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Art. 1 Organization. Organizing Committee

- 1.1** Gedlich Racing, with the approval of FPAK, organizes a national event under the denomination 6H of Portimão.
- 1.2** It will be applied in order of priorities:
- 1.The International Sporting Code (ISC) and its appendices (in any of its application);
 - 2.The 6H of Portimão Sporting and Technical Regulations;
 - 3.The Cup, Trophies or mono - brand challenges technical regulations -if applicable-;
 - 4.The supplementary regulations of each event.
- FPAK will be National Sporting Authority (ASN) and the only entity, which may approve modifications to the present regulations, at the corresponding request of the Organizing Committee.
- 1.3** The Organizing Committee for the 6H of Portimão will be formed by:
- Robin Selbach
Diogo Ferrão
Stefan Lehner
- 1.4** All those situations, facts, etc. not covered by these regulations will be resolved by the Panel of Stewards of the event.
- 1.5** The Portuguese version prevails compared to the translated versions in case of doubt or contradiction.
- 1.6** The Series APP Gedlich Racing will be considered, for information purposes, as the Official Notice Board, where the Entrants will see the modifications and / or updates and / or clarifications.
During each event an official noticeboard, which will be informed in the supplementary regulations of each event, will be used to publish relevant documents issued by the stewards.

Art. 2 General conditions

- 2.1** Competitors will be responsible for ensuring that the team members respect the regulations applicable in the Regulations of the competition.

- 2.2** The holder of a competitor's license must appoint a representative in writing, which will be presented during the initial sign on of the event and will represent the competitor until the end of the event.
- 2.3** The responsibility of a driver, or of any other person in the team, responsible for ensuring that all provisions are respected throughout the Event, is at the same time individual and in solidarity with the competitor.
- 2.4** Competitors must ensure that their cars satisfy the conditions of eligibility, compliance with the technical regulations, and safety throughout the Competition.
The presentation of a car for scrutineering will be deemed an implicit statement by the Competitor of the conformity of the car.
- 2.5** The use of the images of the Series on behalf of any of the participants, teams, drivers, etc. for commercial uses, social networks or other uses must have the consent of the Organizing Committee, which owns them.
In any case the use must be done in a way not harming in any way the image of the series. The Organizing Committee will not be accountable for the wrongfully use of the images made by the entrants, drivers, teams, etc.
- 2.6** If requested by the Organizing Committee the competitors must give a copy of the images of any of their cameras to the Promotor.
- 2.7** Should the Organizing Committee request to fit a filming camera on a car for the race broadcasting, the team must compulsory authorize it.
- 2.8** No Competitor, driver, participant, tyre manufacturer may demand the literal application of these Regulations if its behaviour is deemed contrary to good sportsmanship and fair competition. The same principles apply to the interpretation of the Technical Regulations in effect.

- 2.9** Drivers wishing to compete in the 6H of Portimão with a GT3 car must be categorised by the FIA. Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Event in which he or she wishes to take part, using the link available via the FIA website under <http://www.fia.com/fia-driver-categorisation>. The definitions of the categories, the Driver Categorisation List and the application form can be found on the FIA website. All decisions concerning the categorisations are taken under the authority of the FIA Drivers Categorisation Committee.

The Stewards can give a temporary categorisation to Drivers without categorization who apply with their record of achievements in the last 14 days before the event. Any such temporary categorisations will only be valid for that one Event and will not constitute a FIA categorisation.

- 2.10** For the purposes of this Series the Organizing Committee retains the right to make any temporary amendments to the FIA Categorization of any Driver according to the criteria of GT competition. Any Drivers given a temporary categorization derogation will be indicated in the entry list with an asterisk. Derogations reducing a Driver's FIA Categorization will be issued on a race-by-race basis only and will be reassessed after each Event. Derogations may be adjusted at any time without notice and will not be automatically renewed for subsequent Events.

- 2.11** Upgrades increasing a Driver's FIA Categorization for the competition may also be issued for the Season or for any individual Event and will be indicated with a double asterisk in the entry list. No more than one derogation will be given to any line-up of Drivers competing in any round of the competition. This includes derogations to run with a single Driver. There are no limits on the number of upgrades in a line-up.

- 2.12** Drivers whose categorization is listed on the FIA website as Provisional or Under Review will be monitored and may be subject to additional time or weight penalties on decision of the Organizing Committee.

- 2.13** Any driver with a derogation may be given an additional pit stop time penalty which must be served during the pit stop. The mandatory pit stop time will be extended by the time of the penalty and any infractions will be notified to the Stewards.

Art. 3 Licenses

- 3.1** All participants must hold a valid and current license at the time of their participation.

3.2 Not in use

- 3.2** The Appendix 10 of the Common Prescriptions for the Spanish Championships, Cups, Trophies and Challenges will be applied.

- a)** All international drivers Circuit license are allowed without needing a starting permission.
- b)** Drivers with National licenses are allowed to start but need to present a "Starting permission" of their own ASN according to Art. 3.9.4 of the ISC, except if the race takes place in the same country as the ASN that issued the license.

- 3.3** Besides, those drivers under 18 shall also have their parents or legal tutor's written authorization.

- 3.4** The registered competitors, commit themselves and their drivers to fully respect the Regulations that govern the Series.

Art. 4 Eligibles cars and general car requirements

- 4.1** Eligible cars for 6H of Portimao are those defined in the Technical Regulations of the Series.

- 4.2** A change of vehicles must be applied for in writing by the entrant prior to the change. The decision to approve a change of vehicle is at the absolute discretion of the Organizing Committee. In case of being authorized, the car needs to be scrutineered by the Technical Delegate before competing.

- 4.3** No signal of any kind may pass between a moving car and anyone connected with the car's Competitor or driver, except for the following:
- legible messages on a pit board;
 - body movement by the driver;
 - lap trigger signals from the pits to the car; Lap marker transmitters must be battery-powered and, once operating, must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information. Such lap triggers must use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and must not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
 - verbal communication between a driver and his Team by radio. It is the sole responsibility of the competitor to ensure that radio communication comply with all legal requirements;
 - one-way (car to pit) telemetry and/or video transmission is allowed as well as video streaming. **IMPORTANT:** no item, installation or antenna is permitted which may interfere at any time with the Official data logger, timing, GPS, radio or TV systems. No equipment may be positioned on top of the pit wall or any adjacent structure, unless securely fixed to the satisfaction of the Officials. Electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter.

Art. 5 Registration

- 5.1** Registrations for each event:
- To be eligible to participate in the 6H of Barcelona the online entry form must be submitted and signed by the competitors and drivers. This can be found on www.winter-series.com and is to be submitted up to one week before each event. The series organizer reserves the right to accept late entry form.
- By registering, it is declared that both the competitor and any person involved and affected in the participation in the relevant competition have read, understood and accepted the International Sporting Code and its Annexes, as well as the applicable Regulations (art. 1.3).

