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1. PREFACE

1.1. Race Ready and TCR Euro Series LTD (hereinafter “the Promoter”) will organize the

~~Championship~~Portuguese of Speed~~Campeonato Portugal de Velocidade~~/Supercars Endurance (hereinafter “Championship”) reserved for the cars allowed in each category. The Series includes titles for drivers and teams.

- 1.2. The Series is governed by the FIA International Sporting Code and its annexes (hereinafter “the Code”), General Speed Prescriptions (PEV) and these Series-specific Sporting and Technical Regulations. All participants (Promoter, Federation, organizers, competitors and circuit) undertake to apply and observe the rules governing the Series.
- 1.3. The Organizing Committee of the Championship will consist of:
 - Diogo Ferrão
 - Paulo Ferreira
- 1.4. The Championship Organizing Committee may:

- A. Dealing with issues relating to the acceptance of cars as specified in these Regulations;
- B. Decide on the acceptance of entries from preparers and manufacturers in the Series;
- C. Decide on issues related to the Balance of Performance (BOP);

The Championship Organizing Committee will make decisions on matters relating to the Series, including:

- A. Issue clarifications on the regulations and their interpretation;
- B. Dealing with issues relating to driver acceptance;
- C. Authorize a participant to change their car model during the season within the same category;
- D. Decide on the categorization of the driver's condition and any associated penalties;
- E. Decide on ballast for handicap between races.
- F. Decide on any issues relating to the award of points or the ranking of the Series.

2. REGULATIONS

- 2.1. The final text of these Championship Sporting Regulations will be the Portuguese version, which will be used in case of dispute as to its interpretation. The titles in this document are for reference only and do not form part of these Sporting Regulations.
- 2.2. The Series Sporting Regulations will take effect upon approval by the FPAK and will supersede all previous regulations relating to this Series.
- 2.3. All competitors participating in the series will be informed through amendments issued by the Permanent Organization and/or Organizing Committee of any changes to these Sporting Regulations with details of the date on which the changes take effect.
- 2.4. While this document is generally written with male references, it should be considered gender neutral. All references to “he” can be replaced by “she”, “his” by “she”, etc....

3. GENERAL COMMITMENT

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

4. GENERAL CONDITIONS

- 4.1. It is the participant's obligation to ensure that all persons involved comply with all

requirements of the Code, the Technical Regulations 2022 hereinafter referred to as "Technical Regulations", the Sporting Regulations of the event including any approved Amendments and clarifications.

- 4.2. Each participant must nominate their representative(s) in writing on the entry form. If an appointed representative is unable to be present at the Event in person, he must communicate an alternate representative in writing to the Stewards before the end of the administrative checks; cases of "force majeure" will be judged by the Commissioners. 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 participant for ensuring that the requirements are observed.
- 4.3. Competitors must ensure that their cars comply with the eligibility, safety and Technical Regulations conditions throughout the Event.
- 4.4. The presentation of a car for verification will be considered an implied declaration of conformity.

~~5. LICENSES~~

~~5.~~

~~5.1. All drivers, competitors and official Series participants must have current and valid licenses. For drivers, the requirement is a national license ~~THEB~~ or superior ~~(International)~~. National licenses are accepted from EU, ~~caso seja necessária~~ if there is an authorization from your federation to compete in the race outside your country or similar. ~~No caso de licença internacional, licença internacional D ou uma licença de condutor internacional FIA superior.~~~~

6. ELIGIBLE CARS

- 6.1. Events in the GT4 PRO and GT4 Bronze categories are mainly reserved for GT4 Grand Touring vehicles approved by the RACB for organization as defined by the Technical Regulations 2022.
- 6.2. The following cars are eligible to compete in the GTC category and comply with the GT4 Technical Regulations or the respective Single-Make 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
 - ~~Lotus Exige 260R Cup~~ Chevrolet
 - Corvette C6 ~~GT4~~
 - 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

Approval form is temporary or incomplete. These cars and their drivers will not receive any points from the other approved drivers.

6.3 Events in the TCR category are reserved for vehicles in compliance with the regulations TCR 2022 technique and with the corresponding TCR approval sheets.

7. ~~SERIAL TESTS~~ Championship Races

7.1. Each ~~test-race~~ will have **statute** of restricted national ~~evidence~~ Event.

7.2. The Series is made up of ~~Tests-Events~~ made up of two races lasting 45 minutes. This duration may be reduced in the same Event, which will be communicated in the Special Regulations of the Event. Except in exceptional circumstances, each championship event will consist of:

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

7.3. The maximum number of events in the series is set (4).

The provisional list of Events in the CPV / 2022 Ssupercars Eendurance2022 is as follows:

<u>Event</u>	<u>Date</u>	<u>Place</u>	<u>Parents</u>	<u>Scoring For:</u>
<u>event 1</u>	<u>02/03 April</u>	<u>Estoril</u>	<u>Portugal</u>	<u>CPVPV</u>
<u>Event 2</u>	14/15 May	Jarama	Spain	<u>CPV / Iberiantopercars</u>
<u>event 3</u>	<u>01/03 July</u>	Vila Real	<u>Portugal</u>	<u>CPV</u>
<u>Event4</u>	30/31 July	Portimão	Portugal	<u>CPV / Iberiansupercars</u>
<u>Event5</u>	10/11 September	Barcelona	Spain	<u>Iberiansupercars</u>
<u>Event 6</u>	<u>24/25 September</u>	<u>Braga</u>	<u>Portugal</u>	<u>CPV</u>
<u>Event7</u>	18/20 November	Estoril	Portugal	<u>Iberians upercars</u>

In Event 5 in Barcelona, the race is governed by its own Particular Regulation being a race with a duration of 2 hours.

