Championship.

20.3. The list of approved tyre specifications will be published no later than two weeks before the first Championship Race.

20.4. 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.

20.5. Teams must respect the limits detailed in the technical booklet issued by RTI- Race

TireInternational and received from the Promoter before the first official Race, as well as any other Technical Additions received during the season. Any failure to do so may be penalised by the College of Stewards.

20.6. Teams and drivers must sign the risk acknowledgement form issued by the supplier prior to their first participation in the Championship.

20.7. A new tyre is one which is registered for the first time at the Event. A tyre may only be registered for one car, defined by the car number.

20.8. A used tyre is one which has been entered for a car in a Race during a previous Event with the same car number. For competitors participating race-by-race, "a previous event" is considered to be any previous 2022 Championship race / practice in which the car was entered. Used tyres must be presented to the tyre manufacturer for safety verification and re-registration following the process defined by the Promoter and Tyre Manufacturer. This submission of used tyres must be done prior to fitting any new tyres for the Race. The vendor maintains a list of tyres that have been registered during the season.

20.9. A set of tyres consists of two front tyres and two rear tyres.

20.10. 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.

20.11. 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.

20.12. The mandatory stop time in case of tyre change of the same compound is four (4) minutes including the Pit Lane entry and exit time. During these 4 minutes it is possible to make other mechanical changes and change riders if the change window is open.

20.13. Tyre limitation for dry weather tyres:

- a) For cars participating in the GT4 Pro and GT4 Bronze categories of the Championship: a maximum of two (2) sets of dry tyres (8) may be booked for qualifying and races.
- b) For cars participating in the TCR categories a maximum of two (2) sets of dry tyres may be booked.
- c) In the GTC category, a maximum of one (1) set of new dry tyres may be booked for qualifying and races.
- d) A used tyre may be marked a second time for a second race. However, they will count as new tyres for the tyre limitation rules.

During free and private practice sessions the tyres are free.

20.14. Tyre control will be carried out in accordance with a process defined by the Promoter.

20.15. The outside sidewall of all tyres to be used in a Match shall be marked with a unique identification which shall remain visible and legible throughout the Match.

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

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

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

- 20.19. In addition to those permitted within the limitations relating to new dry weather tyres defined above, each car entered in the Championship on a full season basis has an allocation of two wild card tyres per season to be used to replace qualifying and/or race tyres which are damaged or unusable. Joker tyres are applicable only for the dry weather tyre type.
- 20.20. A wild card tyre will only be issued after confirmation from the Technical Steward who will carry out the check in conjunction with the tyre technician appointed by the supplier. After confirmation from the Technical Steward and the supplier, the Stewards will issue a confirmation to replace this tyre with a Joker tyre. The use of a Joker tyre can then only be authorised. A formal request must be made in writing, and must include the reference of the damaged tyre and the reference of the tyre it replaces.
- 20.21. Participants, race by race, will receive one wild card tyre per race entered, up to a maximum of two wild card tyres per season for the same car.
- 20.22. If, during the race, a defective tyre has to be changed, this may be done outside the established restrictions, in which case it will be considered a use of a wild card tyre as described in Articles 19.18. and 19.19. This change must be notified before the end of the race to the Technical Delegate or the College of Stewards or Race Director, under penalty of a sanction which may go as far as disqualification. No change of driver may be carried out during this stoppage.

## 21. WEIGHING

- 21.1. In the case of GT4 cars, the driver and driver ballast are not included in the minimum BOP weight of the car. In the TCR Technical Regulations, the BOP weight already includes the Driver's weight. Therefore, in the case of teams with 2 Drivers, to determine the "minimum racing weight" the weight of the car plus the average weight of the 2 Drivers must be calculated.
- 21.2. The weight of any car may be checked at any time during the Event. The Organising Committee reserves the right to make decisions on car weights at any time during an Event.
- A. After the qualifying practice sessions and the races, the Technical Delegate may weigh some cars among the classified cars.
  - B. If the weight of a car is less than that specified in the Technical Regulations and additions, the participant concerned may receive one of the established penalties, except when the weight deficiency results from the accidental loss of a car component.
  - 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 Technical Steward when acting in his official capacity and in accordance with the Technical Regulations of the Championship).
  - D. No one other than Technical Commissioners 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 penalise with grid positions as they deem appropriate or disqualify him from the race.