- 5.2** By submitting the entry form, paying the entry fee and after being formally acknowledged by Gedlich Racing, the entrant is committed to participating in the respective event or whole season of the competition. If the entry fee is not paid in the full amount the entry is not complete and the car of the competitor cannot participate. By signing all necessary documents for the registration, entrants confirm that they have read, understood and fully accepted these regulations. The series organizer reserves the right to refuse registration in accordance with the ISC.
- 5.3** It's not allowed to change or replace the Competitor after the closing of the registration period, except for cases of force majeure. After this registration period, the competitor may replace the driver(s) until the end of the administrative sign on, as well as the vehicle. All these possible changes will have to have the consent of the Stewards. At the end of the administrative sign on, the start list of competitors and drivers authorized to take part in the practices and races definitive list of participants of the event will be published, which will be approved by the Panel of Stewards.
- 5.4** If a Competitor needs to modify the drivers designation due to a force majeure event after the start list of the event is issued, this request must be addressed by written to the Panel of Stewards/Organizing Committee in each case. If the Substitute Drivers came from other car, only in cases the Team manager of the initial car formally declares in writing the retyrement to race control. The substitute driver can only be accepted if it respects the number of drivers and class categorization. Requests must be submitted to race control and validated by the Stewards.
- 5.5** The Organizing Committee may authorize the entry of a car which, yet not complying with the technical regulations of consider opportune and sufficient according to their criteria.
- 5.6** In accordance with the provisions of Art. 3.19 of the ISC, the same vehicle cannot be registered in more than one competition in the same event, except express authorization of the Stewards of the event.

Art.6 Insurance

- 6.1 The Organizer of each Event must contract a Civil Liability Insurance Policy, which is in accordance with the regulations of the FIA and the ASN where the different Events of the Series are carried out, valid for the current year. This insurance policy must be available to the competitors if so, requested by them.
- 6.2 The above-mentioned insurance will not affect any other personal policies taken by the team or by any other person belonging to it.
- 6.3 The teams and drivers participating shall not be considered as third parties among themselves.

Art. 7 Eligible races

- 7.1 6H of Portimao will be composed of ONE (1) race to be held at ONE (1) event
- 7.2 The official calendar for the 6H of Portimao is the following:

Race Track	Date
Portimao(P)	07-08 February 2026

Art. 8 Event program. Race distance to cover

- 8.1 The 6H of Barcelona event consists of a Free Practice of at least 55 minutes, three qualifying sessions of 15 minutes each, and one race of 360 minutes
- 8.2 From two to six drivers are allowed per car.
- 8.3 It's not allowed for a single driver to take part as solo driver.

Art.9 Classification. Scores

- 9.1 The following classifications will be stated in each of the qualified races of all classified drivers:
 - a) Overall classification for all participating drivers;
 - b) Classification or each Class.

Art. 10 Podium ceremony. Trophies

- 10.1** After each race an award ceremony will be held and the following prizes will be awarded for each class (as defined in Art. 47.1)

1° Classified: Trophy

2° Classified: Trophy

3° Classified: Trophy

The promoter shall retain ownership of the trophies until the publication of the final classifications. If a driver, after a formal request from the Organising Committee, fails to return a trophy, he will be penalized.

- 10.2** All the drivers who have won a Trophy must participate in the Awards Ceremony at the podium and respect all rules and instructions regarding the procedure. The drivers must attend the podium ceremony wearing their overall and the cap which will be delivered by the organizers.

- 10.3** A "Parc Fermé" close to the podium will be provided for the first three classifieds of the race. After the Podium ceremony the competitors will push their cars from the location near the podium to the „Parc Fermé" indicated by the organizers while always respecting the rules of "Parc Fermé".

- 10.4** The access to the podium is forbidden to people not involved in the ceremony, including family members or persons identified with trademarks that are not strictly those belonging to the sponsor or sponsors of the Series.

Art. 11 Competition numbers. Advertising

- 11.1** Each vehicle will have the competition number assigned in the list issued by the Organizing Committee. The numbers appointed by the Organizing Committee will not be modified in any way.
- Both the competition numbers, the name/s of the drivers and compulsory advertisement will be fitted on the vehicle from the scrutineering onwards and during the whole event.
- Participants receive one set of permanent start numbers and stickers of mandatory sponsors from the series organizer for the season. Further sticker sets will be charged with 35 €.

11.2 The teams may include in the clothing, as well as on the vehicle, commercial advertising, provided that:

- a)** Is in accordance with the provisions of the rules on advertising of the F.I.A. and / or the regulations of the ASN in which the Event takes place;
- b)** Respect the places provided in the Regulation for mandatory advertising.

Any advertising contrary to that established or that appears in places other than those indicated in the Regulations must be expressly authorized by the Organizing Committee.

11.3 It remains under the exclusive responsibility of each competitor the correct positioning of the compulsory advertising and competition numbers during the scrutineering and during the event. The instructions for the positioning of mandatory advertising and the competition numbers will be available on the official notice board.

11.4 The Organizing Committee reserves the right to decide, if necessary, and under reasonable request, the place where the name of the driver must be located, the number and the compulsory advertising must be placed (provided that it is not possible to place them in the place indicated in the corresponding appendix), the numbers and the mandatory advertising.

11.5 The competitors who have any incompatibility between the advertising of their sponsors and the mandatory of the Series, may request an exception to the Organizing Committee.

The Organizing Committee may dispense, at its sole discretion the Competitor to place said incompatible advertising setting, in this case, an increase in registration fees equal to -at least-double those established for who carries the mandatory advertising, and loss of prizes and prizes corresponding to such advertising.

11.6 Entrants registered for any event of the Series authorize the Organizing Committee to freely disclose, without limitation of time and in the manner they deem appropriate, their participation and the results obtained, as well as the transfer to third parties of these rights.

11.7 The advertising used on the part of the competitor or any other person, of the results, records, etc., obtained in the Serie, must respect the general image of both the fireproof overall or the vehicle, and must therefore show the mandatory advertising in the respective places.

11.8 It is mandatory for competitors and drivers to take part in any media activities which are included on the Official Timetable for the Event. Any Driver or Competitor who is absent may be reported to the Stewards who may, except in cases they recognise as force majeure, impose any penalty they consider appropriate.

Art. 12 Officials

12.1 The Organizing Committee will appoint, at least, the following permanent officials:

- Chairman of the Stewards
- Race Director, who will act as the Starter of the race
- Technical Delegate

12.2 The remainder of the officials, according to the regulation on the ISC, art. 11, will be appointed by the Local Organizer in coordination with the Series Organizing Committee.