The Series will include five (5) categories:

- GT4 Pro
- GT4 Bronze
- GTC
- TCR
- Abarth Challengeby Hankook

8. CLASSIFICATION AND SCORE POINTS

8.1. Points for all ratings are awarded according to the following scale:

- 1st: 25 points
- 2nd: 18 points
- 3rd: 15 points
- 4th: 12 points
- 5th: 10 points
- 6th: 8 points

- 7th: 6 points
- 8th: 4 points
- 9th: 2 points
- 10th: 1 point

- 8.2. If a race is suspended or interrupted under Article 40 of the CDI 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 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), provided that at least one complete 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 mentioned conditions will be based on the number of laps that appear in the published results as the basis for the final classification.

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

8.3. Team Classification:

- A. Teams will be considered to be all entities that have a team license or have collective competitor licenses. For the purposes of this classification, the results of all races/events will be considered.
- B. In the scores to be awarded, the result obtained by the two best classified vehicles of the respective team in the absolute final general classification is considered in each race/event.
- A.C. If more than 2 cars are entered under the same Competitor licence, the Competitor must nominate eligible cars to score points for the Team trophy no later than 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 with number 1 being the smallest in this context.

~~8.3. Após o último Evento do calendário anual, o título vencedor do troféu da Equipa Championship será concedido à equipa elegível de acordo com os resultados de todas as corridas contando para o Championship. Para o troféu de Equipa, uma Equipa será definida pela licença do Concorrente com a qual está inscrita na Prova (independente do nome da equipa comercial). Apenas 2 carros podem ser considerados como formando a mesma equipa para o troféu de equipa. Se mais de 2 carros forem inscritos sob a mesma licença de Concorrente, o Concorrente deve nomear os carros elegíveis para marcar pontos para o troféu de Equipa, o mais tardar durante as verificações Administrativas em cada Evento. Caso contrário, a elegibilidade para marcar pontos para o troféu de equipa será padronizada, tendo em conta os 2 carros com os números de competição mais pequenos sendo o número 1 o menor neste contexto. Para o título de Equipa, apenas o carro com a melhor pontuação por Equipa marcará pontos, e todos os outros carros inscritos por aquela equipa serão invisíveis no que diz respeito à pontuação. Um carro ganha pontos dependendo da categoria em que está inscrito (GT4 Pro ou GT4 Bronze). O número de pontos atribuídos em cada categoria depende do número de equipas participantes dessa classe, de acordo com a tabela a seguir:~~

Número de equipas na categoria	>5	5	4	3	2	1
1º	25 pontos	18 pontos	15 pontos	12 pontos	10 pontos	8 pontos

2º	18 pontos	15 pontos	12 pontos	10 pontos	8 pontos	N.A.
3º	15 pontos	12 pontos	10 pontos	8 pontos	N.A.	N.A.
4º	12 pontos	10 pontos	8 pontos	N.A.	N.A.	N.A.
5º	10 pontos	8 pontos	N.A.	N.A.	N.A.	N.A.
6º	8 pontos	N.A.	N.A.	N.A.	N.A.	N.A.
7º	6 pontos	N.A.	N.A.	N.A.	N.A.	N.A.
8º	4 pontos	N.A.	N.A.	N.A.	N.A.	N.A.
9º	2 pontos	N.A.	N.A.	N.A.	N.A.	N.A.
10º	1 ponto	N.A.	N.A.	N.A.	N.A.	N.A.

~~Dado que apenas 1 carro por equipa pode pontuar, apenas será contabilizado o carro com melhor classificação na respetiva categoria; o outro carro (possivelmente em outra categoria) ficará invisível para a atribuição dos pontos da Equipa. Se os 2 carros de uma mesma Equipa forem elegíveis para a mesma quantidade de pontos em 2 categorias diferentes, o carro com melhor classificação no resultado geral será contabilizado e o outro ficará invisível.~~

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

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

9. CATEGORIZATION OF COMPETITORS

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

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

All decisions regarding categorizations are taken under the authority of the FIA Drivers' Categorization Commission.