## 22. GENERAL CAR REQUIREMENTS

- 22.1. A data-logger with additional sensors, approved by the Promoter, must be fitted to all cars (except GTC, and Abarth Challenge by Hankook) at all Races. It will be the responsibility of each team to obtain this data-logger and sensors, install the data logger, cable and antenna, and ensure it is working correctly throughout the Race. Cars without a data-logger or with a data-logger that is not working properly are not in compliance

with the regulations and may be penalised by the Race Stewards.

## 23. GENERAL SECURITY

- 23.1. During a Race, the engine can only be started with the *starter*, except on the Pit Lane or on the grid where the use of an external power source is permitted, including for a Stop and Go penalty, under the conditions set out in Article 26.5
- 23.2. The car's white, red and rear lights must always be on when the car is running on a track declared "wet track". It is at the discretion of the Race Director to decide whether a driver should be stopped because his rear light is not function. If a car is stopped in this way, it can come together again when the fault is rectified.
- 23.3. One or more yellow flags at the Stewards' station(s) 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 Race Director and / or College of Stewards will use the timing sector times as a reference. It must be evident that the driver has reduced speed; this means that the driver is expected to have braked earlier and/or reduced speed noticeably in that sector. Overtaking is strictly forbidden under such circumstances. 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 pit, as the track can be cleared on the next lap).

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

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

## 24. PIT LANE AND PITS

- 24.1. 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. Cars in the fast lane have priority over cars leaving the working lane.
- 24.2. Cars are not allowed to move to the Pit Lane exit or wait in the fast lane until the green light is lit.

## 25. FUEL AND REFUELLING

- 25.1. Throughout the duration of the Event, all competitors must use the fuel imposed by the Organizing Committee. The communication will be made in each Event by Addendum or Private Regulation.
- 25.2. Refuelling is not permitted during the sessions. Refuelling is also not permitted in the interval between Qualifying 1 and Qualifying 2.

## 26. PIT LANE ASSISTANCE

During all Pit Stops, no more than three (3) persons may work / touch the car except the drivers.

- 26.1. No operation may be performed on the car in the Pit Lane by more than three (3) mechanics.
- 26.2. A car controller (the 4th member) can supervise the work of the mechanics. He can walk around the car, but must not touch the car, drivers or spare parts in any way and can only make visual checks.
- 26.3. During a mandatory stop during a race, the driver being replaced may help the replacement driver into the car, but may not work on the car. One of the mechanics authorised to be in the work zone may assist the drivers during the driver change operation.
- 26.4. The replacement of lubricants and various fluids, except fuel, is allowed during free and timed runs and race.
- 26.5. During any pit stop, the engine does not need to be switched off. For any tuning or adjustment, the engine can be started with the aid of an auxiliary power supply. However, when the car engine can be restarted only when the car is about to enter the race and is in contact with the ground with all wheels.

## 27. FREE PRACTICE, QUALIFYING

- 27.1. It is forbidden for any entered car to conduct any kind of private practice/testing at 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 championship promoter. 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.
- 27.2. The event may have free practice sessions with a maximum duration of 20-40 minutes.
- There will be two qualifying sessions of at least 15 minutes duration. If the car is shared by 2 drivers, driver 1 will have to do the first qualifying session and driver 2 will have to do the second qualifying session.
  - The starting order for race 1 will be determined by the best time in qualifying 1.
  - The starting order for race 2 will be determined by the best time in qualifying 2.
  - The driver who qualifies 1 will have to start race 1.
  - The driver who qualifies 2 will have to start race 2.
- Driver 1 will be the one with the lowest categorisation, Driver 2 will be the one with the highest categorisation.  
This order may be altered by Appendix 1 of the Event or by Addition proved by the Stewards of the Event.
- If the riders are of the same category, the driving order must be given by the team until the end of the briefing. . If the team does not do it before the stipulated deadline, the driving order decided by the Organizing Committee will be mandatory for the rest of the Event.
- 26.3 There will be a minimum interval of 5 minutes between qualifying session 1 and qualifying session 2. As soon as qualifying session 1 finishes, the interval will start. Qualifying Session 2 will start when the green light is lit. The exact start time of qualifying session 2 will be announced on the timing screens. During the break, all cars will be considered within the rules of the Closed Park and no work may be done on the cars except for driver and tyre changes. Refuelling is not allowed. No laptop or computer may 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 Closed Park 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 can participate in the next session.