12.3 All the officials must be listed with their license number and their specific tasks in the Supplementary regulations of each race or in a bulletin.

12.4 The Clerk of the Course shall work in permanent consultancy with the Race Director. The Race Director will have overriding authority in the subjects which are described below, from which the Clerk of the Course will order, providing that they have the express approval of the Race Director:

- a) To control the development of the practices and race, the fulfilment of the timetables and if they consider necessary the proposal to the Stewards of the modification of timetables according to the Code or to the Sporting regulations.
- b) To stop any entrant (in compliance with the ISC and the Sporting Regulations)
- c) To stop the practices or race if they consider that it could result dangerous its continuation, in conformity with the Sporting Regulations, and to ensure that the new start. is carried out according to the usual proceeding.
- d) The starting procedure.
- e) Use the Safety Car.
- f) Suspending and resuming the race.

12.5 The Race Director or Clerk of the Course must

be in the race control area in constant contact by means of the radio between them and with all the marshal posts, during all the practice sessions and from the display of the 5 minutes board until the last car crosses the finishing line.

- 12.6** The Stewards and the rest of the officials must be available to be contacted at any time by the Race Director or the Clerk of the Course.

Art. 13 Instructions and communications to the Entrants

- 13.1** The Stewards may, in exceptional cases give instructions to the Entrants by means of Bulletins in accordance to the International Sporting Code. These instructions must be distributed to all the Entrants and published, in any case, on an Official Notice Board, which will attest the publication.

- 13.2** All classifications and results of the practices and races, as well as all the decisions taken by the Stewards, when so agreed by them, will be placed on the Official Notice Board.

- 13.3** Any decision or communication of the Stewards, the Technical Delegate, the Race Director or the Clerk of the Course, which affects to a particular participant, will be immediately communicated in writing to them.

The results of the scrutineering of any checked vehicle will be published by the Stewards. With the exception of the fuel analysis and when a car is found in non - conformity with the technical Regulations, these results must not contain any particular data.

- 13.4** The competitors or their representatives must be available during the whole event.

- 13.5** The official instructions will be transmitted to the drivers by means of the flags and signals foreseen in the code. The Competitors are not allowed to use similar flags to the official ones. Track panel lights are complementary to the flags and flags always overrule conflicting information between flags and panels as per Appendix H of the ISC, unless stated otherwise by the race director in the briefing and/or briefing notes.

- 13.6** Information displayed on the timing monitors regarding penalties and incidents under investigations are binding whereas other notifications on the timing monitors are informative.

Art. 14 Incidents and Penalties

- 14.1** “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/Clerk of the Course (ornoted by the Stewards and referred to the Race Director for investigation)

- a)** Causes the stopping of a practice (free

- or qualifying) session or the suspension of a race;
- b)** Constitutes a breach of the applicable normative (regulation/s of the series, ISC and their appendix, etc.);
- c)** Causes a false start of one or more vehicles;
- d)** Causes a collision;
- e)** Forces another driver off the track;
- f)** Illegitimately obstruct or impede any correct overtaking manoeuvre of another driver;
- g)** Illegitimately overtakes another driver;
- h)** Disobey or ignore the indications, instructions or communications of the officials or organizing staff of the event.

In general, any infringement to the provisions of the International Sporting Code and its appendixes or of the present regulations concerning general discipline and safety will be liable to a sanction by the Stewards.

14.2 It will be at the Stewards discretion, under a report or at the request of the Race Director, to determine if an "Incident" has occurred, as well as which driver(s) is (are) involved and if they should be sanctioned.

14.3 If the Stewards are investigating an "Incident", they must inform the team or teams that are involved, by means of a message posted on the timing monitors (as long as the facilities allow it).

If a driver is involved in a collision or in an "Incident" and has been informed by the Stewards of this circumstance before 60 minutes have passed since the end of the race have passed, they must not leave the circuit without the prior agreement of the Stewards.

14.4 The Stewards may impose the penalties(s) foreseen in this Regulation, as well as the ones - at their sole discretion – as stated in the ISC (International Sporting Code) or other applicable regulation(s).
Likewise, they may act in that sense at the request of the Clerk of the Course or Race Director.

14.5 The Stewards, or the Race Director when specifically provided for in these Sporting Regulations, may inflict to any driver involved in an incident, one or more of the following penalties:

- a)** Warning
- b)** Reprimand
- c)** Obligation to accomplish some work of public interest
- d)** Deletion of a driver's qualifying and practice lap/s
- e)** Drop of grid position/s.
- f)** Obligation for a driver to start a Race from the pit lane
- g)** Time penalty:
1. Adding of time to time scored in practices or race.

2. Time penalty of 5 seconds to be added to the elapsed race time of the driver concerned

3. Time penalty of 10 seconds to be added to the elapsed race time of the driver concerned

- i) Penalty lap/s.
- j) Drop of place/s in the classification of the Competition
- k) Drive Through penalty
- l) Stop & Go or Stop & Go with a prescribed stop time
- m) Disqualification

The penalties set out in this article, cases a), b), e), f), g), h), i), j), k) and l) including the cases where these penalties are imposed in the last 5 minutes (or 3 laps) or at the end of the races or qualifying are not subject to appeal (Art. 12.3.4 ISC).

In this event, the stewards cannot apply fines in any case to drivers or teams

The Decisions of the Stewards are immediately binding, subject to the provisions of article 12.3.3 of the ISC.

14.6 In addition, the Stewards may transfer a disciplinary record of a licensee involved in an "Incident" to their reference / parent ASN.

14.7 Any driver who has received 3 reprimands during the season, of which at least 2 have been imposed for infractions of the driving behavior/conduct, will receive, at the time of the third warning, a penalty of loss of TEN positions on the grid in the following race in which they take part.

The same rule will be applied again for the next 3 reprimands he may receive and so on.

The reprimands will always be the property of the driver.

When it is physically impossible to apply the penalty of loss of 10 positions on the grid, any other penalty may be applied at the discretion of the Stewards.

14.8 As a general rule, infractions committed in official practices will lead to the cancellation of as many laps as deemed appropriate or the loss of positions on the starting grid, which may lead to disqualification in those serious cases, in the opinion of the Stewards of the Meeting.

14.9 In the race, the incidents likely to be sanctioned with a penalty may be solved initially, as a general rule, with a penalty of Drive Through, or failing that, if the Stewards consider it insufficient, with a Stop & Go of as many seconds as they deem appropriate and may eventually raise it to disqualification in those cases whose severity requires it.