The list of competitors authorized to participate in the Test will indicate the category assigned to each

driver. The Series Organizing Committee reserves the right to give provisional categorizations to drivers who were not categorized at the start of the event or to make any changes to the FIA categorization of any driver in accordance with the Series criteria. All drivers with a temporary derogation from categorization will be indicated on the entry list with an asterisk. All drivers who receive such a waiver will be closely monitored and the waiver may be removed at any time without notice. In addition, teams with 2 drivers that include a driver with a waiver may receive additional weight in the Organizing Committee's decision. Any provisional categorizations will not constitute an FIA categorization.

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

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

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

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

- Bronze-Bronze
- A Bronze driver participating alone

9.4. The Organizing Committee reserves the right to change ballast values at any time before or during any Event.

10. REGISTRATION CONDITIONS

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

10.2. Entry Forms for the Series are available at www.gt4south.com.

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

According to art. 3.14 of the CDI, the organizing committee may refuse registration in a race, it must inform the interested party as well as the FPAK within 2 days of the closing of registration and no later than five days before the race/event. This refusal must be justified.

Entries must be sent to the organization no later than 2 weeks before any Event, to the following address GT4@raceready.pt.

10.4. All competitors whose entries are accepted for the Series undertake to participate in all Events entered with the number of cars and drivers registered. Any lack of proof must be communicated in writing to the Series Promoter. Any eventual impossibility of competing must be duly explained and justified.

10.5. All entries must be confirmed two weeks before each event and the drivers' alignment confirmed to the Promoter for examination by the Organizing Committee.

10.6. Driver changes are allowed. Except in cases of force majeure, judged by the Promoter, the change is allowed no later than 48 hours before the opening of Registration for the Event in which the driver will be changed.

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

10.8. If a competitor does not respect the entry deadlines detailed in the article **10.3**, the Promoter may, at its sole discretion, declare the application for registration null and

void. In this case, the competitor will not be refunded any advance payment. Entries are considered official entries once entry fees have been paid in full and the entrant has been informed by the Promoter. By signing their entry form, the driver and the competitor accept the terms and conditions of this regulation and agree to honor them both in letter and in spirit.

11. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 11.1. In exceptional circumstances, the Stewards and/or Race Director may give instructions to competitors through special Information Notes in accordance with the Code. These Information Notes will be published on the official board and will be distributed to all competitors, who must acknowledge receipt. The signature of the Bidder or its designated representative is mandatory.
- 11.2. Timing monitors are also considered an official bulletin board (if circuit facilities allow).
- 11.3. All rankings, starting grids and results of practice and race, as well as all decisions issued by the officials, will be published on the official bulletin board and on the digital bulletin board, if applicable.
- 11.4. Any decision or communication concerning a participant must be given to that participant as soon as possible and receipt must be acknowledged.
- 11.5. The BOP of a Test will be communicated at least 5 (five) days before the Test. However, the Organizing Committee reserves the right to change this at any time before or during the Event.

12. INCIDENTS

- 12.1. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and forwarded to the Race Director for investigation) that:
 - A. Interruption of a training session (free or qualifying) or suspension of a race is necessary;
 - B. Constituted a breach of these Sporting Regulations or the Code;
 - C. Caused a false start in one or more cars;
 - D. Caused a collision;
 - E. Forced a driver off the track;
 - F. Illegitimately impeded a legitimate overtaking maneuver by a driver;
 - G. committed an infraction in Pit Lane.
- 12.2. All participants must have a camera on board in their car, in accordance with Annex 1 of this regulation. The camera must face the front of the car and show the track. Data from the onboard camera system can be used by the Stewards, Race Director to investigate incidents. All data from the onboard camera system(s) is the property of the promoter and will be returned to the team after the event.
- 12.3. The on-board camera must always be on and set to recording mode when the car is on the track or in Pit Lane. Failure can result in the following fines (cumulative over the season):
 - First offense: three hundred euros (€300)
 - Second offense: Six hundred euros (€600)
 - Third infraction: Disqualification from the race
- 12.4. It is at the discretion of the Stewards or the Race Director to decide, upon report or request from the Race Director, whether one or more drivers involved in an incident will be penalized.

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

12.6. If a driver is involved in a collision or incident (see Article 12.1), and has been informed (e.g. via the timing monitors or other notification) by the Stewards and/or Race Director within 30 minutes of the session. finished, he must not leave the circuit without the consent of the Stewardesses and/or the Race Director. This implies that, in any case, no driver will be able to 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 place of or in addition to other available penalties) on any driver involved in an incident:

- A. A drive-through penalty. The driver must enter Pit Lane and return to the race without stopping at Pit Lane.
- B. Stop & Go Penalty. The driver must enter 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 awards ceremony on the podium.
- D. A reprimand ~~and~~ ~~buke~~.
- 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 penalties A or B above are imposed during the last five minutes or after the end of a race, and the car is not able to execute the penalty before the end of the race, the previous article will not apply and a penalty will not apply. of time 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 the Sports Commissioners' Amendment at the beginning of each Event or, on the contrary, 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 Article 12.7 A and 12.7 B, the following procedure will apply:

- A. The Race Stewards and/or Race Director will notify the penalty that has been imposed on the Competitor in question and will ensure that it is also displayed on the timing monitors. From the moment the decision is notified on the timing monitors, the car in question may cross the line on the track no more than twice before entering Pit Lane and, in the case of a penalty under Article 12.7 B , proceed to the penalty area where you will remain for the period of time penalty.
- B. However, unless the car has already committed to pitting for the purpose of serving its penalty, it cannot serve the penalty. during 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 can cross the line on the track.
While a car is stopped in Pit Lane as a result of a time penalty, it cannot be repaired. However, if the engine stalls, it can be started after the penalty period has expired. If the driver is unable to start the car by himself, it can be removed to the garage by the mechanics.
- C. When the time penalty period has elapsed, the driver may re-enter the track.
- D. No penalty can be executed by a team before having been notified in writing, either on the time monitors or by document issued by the Stewards of the Meeting or Race Director.

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

13. CLAIMS ~~IF~~ 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 will have the right to appeal against the decision rendered by the Stewards (with the exception of what is covered by Article 13.3), observing the form and deadlines set out in the FIA International Sporting Code. The value of 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 implying the cancellation of a series of qualifying rounds applied by the Sports Commissioners or by the Race Director during/or at the end of a qualifying session;
 - Penalties that imply falling positions on the starting grid; Time
 - penalties added to all race time.

14. PENALTIES

- 14.1. The College of Sporting Stewards and/or Race Director must inflict the penalties specifically set out in these Sporting Regulations. For all cases not covered by these Sporting Regulations, the rules of the International Sporting Code will apply.
- 14.2. Penalties of “drive through”, time penalties of at least 10 seconds plus all race time applied, if possible, prior to the Prize Giving 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 table or by adding a time penalty to the elapsed time of the driver in question, 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 behavior or behavior that does not respect the spirit of the Series (infringement of sporting morals or ethics, greater interest in motorsport, moral or material damage to the promoter or its partners, etc.) committed by a member of the team / participant or driver or their entourage will be reported to the Race Stewards who will take all measures they deem appropriate, up to and including disqualification from the entire Race. The team will be held accountable for the actions of people within its committee and may be penalized accordingly.

15. DRIVER CHANGES

- 15.1. During each race, no more than two drivers may drive the same car. Each driver can only be registered and drive a single car.
- 15.2. Any modification in the composition of drivers participating in the Event during the Event must be requested from the Stewards before the start of qualifying. After the start of qualifying, any driver changes will only be accepted in cases of force majeure and subject to the approval of the Race Stewards, who may impose any restrictions,

conditions or penalties they deem fit.

15.3. For each test, a reference time for the mandatory stop(s), taking into account time driven at a maximum speed allowed in Pit Lane from input loop to output 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 must be held 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 triggers the time loop at the entrance to Pit Lane. The stop is considered complete when the car triggers the timing loop at the exit from Pit Lane.

15.4. There will be a mandatory Pit Stop as follows:

- A. If the race duration is set to 45 minutes for the race, the mandatory pit stop must be performed by passing the Pit Lane entry loop between the 20th and 30th minute, respectively, of the race (not earlier than 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 turning off).
- B. When a Safety Car is in place during the first part of the race and is expected to still be in effect at the start of the aforementioned time window, it is possible to make the Pit Stop mandatory if the driver reaches the timing loop during the Pit window Stop.

15.5. During each mandatory stop, a driver change must take place, except for those cars for which a driver has been authorized.

15.6. If the car does not 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 intervention area when it is ready to return to the track and when it is safe to do so. must return to 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.

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 for lost time.
- B. Pit Lane Speeding: Drive-through penalty.
- C. Commencement of mandatory stop outside boxing window times: Stop & Go Penalty equivalent time outside the programmed time with a maximum of 80 seconds.

16. CAR CHANGES

16.1. Each Competitor will be allowed to bring one (1) additional spare car to each event. Its use will be governed by the following requirements:

- a) The spare car must be of the same category as the car initially entered.
- b) The spare car will be prepared in full compliance with the Regulation technician, and will be identified by the number assigned to the Driver plus the letter "T" in the same size and style. For example, a Driver's spare car using the number "00" would be identified on the hood and doors as "00T".
- c) It is the responsibility of each competitor to have Series technical personnel record the spare car's chassis number and complete a thorough technical check prior to the event.
- d) The 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 race. The determination as to whether the car can be repaired at the event will be the decision of the Series Officials and cannot be appealed.
- e) A Driver can 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) grid place penalty for the next race. A reserve car can never take a position on the grid won by the main race car.