## 28. GRILL

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

28.2. The grids will be drawn in the order of the fastest time achieved by each car during qualifying practice sessions. If two or more cars set times  
If you are identical, priority will be given to the one you defined first.

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

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

According to the above cases, if there is more than one driver, the order will be given according to the Championship classification.

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

## 29. DEPARTURE 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-start 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:

- The approach to departure will be announced by signals displayed 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 arriving at the end of the Pit Lane after the "five minute" signal must start behind any other car already lined up at the pit exit light.
- Tyre changes on the starting grid may only be permitted up to the three-minute signal.
- When the three-minute signal is shown, work on the car will not be possible. For the avoidance of doubt: checking and/or changing the tyre pressure will be considered work on the car and is therefore no longer permitted from the three minute signal. All cars must have their tyres fitted. After this three-minute signal, wheels may only be removed in the pits, except under the terms of Article 28.9. Any car which does not have all wheels fully mounted or which is worked on 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 must leave the grid.
- When the one minute signal is shown, the motors should be started and the last mechanic should leave the grid.
- Fifteen second signal: after this signal, a green flag/light will be displayed at the front of the grid when the cars will start a formation lap with the *Leading Car* leading, maintaining its starting order. During this lap, the formation must be kept as closed as possible.
- The procedure for the start of a Race may be modified by the Private Regulations or by the Addition of the Sport Stewards.

29.4. A minimum drive-through penalty will be imposed on any driver who, in the opinion of the Stewards and/or Race Director, unnecessarily overtakes another car during the formation lap.

29.5. Rolling start: The *Leading Car* will start at the end of the formation lap. The cars will continue on their own with the pole position grids leading at a speed constant of 70 km/h and maximum of 90 km/h. Any divergence between the prescribed speeds (70/90 kph) before the start will result in at least a drive-through penalty.

29.6. During the formation lap, the red light will be on. No car may overtake before the start signal is given. There will be a rolling start. The starting signal will be given by extinguishing the red start lights activated under the starter's control. The race time will start at the point where the race start signal is given. If an additional formation lap is run, Article 28.7 shall apply.

29.7. If during the rolling start a problem arises when the cars reach the Line at the end of the grid formation lap, the red traffic light will remain on. Yellow flags will be displayed at all observation posts. The cars, with *pole position* in front, will take a new formation lap. If possible, they will be accompanied and led by the *Leading Car* and will continue for another formation lap. The start will be deemed to have been given after the leader has crossed the starting line at the first attempt.

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

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

A. If it begins to rain after the five-minute sign, 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. If necessary, the procedure laid down in Article 28.3 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 safely negotiated even on rain tyres, 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, Article 30.1 will apply.

D. If the Championship is competing in conjunction with another Championship there may be a different starting procedure, explained in the briefing.

## 30. RACE

30.1. The driver may only return to the race on his own. He may be taken off the track by the stewards, but must be able to restart the car without outside help.

30.2. During the race, drivers leaving the Pit Lane should only do so when the light on the Pit Lane exit is green and on their own responsibility. A steward with a blue flag, or a flashing blue light, will also warn the driver if there are cars approaching the track.

## 31. SAFETY CAR

31.1. Please refer to Article 2.10 of Annex H of the FIA International Sporting Code

## 32. END OF RACE

- 32.1. 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 on the last lap, but is 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.
- 32.2. If, for any reason, the end of race signal is given before the scheduled time has elapsed, the race shall be deemed to be finished when the leading car 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 will be deemed to have finished when it should.

### **33. CLASSIFICATION**

- 33.1. The car placed first shall be the one which has travelled the greatest distance in the scheduled time. For the purposes of this article, scheduled time means the period from the start of the race up to and including the display of the chequered flag in accordance with Article 31.1. All cars will be ranked taking into account the number of completed laps they have run and, for those cars which have completed the same number of laps, the order in which they crossed the Line.
- 33.2. Cars that have run less than 50% of the number of laps of the winner (rounded up to the nearest whole number of laps) will not qualify.
- 33.3. The overall standings will be published on the Official Notice Board and the Digital Board (if applicable) as soon as possible after the race. These will be the only valid results, subject to any changes that may be made under the Code and these Sporting Regulations.