On the other hand, in those incidents whose circumstances require so, the application of the corresponding sanction may be deferred to the

next race of the same Event (in the case of more than one), or transfer it to race(s) to be held in the following Event(s).

14.10 If the Stewards decide to impose an immediate time penalty (Drive Through or Stop & Go) the following procedure will be applied:

- a)** The Stewards will indicate to the Race Control to notify the penalized competitor by a black board with the race number and the imposed penalty. At the same time and whenever possible, a written notification of the imposed penalty will be delivered to the Team Manager, and they will ensure, if possible, that this information is displayed on the timing monitors;
- b)** From the moment the decision is communicated through the timing screens or Race Direction signalling post or from the moment the Team Manager receives the written form the relevant driver may not cover more than three full laps before entering the Pit Lane;
- c)** Any breach of the provisions of the points above may lead to a disqualification of the team;
- d)** Definitions:
 - d1) Drive Through:** the car enters the Pit Lane, drive its total length without stopping and rejoin the track;
 - d2) Stop & Go:** the car enters the Pit Lane, drive to the penalty area where the driver will completely stop the car at the place where they will be shown a red signboard with the word "Stop" in white. When the vehicle is stopped, the official in charge will begin the countdown of the imposed penalty, at the end of which they will authorize the driver to re-start by replacing the red circular panel with a green one with the word "Go" written in white.

In any of the cases described before (Drive Through or Stop & Go) the car cannot stop at its box to carry out any work, nor to receive assistance when it is stopped in the penalty area. However, in the event that the engine stops and the driver cannot start it again, the use of an external means to start is authorized.

In any case, unless the car is already at the entrance of the Pit Lane to carry out the penalty, it cannot be carried out once the Safety Car is on track or the red flag has been shown for the suspension of the race. All the laps that are made behind the Safety Car, will not be taken into account for the calculation of the 3 laps mentioned in Article 14.10 b).

If one of these penalties is to be applied during the last 5 minutes (or in the last three laps) or at the end of the race, the corresponding seconds will be added to the race time of the driver involved if the penalty isn't served during the

race:

g1) Drive Through: 35 seconds;

g2) Stop & Go: 40 seconds plus the remaining time of the Stop&Go penalty.

- 14.11** Should the Stewards decide to impose a time penalty during Qualifying or Race, this will be displayed on the timing monitors – whenever this is possible-, as well as be included in the provisional and final classification.
Written notice will be delivered to the competitor if possible.
- 14.12** The Stewards may use all the videos or electronic equipment available to help them in making decisions. In such circumstances, the Stewards may overrule the Judges of Fact.
- 14.13** Any decision taken or imposed sanction will not reduce the effects of arts. 12.10, 12.11, 12.12 and 12.13 of the International Sporting Code (ISC).

Art. 15 Protests and Appeals

- 15.1** Any protest must be made in accordance with the provisions of Art. 13 of the ISC, accompanied by the protest fee defined by the ASN.
- 15.2** As established in the art. 15 of the ISC, all competitors have the right to appeal the decisions of the Stewards of the event, in the manner and deadlines established in the aforementioned article, accompanied by the fee established by the ASN, such fee shall be made firm by a payment method, which identifies the appealing party.
- 15.3** Certain penalties are not subject to appeal (see article 12.3.4 of the ISC)

Art. 16 General safety discipline

- 16.1** Any breach of the Regulations of the Series, related to or relating to the general discipline of safety, both in practice and in the race, will be penalized by the Stewards.
- 16.2** It is prohibited to drive a car in the opposite direction to that of the race except on the only condition, it is in order to move the car from a dangerous position and following the instructions of the track marshals.
The driver cannot push the car, unless it's instructed by the track marshals.
- 16.3** The official instructions will be transmitted to the drivers through the flags and signals provided by the Code. Competitors cannot use flags similar to those officially used.
The signals transmitted to the drivers through the flags and signs of the Code and its Annexes must be respected without delay.

In particular, presenting one or more yellow flags at the signalling posts indicates the existence of a danger of any kind on or near the track. Drivers must slow down and be prepared to change direction and even stop. Overtaking, as well as improving times, is prohibited under these circumstances.

When the **red flag** is deployed, all drivers must reduce substantially and immediately their speed, prepared to stop if necessary, and return to the Pit Lane. Overtaking is forbidden.

On the other hand, the call of a driver to the Pit Lane by means of a **black flag** must be attended and fulfilled before the driver has completed three passes by the Pit Entry after the flag has been shown.

Any infraction of these rules during the practice sessions or any of the races will be penalized according to the Appendix 1 of this Sporting Regulation.

- 16.4** During the practice sessions and races the drivers can only use the track and at all times they must respect the provisions of the Circuit Driving Code published by the FIA in the ISC (Chapter IV of Appendix L).

The turns, as well as their entry and exit zones, can be negotiated by the drivers as they wish while they remain within the limits marked by the continuous white lines of the edges of the track. Taking into account these circumstances, overtaking can be done on the right or on the left.

It is not allowed for a driver to impede, cause contact or a collision, push other drivers out of the track while being overtaken or any other move that goes against the driving standards in the Code published by the FIA in the ISC (Chapter IV of Appendix L), which can lead to penalties defined in the appendix 1 to be applied by the Stewards.

Likewise, more than one unforeseen or abnormal change of direction by the driver who is being overtaken is strictly prohibited and will entail penalties provided for in these regulations and / or Appendix 1, depending on the importance or reiteration of the infractions.

The repetition of an unsporting behavior may lead to a disqualification.

- 16.5** Drivers must use the track at all times. For the avoidance of any doubt:

- The **white lines** defining the track edges are considered to be part of the track but the kerbs are not. Except if explicitly stated by the Race director in the briefing notes or in Briefing "pdf" presentation.
- A driver will be judged **to have left the track if no part of the car remains in contact** with the track.

Should a car leave the track for any reason, and without prejudice to paragraph below, the driver may rejoin. However, this may only be done when it is safe to do so and **without gaining any**

advantage immediately or in the next straights and/or corners.

At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person and/or repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards of the event and may entail the imposition of penalties up to and including the disqualification of any driver concerned.

16.6 It is forbidden, in particular, to carry out:

- a) To perform starting practices in the track during the entire official practices and race, except in the acceleration area between the Pit Exit lights and the racetrack;
- b) To make zigzag manoeuvres in order to warm up the tyres, except:
 - During the start procedure while complying with Art. 30.2
 - When the safety car is deployed.
 - During a Full Course Yellow procedure

A driver who manoeuvres in any way to warm up his tyres must ensure that he does so in a totally safe manner.