~~16.17.~~ COMPETITION NUMBERS

- ~~16.1.17.1.~~ Each car will carry the assigned race number by the Promoter. Race numbers must be an integer between 1 and 999. Race numbers will be unique to the Series season and cannot be reused by another team. Number 1 will be reserved with priority for the overall winning team from the previous season. If this team does not request the number 1, the promoter can allocate it to another team. Race numbers and advertising on the cars must conform to the drawings given in Annex 2 of the Series Sporting Regulations.
- ~~16.2.17.2.~~ The car brand name or emblem must appear on the car at the place of origin. Drivers' names must appear on each side of the bodywork (in accordance with article 16 of the Code).
- ~~16.3.17.3.~~ All competitors must adhere to established guidelines in terms of sponsorship of series partners regarding the structure of the team's workshop in the Paddock or pit, car paint, team and driver's overalls. In particular, no sponsorship from brands that compete directly with the Series' sponsors is permitted.
- ~~16.4.17.4.~~ Each team must sign the Team Commercial Agreement in duplicate and return them to the Promoter before the start of the first Event in which they participate at the latest. Failure to sign the Agreement may be communicated to the Match Stewards and the team in question may be refused permission to participate in the Match.
- ~~16.5.17.5.~~ Teams registered with different licenses must use different commercial team names. Cars entered with different licenses must have different liveries. Within any team, cars must have easily distinguishable characteristics (according to the judgment of the Promoter and Race Director).

~~17.18.~~ ADMINISTRATIVE CHECKS

- ~~17.1.18.1.~~ Each participant must have all required documents and the various documents relating to their car available for verification at any time during the Event.
- ~~17.2.~~ In each event, the organizer will check the licenses of all teams and drivers. All drivers must have a valid sports license. Any driver or team that does not complete their administrative checks within the allotted time will be reported to the Race Stewards. The organizer will ensure that he has a copy of all the sports licenses of drivers and competitors participating in the event. Teams and Drivers who do not comply will not be allowed to participate in the Test.
-

~~18.19.~~ TECHNICAL CHECKS

All measurements must be made with the car stationary on the flat, horizontal surface on the Verification platform as defined by the Technical Verifier.

- ~~18.1.19.1.~~ Each participant must present all documents relating to their 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.

48.2-19.2. Competitors must present a technical passport (with first pages filled in and photos added) and homologation form for each of their cars entered in the race. The technical passport will be established the first time a car is presented for verification.

In the case of cars from single-make events, the regulation of the championship of origin of the car, previously agreed with the Technical Commission, must be presented.

48.3-19.3. Cars will have to present themselves for verification at the indicated time under the following conditions:

- ✓ with approval forms and car passport;
- ✓ with fuel cell certificate and safety arc;
- ✓ no fuel;
- ✓ with restrictors, ready to seal, wire to be provided by the team;
- ✓ with ballast, ready to seal, wire supplied by the team;
- ✓ with the engine sealed by the manufacturer or ready to seal as follows: Competitors must drill enough holes in the studs or two consecutive bolts in the reservoir of the oil sump (dry or wet), cylinder head and cylinder head covers. Braided wire must be installed on each side of the engine, coming from the crankcase, joining each group of screws, 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 attach.
- ✓ for cars equipped with turbo compressor, the turbo should be ready to be sealed;
- ✓ with identification and additional lights installed, if applicable;
- ✓ with all mandatory stickers (technical / safety / series sponsors) according to the Graphics (see Annex 2);
- ✓ with slick tires in accordance with Article 19.1.

48.4-19.4. 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 responsibility of the participant. It will always be up to the participant to provide, at any time during the Event, proof that their car and equipment are in compliance with the regulations and BOP decisions in force.

48.5-19.5. The Data Logger can be read and verified at any time during the Match following a decision by the Match Director, Stewards and/or Technical Verifiers. For this purpose, competitors are responsible for keeping a copy of all the data of an Event without modifying, deleting or altering them until two hours after the last race of the Event.

48.6-19.6. The Stewards will publish the conclusions of the Technical Verifiers each time the cars are checked during the Test. These publications will not include any specific numbers, except where a car is found to be in breach of the Technical Regulations.

48.7-19.7. If a car does not comply with its homologation form and/or the applicable BOP, it may be disqualified from the event.

48.8-19.8. If the Stewards find that any competitor or manufacturer has provided information that has been misleading or has inappropriately influenced the BOP process or where a competitor or manufacturer's subsequent performance is superior to the expected result, they may impose sanctions or penalties before, during or after approves.

49.20. LIMITATION OF TIRES DURING THE EVENT

49.1-20.1. Brand tires only **Hankook model F200 how compound C52**, purchased and supplied by the official service team during an Event, can be used for the entire season.

49.2-20.2. The supplier indicated by the Promoter is RTI-Race Tire International, the sole supplier of tires for the Series.

~~19.3.20.3.~~ The list of approved tire specifications will be published no later than two weeks before the first Trial in the Series.

~~19.4.20.4.~~ Any chemical and/or mechanical treatment of the tires is prohibited. The original tread and tire profile cannot be modified or cut. Modification of the marking, reference, information written on the tire or any means of traceability is prohibited. This includes the barcode, manufacturer's serial number, tire type, dimensions and any other relevant items.

~~19.5.20.5.~~ Teams must respect the limits detailed in the technical brochure issued by RTI- Race Tire International and received from the Promoter before the first official Event, as well as any other Technical Additions received during the season. Any failure to do so may be penalized by the Assembly Commissioners of Sport.