#### **Annex I: Mandatory equipment**

##### **DATA LOGGER (Article 21.1)**

##### **ONBOARD CAMERAS (ARTICLE 12.2)**

All cars must be equipped with the official Championship camera

#### **Annex II: Graphics and Mandatory Advertising**

**Light Background**



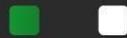
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**Dark Background**



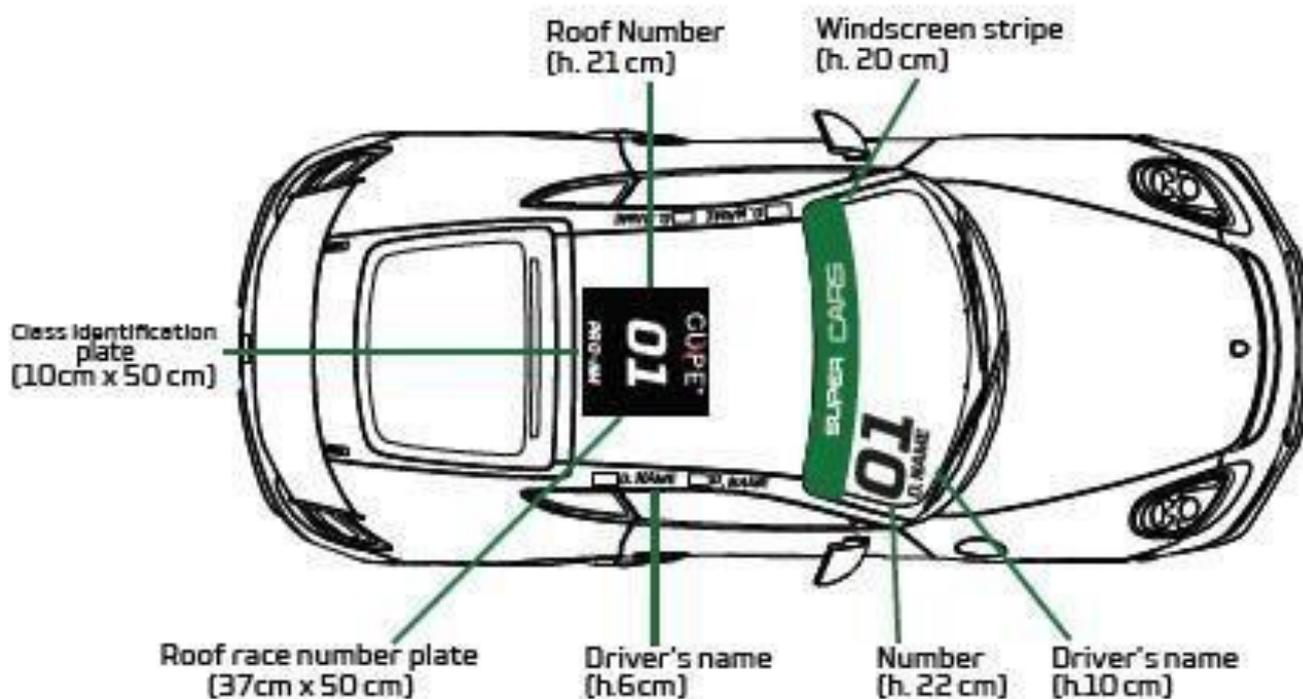
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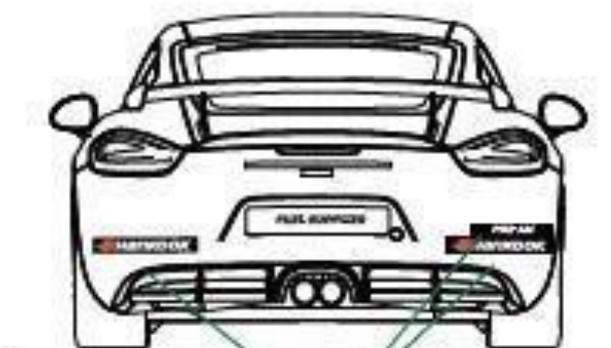
# CAR LAYOUT 2021



## GT4 AND GTS



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



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