Penalties for non-compliance with this article are provided in Appendix 1 of this Regulation, which may lead to the disqualification of the event if it entails imminent danger from other participants, regardless of whether it is the first or second time it is carried out.

16.7 A speed limit of 60 kph during all times will be enforced in the Pit Lane. The circulation through the Pit Lane will be carried out with the maximum safety precautions and must not exceed the 60 kph limit.

16.8 Any obstruction maneuver by one or several drivers with or without common interests is prohibited. It is not allowed to constantly roll together with several vehicles, or to adopt a fan formation so that another vehicle cannot overtake them. In this case the blue flag will be shown to the drivers, and it will be reported to Stewards for their consideration.

16.9 The penalty inflicted on drivers who do not respect the blue flag will also be applied to the drivers that obstruct a part of the track, and will be more severe in the case of a systematic obstruction may lead to a disqualification.

16.10 The track may only be used by the drivers who are authorized to take part in the session scheduled at that time.

16.11 The driver of any car that is going to leave the track must previously warn of their intention, and it is their duty to watch that this manoeuvre is carried out safely.

- If a car stops on the track, it must be removed as quickly as possible so that its presence does not constitute a danger or hinder other competitors.
- 16.12** If the driver is not able to remove the car from a dangerous position, during practice sessions or races, driving it on its own, it will be the duty of the Marshals to help him. The driver must leave the car in neutral and with the steering wheel in place.
 - 16.13** In addition, it can be moved with another type of supplementary help other than the Marshals (mechanical means, tractors, etc.) and return to the session of practices or races.
 - 16.14** If the aid received causes the car engine to start and the driver re-joins the track, the penalties set out in Appendix 1 will apply.
 - 16.15** Except in the Paddock Area, in the garages, in the work area of the pitlane or in the starting grid, any repair in a vehicle must be carried out only by the driver and using the tools on board of the car, both in practices and races.
 - 16.16** The refuelling must be carried out inside the box before the private/free/official practices and races.
Throughout the official practice session and from the start of the starting procedure until the end of the Parc Fermé, no solid, liquid or gaseous substance or substance of any nature may be placed or removed from the vehicle. All filling holes should be in such a way as to allow the scrutineers to seal them.
 - 16.17** From the beginning and until the end of the practice(s) or race (s) and until all cars have reached the Parc Fermé, by their own means or in any other way specified in this Regulation, no one is authorized to remain on the track except for the Marshals and Officials in execution of their duty, the driver when driving or under the instructions of the Marshals, or the mechanics, in accordance with the provisions of this Regulations.
 - 16.18** If a car is stopped during the race, the engine must be restarted by its own means. The use of external means will only be allowed in the pits, on the starting grid and after the refuelling (when applicable). A car can be towed by the steward into the team pit and repaired after started by own means and continue the race.
 - 16.19** It is mandatory that all drivers who take part in practices or races of any Event of the Series, always wear the safety elements (fireproof overall, helmet, HANS, etc.) established in Chapter III - Appendix L of the ISC.
 - 16.21** It is forbidden:
 - a)** To push a car across the finishing line.
 - b)** To push a car to start the engine either in the racetrack or in the Pits
 - 16.22** If, in the opinion of the Stewards, a driver deliberately stops on the track or impedes the

normal circulation of any other driver(s) they will be penalized in accordance with Appendix 1 of these Regulations.

16.23 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.

16.24 The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to undergo a medical examination at any time during an Event. This examination may include, if appropriate, a test for alcohol. (ISC- Appendix L, Chapter 2).

Art. 17 Practices: definitions and restrictions

17.1 Collective Tests/Private tests.

Private tests are promoted by the Organizing Committee for entered Teams/Drivers, at any time of the season, in a circuit or not of those that make up the calendar of the Series. There is no limitation on the number of private tests for competitors or drivers.

For private tests Art. 6 (Insurance) does not apply.

The Organizing Committee reserves the right to invite to these tests non-registered drivers.

Art. 18 Administrative checkin (signing on) Scrutineering. Drivers designation

18.1 During preliminary administrative checks all entrants must have all the required licenses and documents

- a)** Entrant's and Driver's licenses;
- b)** If the driver license is by an ASN other than where the event takes place, the corresponding ASN authorization (entrant and drivers) in accordance with art. 3.9.4. of International Sporting Code, if it is not printed on the license;
- c)** Parental authorization when the driver is under 18 years old.

18.2 The administrative checking and scrutineering will be carried out in the schedule and places established in the Supplementary regulations of each race.

18.3 All entrants who attend the administrative checking or scrutineering outside of the established timetable will be penalized.

18.4 The Entrants who have not carried out the checks will not be allowed to take part, neither the practices nor the race, unless authorized by the Stewards (see Appendix).

18.5 The preliminary scrutineering will be used to check the conformity or not of the entry into the different categories and/or classes.

18.6 For the scrutineering, any regulation or appendix to be applied - intended for the participation of any vehicle in the Series - must have been

previously presented.

The period to present the documents to be applied is fixed in 7 days before the race. In such a way, no document will be allowed as evidence for a post-race eventual verification if it has not been previously presented.

18.7 The Stewards can:

- Order technical checks of a car or a competitor before, during and/or after the practices or race;
- Require the competitor to dismantle the car during the scrutineering to check whether it complies with the admission conditions or not;
- Ask to the competitor to provide the part of the car they consider is necessary;
- Not authorize any car to start for safety reasons.

18.8 Any car that, after going through the initial scrutineering, has been disassembled or modified in such a way as to affect its safety level or to question its compliance, or if it has been involved in an accident with similar consequences, must be submitted to the Technical Delegate for its verification, being available to them, who will indicate to the Stewards of the Meeting or to the Race Director, the compliance or not of the vehicle. In this last case (non-conforming due to technical or safety reasons); they will go to their garage or to the "Parc Fermé", as appropriate.

18.9 The Clerk of the Course/Race Director may request from the Stewards the order to verify any vehicle that has been involved in an accident.

18.10 Immediately after each qualifying practice and after each race a number of cars randomly chosen by the Stewards of the event will be verified at those points they deem appropriate, after receiving a proposal from the Technical Delegate.
The Stewards may at any time and at their discretion, extend the number of vehicles to be checked.

18.11 Immediately after the end of the practices and each of the races, all classified cars will go directly to the Parc Fermé by the fastest way. The Parc Fermé conditions start when the Chequered flag is deployed at the end of the session or the race.

18.12 The scrutineering will be carried out by the designated officials, who are responsible for the operations carried out in the "Parc Fermé", and the only ones authorized to give instructions to the Competitors
The scrutineering must be carried out in the presence of the Competitor of the vehicle to be verified or of their representative. In the event of absence of the competitor or their representative during the act of verification duly announced, no protest may be lodged regarding the scrutineering. Likewise, it will be possible to request two mechanics, designated by the competitor or their representative, for the

dismantling tasks if the scrutineers consider it appropriate.