~~19.6.20.6.~~ Teams and drivers must sign the risk acknowledgment form issued by the supplier prior to their first entry into the Series.

~~19.7.20.7.~~ A new tire is one that is entered for the first time in the Event. A tire can only be registered for one car, defined by the car number.

~~19.8.20.8.~~ A used tire is one that has been entered for a car in an Event during a previous Event with the same car number. For competitors participating race by race, "a previous event" is considered to be any previous race/practice of 2024 Championship in which the car was entered. Used tires must be presented to the tire manufacturer for safety verification and re-registration following the process defined by the Sponsor and Tire Manufacturer. This presentation of used tires must be done before fitting any new tires for the Event. The supplier maintains a list of tires that have been registered during the season.

~~19.9.20.9.~~ A tire set consists of two front and two rear tires.

~~19.10.20.10.~~ A wet tire is a tire designed for use on a wet road and is grooved more than 25% symmetrically around the tire's centerline.

~~20.11.~~ Rain tires can only be used after the track has been declared wet by the Race Director for the session (free practice, qualifying or race). These rain tires will not be registered but must be Hankook branded and supplied by RTI. During the race, in the event of a change of tire type (~~tires dry for dry tires for rain tires~~ tires de chuva ~~Of rain~~ or vice versa), a mandatory stop of ~~4~~ four (4) minutes (engine stopped, whose duration will be calculated from Pit Lane entry to exit).

~~19.11.20.12.~~ the stop time ~~obrigatório~~ mandatory in case of changing a tire of the same compound is ~~four (4)~~ three (3) minutes including entry time and pit lane exit. During these 4 minutes it is possible to make other mechanical modifications and change pilots if the change window is open.

~~19.12.20.13.~~ Tire limitation for dry weather tires:

- For cars participating in the GT4 Pro and GT4 Bronze Championship categories: can be marked maximum two (2) sets of dry tires ~~dry~~ (8) new for qualifying and racing.
- For cars participating in the TCR categories, a maximum of two (2) new sets of tires can be marked ~~dry novos~~ (8). ~~mais 2 pneus usados para qualificação e corridas.~~
- In the GTC category, a maximum of one (1) sets of tires dry new ones can be scored for qualification and races.
- A used tire can be ~~tagged~~ marked a second time ~~registrado novamente~~ for Monday test ~~for a second race~~. However, they will count as new tires for the tire limitation rules.

e) During free and private practice the tires are free.

~~19.13.20.14.~~ Tire control will be carried out in accordance with a process defined by the Promoter.

~~19.14.20.15.~~ The outer sidewall of all tires to be used in an Event will be marked with a unique identification which must remain visible and legible throughout the Event.

~~19.15.20.16.~~ Tire verification will be carried out according to the tire bar code list provided by each Team to the Technical Verifier. The deadline for providing this tire barcode list is one (1) hour (60 minutes) prior to the first timed practice session.

~~19.16.20.17.~~ Tire markings made by competitors may only be white.

~~19.17.20.18.~~ The use of tire heating systems is prohibited.

~~19.18.20.19.~~ In addition to those permitted within the limitations relating to new dry weather tires set out above, each car entered in the Series on a full season basis has an allocation of two joker tires per season to be used for qualifying and/or race replacement damaged tires or unusable. Joker tires are only applicable for dry weather tire type.

~~19.19.20.20.~~ A joker tire will only be issued after confirmation by the Technical Verifier who will carry out the verification together with the tire technician appointed by the supplier. After confirmation by the Technical Verifier and the supplier, the Stewards will issue a confirmation to replace this tire with a Joker tyre. The use of Joker tires can only then be authorized. A formal request must be made in writing, and must include the part number of the damaged tire and the part number of the tire that replaces it.

~~19.20.20.21.~~ Race by race participants will receive one joker tire per race entered, up to a maximum of two joker tires per season for the same car.

~~19.21.20.22.~~ If, during the race, a defective tire has to be changed, this may be done outside the established restrictions, in which case it will be considered a joker tire use as described in Articles 19.18. and 19.19. This change must be notified before the end of the event to the Technical Delegate or the Panel of Sporting Stewards and/or College of Sporting Stewards or Course Director, under penalty of a sanction that can go up to disqualification. No driver changes can be made during this stop.

~~20.21.~~ WEIGHING

~~20.1.21.1.~~ In the case of GT4 cars, the driver and driver's ballast are not included in the minimum weight of the car's BOP. In the TCR Technical Regulation, the BOP weight already includes the Pilot's Weight. Thus, 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.

~~20.2.21.2.~~ The weight of any car can be checked at any time during the Event. The Organizing Committee reserves the right to make decisions about the weight of cars at any time during an Event.

- A. After qualifying practice sessions and races, the Technical Delegate may weigh some cars among the classified.
- B. If the weight of a car is less than specified in the Technical Regulations and amendments, the participant in question may receive one of the established penalties, except where the weight deficiency results from the accidental loss of a component of the car.
- C. No substance may be added to, placed on or removed from a car after it has been selected for weigh-in or has finished a race or during the weigh-in procedure (except by a Verifier when acting in his/her official capacity and in accordance with

- with the Series Technical Regulations).
- D. No one other than Technical and Official Verifiers 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 car weighing provisions, the Stewards may penalize you with grid positions as they deem appropriate or disqualify you from the race.

21.22. GENERAL CAR REQUIREMENTS

21.1.22.1. A data logger with additional sensors, approved by the Promoter, must be installed in all cars (except for GTC categories, ~~e Peugeot Racing Cup and Abarth Challenge by Hankook~~) in all tests. It will be the responsibility of each team to obtain this data logger and sensors, install the data logger, cable and antenna, and ensure that it is working correctly throughout the event. Cars without a data logger or with a data logger that are not working properly do not comply with regulations and can be penalized by the Race Stewards.

22.23. GENERAL SAFETY

22.1.23.1. During a Race, the engine may only be started with the starter, except in Pit Lane or on the grid where the use of an external source of energy is permitted, including for a Stop and Go penalty, under the conditions set out in Article 25.5.

22.2.23.2. The white, red and rear lights of the car must always be on when the car is driving on a lane declared “wet lane”. It is up to the Race Director to decide whether a driver should be stopped because his tail light is not working. If a car is stopped in this way, it can rejoin when the fault is corrected.

22.3.23.3. One or more yellow flags at the Sport Stewardship stations will indicate the existence of some type of hazard on the track. Drivers should reduce speed and be prepared to change direction or possibly stop. The Race Director and/or Commissioners 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 prohibited under such circumstances. When double yellow flags are used during free practice and qualifying, it must be evident that a driver has not attempted to set a significant lap time;

Any violation of this rule during practicefree-kicks and qualifying sessions for an Event will result in the following penalties:

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

23.24. PIT LANE AND BOXES

23.1.24.1. 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 those leaving the “working lane” lane”.

23.2.24.2. Cars are not allowed to drive to the Pit Lane exit or wait on the freeway until the green light is lit.

24.25. FUEL AND REFUELING

~~24.1.25.1.~~ Throughout the duration of the Test, all competitors must use the fuel imposed by the Organizing Committee. The communication will be made in each Event by Amendment or Complementary Regulation.

~~24.2.25.2.~~ Refueling is not allowed during sessions. Replenishment is also not allowed in the interval between Qualification 1 and Qualification 2.

25.26. PIT LANE ASSISTANCE

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

~~25.1.26.1.~~ No operations may be performed on the car in Pit Lane by more than three (3) mechanics.

~~25.2.26.2.~~ A car controller (the 4th member) can supervise the work of mechanics. He can walk around the car but must not touch the car, drivers or spare parts in any way and can only do visual checks.

~~25.3.26.3.~~ During a mandatory stop during the race, the driver being replaced can help the replacement driver into the car, but cannot work on the car. One of the mechanics authorized to be in the work area can assist the conductors during the conductor change operation.

~~25.4.26.4.~~ Replacement of lubricants and various fluids, except fuel, permitted during free and timed practice and race.

~~25.5.26.5.~~ During any pit stop, the engine It is not necessary to be turned off. For any tuning or adjustment, the engine can be started with the aid of auxiliary source of energy. 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.

26.27. FREE ~~TRAINING~~PRACTICE, QUALIFICATION

~~26.1.27.1.~~ It is forbidden for any registered car to carry out any type of private practice/testing on the circuit where a race/event will be held, up to 8 calendar days before the start of free practice, except when the private practice/test is official, open to all competitors and are approved by the promoter of the Series. In case of non-compliance, the team will start from the end of the starting grid in both races. This ban is only for private training, not preventing participation in other competitions.

~~26.2.27.2.~~ The event may have free practice generally lasting 20 minutes.

- There will be two qualifying sessions with a minimum duration of 15 minutes. If the car is shared by 2 drivers, driver 1 must complete the first qualifying session and driver 2 must complete the second qualifying session.
- The starting order of Race 1 will be determined by the best time from Qualifier 1.
- The starting order of race 2 will be determined by the best time of qualifying 2.
- The driver qualifying 1 will have to start race 1.
- The driver qualifying 2 will have to start race 2.

Driver 1 will be the one with the lowest ranking, Driver 2 will be the one with the highest ranking. This order may be changed by the Appendix 1 of the Event or by an Amendment provided by the Stewards of the event.

If the drivers are of the same category, the driving order must be given by the team until the end of the briefing. ~~pelomenos 30 minutos antes do início dos treinos livres~~. If the team does not do so 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 break of 5 minutes between qualifying session 1 and qualifying session 2. As soon as qualifying session 1 ends, the break will begin. Qualifying session 2 will start when the green light is on. The exact start time of qualifying session 2 will be announced on the timing monitors. During the break, all cars will be considered within the Parc Fermé rules and no work can be done on the cars, except for the driver and tire changes. No refueling is allowed. No laptops or computers can be connected to the car. No data transfer can be performed. If this is not respected, it will be notified as a violation of Parc Fermé rules and will be reported to the Stewards.