- 18.13** The Scrutineers (by delegation of the Stewards) may retain one or more parts of a car in order to check them. These pieces will be duly marked in the presence of the competitor or their representative, who will receive a copy of the seal act with a description of the marks. In the event of the absence of the competitor or their representative during the act (duly announced) of verification of a retained piece, no protest may be made regarding the origin of the pieces retained.
- 18.14** All the vehicles can be checked during the qualifying practices in relation to their weight.
- 18.15** The competitors accept that any sealed parts that go to an outside scrutineering and verification will not entitle them to any form of economic compensation in case the result will be in its favour.
- 18.16** If a competitor was the subject of a protest or proposed for an additional scrutineering at the end of the first or second qualifying session, and it was not possible to carry out the scrutineering at that time, the subject of the item(s) or car to be scrutineered will be sealed and verified at the end of the second or third qualifying session. In this case the competitor accepts that the eventual disqualification of the classification of the 1st or 2nd or 3rd session of qualification will lead to the disqualification of the 2nd and/or 3rd session of qualification except if the part/s object of the disqualification have been changed after the 1st or 2nd session of practices, in which case this must be notified to the Stewards before proceeding with the change.
- 18.17** All the ballasts carried by the vehicle must be declared in the act of initial scrutineering and sealed by the Scrutineers. Undeclared ballasts cannot be taken into account in the weighting procedures performed during the event.
- 18.18** Homologation form and/or Technical Passport: The entrant with a vehicle with homologation form and/or technical passport must be in possession of the afore mentioned homologation form as well as the appendices to it and it must be presented when required by the officials of the race.
The vehicle must be in accordance with the presented homologation form and/or technical passport, and it will not be taken into account any extension of the homologation, even existing, which not figures in the form presented by the entrant.
- 18.19** During the administrative checking or, latest until the Briefing, the competitors must fill the form nominate qualifying Driver order and which driver will take the Start.
See Article 24 for rules regarding the driver nomination.
After the end of the briefing any change in driver nomination may only take place with the consent

of the Stewards and will be penalized except in case of force majeure excepted as such by the stewards

Art. 19 Tyres and official suppliers

19.1 Only tyres from the official Pirelli distributor for the competition QF-LDA will be accepted. Tyres must be ordered and paid by the deadlines set by the distributor otherwise tyres will not be supplied. The information about the official Pirelli distributor for the competition will be published on the official website prior to the event.

The control of the tyres will be carried out according to a process defined by the Promotor. The outer sidewall of all types which are to be used at a competition must be marked with a barcode as identification. Other than in cases of force majeure (accepted as such by the stewards) the barcode list of all dry weather tyres intended for use at an event must be presented to the Technical Delegate prior to the end of Scrutineering.

19.2 Competitors can use a maximum of six sets of slick tyres in qualifying and race.

For wet weather tyres no limit exists on how many of them may be used.

A set of tyres must comprise two front tyres and two rear tyres. Front and rear tyres are not interchangeable.

19.3 The heating of tyres by a heat chamber / closet / tent is authorized.

The heating of tyres may be done by any system compelling warm air. The mechanic system for the warm air production may be electrical, gas or fuel powered. The heat chamber/closet/tent must be made of fireproof material.

The heat chamber/closet/tent must be fitted outside the box, and must fit within the Team's allocated area in the paddock. It must be in the same place during the entire event (it must never be located in the Pit Lane or starting grid). It must be placed in a way that it does not obstruct a rescue lane.

The use of tyre heating blankets is allowed.

Any other method to heat tyres is forbidden.

19.4 The simultaneous use of slicks and wet tyres on the same vehicle is prohibited in all circumstances

19.5 Any chemical and/or mechanical treatment of the tyres is prohibited except for the removal of debris collected on track.

Art. 20 Weight. Weighting Procedure

20.1 The minimum weight, specified in the Technical Regulations, must be respected during all the

duration of the event (practices and races)

20.2

It is understood as the minimum cars weight the one stated in Art. 254. Appendix J (car weight including all deposits of fluids, lubrication, cooling, brakes and heating... at the normal working level, except the windscreen wiper or headlamps deposit, brakes cooling system, fuel and water injection deposits which should be empty). This weight must be respected under any circumstance or moment during the practices or races.

20.3

The official scale will be the one in scrutineering bay (or failing this, the one designed by the Organizing Committee) and this will be the unique whose measurements will be considered valid, and they cannot be appealed

20.4

It is allowed a weight tolerance of 3 kg. Nevertheless, the Entrants are recommended to adjust the weight of the vehicle with the fuel tanks empty

20.5

Weighting procedure

All the drivers registered in the event will be dressed with the complete overall.

The weight of each car will be controlled during the official practices and races of each event as follows:

During and after the qualifying practices.

At the entrance of the Pit Lane a Marshal will indicate the chosen vehicles that they will be weighted.

When the Marshal referred in the first point indicates, the driver of the vehicle in question will lead, choosing shortest way, to the weighting system in the second point. The driver may not be helped by anyone else than the Marshals, if it is necessary.

The weighting process will take place under the control of the Scrutineers, with the engine switched off and the driver motionless inside the vehicle.

Should the weight of a car be less than that specified in the Technical Regulations, the entrant will be penalized, except that the weight deficiency is due to an accidental loss of a component of the car due to force majeure reasons.

No vehicle may abandon the weighting area without the express consent of the officials, who will do their best to ease and shorten the above mentioned proceedings as much as possible.

The results of such a weighting and the time and date at which they have taken place will be communicated to the driver by written at the end of the operation.

If any vehicle is not able to reach the weighting area by their own means, it will be kept under the exclusive care of the Marshals, who as soon as possible will carry the car to the weighting - bridge. Then, the above -mentioned process will be done.

The average weight of the Drivers in any car must be at least 80 kilograms. Should the

average weight of the Drivers in any specific car be less than 80 kg, the car will be required to carry Driver Ballast to compensate. The following procedure will be followed:

- a) Each Competitor must weight the weight his Drivers with stewards scales, including overalls, underwear, shoes, gloves, helmet and HANS, at the time of the administrative checks. Note that seat inserts for the Driver are not part of the Driver weight and should not be included in the declared weight. Seat inserts are not included in the minimum weight of the car.
- b) The average weight of the Drivers in the car will be calculated and rounded up to the nearest integer.
- c) If the average weight is under 80kg, then the Driver Ballast to be carried by the car will be calculated as 80kg minus the average weight.
- d) The Driver Ballast must be installed in the ballast box and sealed before free practice.
- e) The Driver Ballast, as well as the individual weight of the Drivers in question, may be checked at any point during the Event. Any anomalies will be reported to the Stewards. Penalties may go as far as deletion of times in Qualifying or Disqualification from the race.
- f) The Driver Ballast is not included in the minimum BOP weight of the car.
- g) For all cars, if the average weight is over 80kg, then the excess weight, up to a maximum of 10 kg, may be removed from the minimum BOP weight (if any).

20.6 No material or solid substance, liquid or gaseous could be added or cleared from the car or the driver, before and during the process of weighting

20.7 After the race.

Every car which crosses the line will go, taking the most direct way, by their own means (in case of necessity only the Marshals may help) to the "Parc Fermé" where the car will be weighted with the engine switched off and without the driver or their equipment. No other material or substance could be added, put or cleared from the car during the time between it crosses the line and the weighting has finished.

If the weight would be less of that specified on the Technical Regulations, the entrant will automatically be disqualified from the race, except in the case that the deficiency in such weighting is due to the accidental lack of a car component, due to force majeure reasons.

20.8 Any classified vehicle, which may not be able to cross the line and/or reach the "Parc Fermé" by their own means, will be placed under the exclusive control of the Marshals, who, as soon as possible, will carry the car to the "Parc Fermé" where it will be weighted in a proper way.

Art. 21 Refueling

- 21.1** The only fuel allowed during all sessions is supplied at the circuit by the official pump specified in Art. 21.2.
It's not allowed to change the composition or the concentration of the fuel by adding or removing any substances.
- 21.2** There will be a central fuel station with standard commercial fuel pumps with at least four pistons in total. The location of the fuel pumps will be mentioned in the Supplementary regulations and/or Race Director's briefing notes.
In case the refueling area is facing a malfunction of any kind, any (temporary) solution may also include the manual refueling of the cars with cans or other means at discretion of the Race Director.
Any time lost in the refueling area will not be compensated.
- 21.3** All vehicles must be able to refuel directly with a commercial-type nozzle as used in public service stations. Quick filler fuel inlets are not permitted. The use of any adaptors or ATL filler bottles is not permitted.
Cars with the fuel inlet on the side are allowed to have a fuel inlet on either side. Only one fuel inlet may be used during refueling. The fuel inlet must be able to handle a fuel flow of up to 60 liter per minute.
It's allowed to vent the fuel tank while refueling, as long as it's done at ambient temperature and doesn't change the maximum fuel flow.
- 21.4** The maximum speed in the refueling area is 20 km/h and the minimum time in refueling area is 04 minutes controlled by transponder between entry and exit of the Refuelling area, whose entry and exit points are marked in the Pitlane
- 21.5** Refueling will take place following the principle: First car, first refueled. Fuel pumps and nozzles cannot be reserved or be held occupied. Any competitor that obstructs other competitors may be penalized at the sole discretion of the stewards.
If there is a queue of cars waiting to refuel overtaking each other to gain an advantage is not allowed and may be penalized by the stewards at their sole discretion.
- 21.6** In the refueling area, any vehicle that wishes to refuel must be attended by at least one (1) and a maximum of two (2) team members in addition to the driver. These two persons must wear the following flame retardant safety equipment:
- Suit (Long pants and sleeves)
 - Balaclava
 - Gloves
 - Closed footwear
 - Helmet.
- One team member must refuel the car. The other one, if present, acts as the car controller and is responsible for a safe stopping and safe release of the car. The car controller may use a lollypop for this task.
A firefighter with extinguisher will be positioned next to the petrol pump.

Except in the event of an emergency, the driver must remain inside the vehicle. The driver is not permitted to undo or loosen safety belts or remove any item of clothing whilst the car is in the refueling area.

- 21.7** While the refueling process:
The petrol nozzle may only be touched once the car has come to a complete standstill
- No other operation on the vehicle may be carried out
 - The car must have all four wheels on the ground
 - Team members may cover the upper part of the rear tyre located below the filler neck and/or the bodywork surrounding the fuel inlet with a wet towel, a fire-retardant blanket or a cover.
 - The doors and windows on the opposite side of the fuel pump may be opened unless the car is refueled from the opposite side to the fuel pump.
 - It is allowed to keep the engine running. If the engine does not start after refueling team members must push the vehicle to the emergency exit of the refueling area using the shortest route possible. Once they have left the refueling area they may be helped by other members of the team
 - It is allowed to leave the lights on during refueling, however the use of high beam lights in the refueling area is prohibited.
- The car may only move once the petrol nozzle is back in its place at the fuel pump
Once the refueling process of the car is completed and the petrol nozzle back in its place it is forbidden to take it back out again

- 21.8** Cars leaving after being refueled must give priority to moving cars in the refueling area. Cars in the pit lane have priority over cars exiting the refueling area. In case of an unsafe release stewards may impose a penalty at their sole discretion.

- 21.9** During safety car, Code 60 phases or Full-Course-Yellow it is only allowed to refuel a maximum of 30 liters of the maximum amount permitted per car per pit stop. A pit stop for this purpose is defined as the period between the car crossing the pit entry line and the pit exit line. It is the responsibility of the team members to control the amount refueled. In case of a malfunction of the fuel pumps the stewards may judge each situation individually. This limit does not apply to cars which have already crossed the pit entry line before the safety car or Fully-Course-Yellow period began.
Pit Stops made during this period do not count to the minimum overall pit stop time.

Art. 22 Briefing

- 22.1** A briefing by the Race Director will take place before the first official session. At the briefing each driver and competitor (or their representatives) will receive a document (physically or online) in which the main details of the Circuit and event will be included.

In case of disagreement between this document and the rest of official documents of the event (regulations, timetables, complements, etc.) these official documents of the briefing will always prevail.

- 22.2** All drivers in the authorized list to take part must be present during the whole briefing and they must sign the attendance sheet.

The Stewards will summon the competitor and/or driver who has not signed the attendance sheet so that the Race Director can provide the briefing details. In this case the competitor may be penalized

- 22.3** If the Race Director considers that another briefing is necessary, it will be held at a place and time agreed with the Stewards. The drivers and the Competitors' representative will be informed accordingly and attendance will be mandatory.

Art. 23 Pit Lane. Boxes. Paddock and use of the facilities.

- 23.1** The section of the track between the first Safety Car line and the beginning of the Pit Lane will be designated as "Pit entry"

- 23.2** The section of the track between the end of the Pit Lane and the second Safety Car line will be designated as "Pit exit"

- 23.3** It is forbidden to cross the white lines that limit both the deceleration lane at the entrance to the Pit Lane, and the acceleration lane at the exit of the Pit Lane, when entering or leaving the pit lane.
Crossing any of these lines will imply a sanction, except in case of force majeure, as recognized so by the Stewards of the event.