26.4 All cars abandoned on the circuit during the first free practice session and/or the first qualifying session will be brought back to the pits as soon as possible and can participate in the following session.

27.28. GRILL

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

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

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

- First: any driver who has attempted to set a qualifying time by initiating a 'quick turn'.
- Second: any driver who failed to initiate a fast lap.
- Third: any driver who failed to exit the pit lane.

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

27.4.28.4. Once the grid is established in accordance with this rule, grid position penalties will be applied to the drivers in question, following the order in which the penalty decisions were issued.

28.29. DEPARTURE PROCEDURE

28.1.29.1. The departure procedure will follow the official program of the Event. At least 10 minutes before the race start time, 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 the engines stopped.

28.2.29.2. Any car entering Pit Lane at the end of this lap will not be able to leave the track and will have to depart from Pit Lane.

28.3.29.3. The following procedures will apply:

- The approach of the start will be announced by signals displayed ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation round, each of which will be accompanied by an audible warning.
- When the ten minute signal is shown, Pit Lane opens.
- When the five minute signal is shown, Pit Lane closes. Any car arriving at the end of Pit Lane after the "five minutes" signal must start behind any other car already lined up at the pit exit light.
- Tire changes on the starting grid can only be allowed until the three-minute signal.

- When the three-minute signal is shown, it will not be possible to work on the car. For the avoidance of doubt: checking and/or changing the tire pressure will be considered work on the car and is therefore no longer allowed from the three-minute signal. All cars must have their tires fitted. After this three-minute signal, wheels may only be removed in the pits, except in accordance with Article 28.9. Any car that does not have all wheels fully mounted or that is worked on after the three minute signal will be sanctioned with a drive through penalty. All, except drivers, officials and a maximum of one (1) team coach, must leave the grid.
- When the one minute signal is shown, the engines must be fired and the last mechanic must leave the grid.
- Fifteen second signal: after this signal, a green flag/light will be shown in front of the grid when the cars will start a formation lap with the Leading Car leading, maintaining its starting order. During this round, the formation should be kept as tight as possible.
- The procedure for starting an Event may be modified by the Special Regulations or by the Commissioners' Amendment.

28.4.29.4. 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.

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

28.6.29.6. During the formation lap, the red light will be lit. No car may overtake before the starting signal is given. There will be a rolling start. The start signal will be given by extinguishing the activated red start lights under the control of the starter motor. Race time will begin at the point at which the race start signal is given. If an additional formation round is performed, Article 28.7 will apply.

28.7.29.7. 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 do a new formation lap. If possible, they will be accompanied and led by the Leading Car and continue on for another formation lap. The start will be considered as having been given after the leader has crossed the starting line, on the first try.

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

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

- A. If it starts to rain after the five minute signal but before the start of the race and, in the opinion of the Race Director, teams should be given the opportunity to change tyres, the yellow lights will be shown and the starting procedure will begin again with the ten minute board. If necessary, the procedure set out 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 wet 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 notice 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 competes together with another Series it is possible to have a different starting procedure, explained in the briefing.

29.30. RACE

29.1.30.1. The driver can only return to the race on his own. It can be taken off the track by the Track Stewards, but it must be able to get the car running again without outside assistance.

29.2.30.2. During the race, drivers leaving Pit Lane must do so only when the light at the exit from Pit Lane is green and at their own risk. A marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching the track.

30.31. SAFETY CAR

30.1.31.1. See Article 2.10 of Annex H of the FIA International Sporting Code

31.32. END OF THE RACE

31.1.32.1. The end of race signal will be given on the Line as soon as the leading car crosses it after the scheduled time has elapsed. In the event that the lead car is stopped on the last lap, but is more than a full lap ahead of the next highest placed car at the previous crossing of the line, the checkered flag will be displayed as soon as this next highest placed car crosses the line.

31.2.32.2. If, for any reason, the race end signal is given before the scheduled time has elapsed, the race will be deemed to have ended when the leading car crosses the line for the last time before the signal is given.

31.3.32.3. If the end of race signal is delayed for any reason, the race will be deemed to have ended when it should have been.

32.33. CLASSIFICATION

32.1.33.1. The car placed first will be the one that has covered the greatest distance in the programmed time. For the purposes of this article, scheduled time means the period from the start of the race to and including the display of the checkered flag in accordance with Article 31.1. All cars will be ranked taking into account the number of complete laps they have traveled and, for those that have completed the same number of laps, the order in which they crossed the Line.

32.2.33.2. Cars that have driven less than 50% of the winner's number of laps (rounded to the nearest whole number of laps) will not be classified.

32.3.33.3. Overall rankings will be posted on the Official Bulletin Board and Digital Whiteboard (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 CHAMBERS (ARTICLE 12.2)

All cars must be equipped with the **series official camera**

Annex II: Graphics and Mandatory Advertising

Light Background



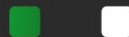
Colours used:



Dark Background



Colours used:



CAR LAYOUT 2021



GT4 AND GTS