- 23.4** Pit Lane will be divided into two lanes defined in the following way:

- The lane closest to the Pit wall is designated as the "fast lane",
- The lane closest to the garages is called the "working lane/inner lane" and is the only area where any work can be carried out on a car.

- 23.5** Any vehicle that is in the "Fast Lane" at any time, must be with the driver on board and with the engine on, even if it is being pushed.

- 23.6** Cars must not move to the Fast Lane until the light at the end of the Pit Lane is green, unless an instruction „FAST LANE OPEN“ has been given on the timing monitors. The message can be given a maximum of five (5) minutes before the start of any session. Should this instruction not be given, cars must not move until the light at the pit lane exit is green.

Those vehicles placed on the fast lane will not be allowed to turn off the engine (unless the Race Director orders so) nor obstruct the Pit

Lane Exit. They must leave enough space to be able to leave the Pit Lane in case of emergency. Vehicles will only be allowed to leave the Pit Lane when the green light is switched on. In addition, a flashing blue light (or an official with a blue flag) will be placed on the access to the track once the first cars have left the Pit Lane to warn the drivers leaving the Pit Lane of other vehicles which may be approaching on the track.

- 23.7** At no time can a car reverse on its own power through the Pit Lane (it must always be pushed).
- 23.8** During the qualifying practice or the races, the vehicles may receive assistance inside their garages only until the moment they leave them for first time.
From that moment on, all repair operations and service maintenances carried out in the vehicles must be done in the "working lane/Inner Lane". During the qualifying practice and race the cars are not allowed to get into their garage, even if they have finished their participation, until they come back from the "Parc Fermé", except the exceptions stated in art. 40.8 and 23.9
- 23.9** Only longer repairs are allowed to be performed inside of the pit box at the discretion of the Technical Delegate.
For the avoidance of doubt, the following work on the car is not considered a longer repair:
 - driver change
 - Tyre change
 - Brake pads and/or brake disc change
- 23.10** It is forbidden to supply oil during the qualifying sessions. All the filling holes must be of such a form that the Scrutineers can seal them
- 23.11** All equipment related to repairs, change of tyres, etc., cannot be present on Pit Lane the working area up to the previous lap to carry out the Pit stop
- 23.12** In case of any repairs being done in the inner lane/working lane, all materials used to do so must be removed as soon as the car leaves the designated area.
- 23.13** Cars must not be released in an unsafe condition during any practice or race

Cars must not be released from a garage or pit stop position in a way that could endanger pit lane personnel or another car/driver or interfere with another car's path.
- 23.14** All the teams participating in the qualifying practice or the race must keep the garage front door open during the whole duration of these practices or race. The interior of the garage must be visible, during this time, from the Pit Lane area
- 23.15** The Competitors must not paint any line or mark on the Pit Lane area or inside the box. Stickers must be removed without leaving any residue after the event.

It is forbidden to drill holes, dismantle or misuse the circuit facilities.

- 23.16** People under 16 years of age are not allowed in the Pit area, except drivers. If, despite this prohibition, a child under 16 years of age is present, the adults in charge of his or her care are solely responsible for his or her presence.
- 23.17** Animals (except those authorised for the use of the security services and guide dogs) are forbidden in the pits, the Pit Lane, the track and in all areas reserved for spectators.
- 23.18** Any person in pit lane, starting grid or inside any other restricted area must be in possession of a valid pass for that area.
- 23.19** All equipment, including tyres, must be kept inside the boxes or the area in the Paddock assigned to the Team unless it is clearly impossible to do so.
- 23.20** It is the responsibility of the teams to remove used tyres and barrels from the circuits after the end of the event. A minimum fine of €25 per tyre and/or barrel will be imposed for any offence committed without prior consultation with the Organising Committee and in addition the competitor has to bear the costs of the disposal of the tyres and/or barrels
- 23.21** Vehicles (Team Trucks) with slide outs are not allowed to extend them in the first row behind the boxes without Approval of the Organizational Committee.
- 23.22** Speed inside the paddock is limited to a maximum of 8 km/h. Any unsafe actions in the paddock may be penalized.
- 23.23** Between the pits and the trucks must, at all times, be a clear passage for emergency services.
If a team wishes to install any type of structure behind the boxes, it must have the express permission of the Organising Committee. The competitor must send the Organising Committee a document detailing the measurements of the structure he wishes to install 21 days before the start of the event at the latest.
- 23.24** The driving lanes and safety roads inside the paddock must be kept clear of any obstacles at all times during an event so that recovery and rescue vehicles have a clear passage at any time. Any stopping or parking on the paddock roads is strictly prohibited.
- 23.25** Pit walks may be scheduled during any Event at the time given in the Official Timetable. Garage doors must be up. Under no circumstances can refueling take place during this period. Teams may place their Tensa barriers at the front of the garage.
For reasons of safety and swiftness of the pit walk evacuation, a Competitor may be asked by the organizer to temporarily close the front shutter of the garage in order to speed up the pit

lane evacuation at the end of the pit walk. Once the area in front of his garage is clear, the shutter must be opened again.

- 23.26** Teams will be allocated to the boxes by the Promotor according to whatever criteria the Promotor deems suitable. When the number of pit garages available is lower than the number of cars entered, the Competitors will have to share pit garages or instal themselves in the Paddock. Teams must abide by the pit garage allocation document issued by the Promotor for each Event with each car place in the corresponding pit garage. The Promotor may define the order in which the competitors enter the circuit and/or the boxes. The competitors must conform to it and respect it.
- 23.27** Smoking, making fire and welding are all strictly forbidden in the pit lane, in the pit garages as well as within a six meter radius. No devices generating sparks will be allowed in this area.
- 23.28** Cars may only be parked in the area to which they are assigned. Any cars found in other areas will be removed and the costs are borne by the competitor causing the parking offense. Cars or vans with Delivery passes may be used for a maximum of 30 minutes within the paddock solely for delivery purposes. After this time, they must return to their correct parking area.
- 23.29** Competitors are expected to abide by any regulations or instructions issued at any Event in order to maintain cleanliness and safety in the Paddock and Pit Lane. The Team will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.
- 23.30** Passes for restricted areas may only issued by the Promotor and a pass may only be used by the person and for the purpose it was issued. Any falsification or duplication of passes, or any passes being used by other persons, will result in confiscation of the pass and will result in a penalty by the stewards.
- 23.31** According to ISC Appendix L, Chapter V Art. 5d), cars in either the fast lane or working lane may not overtake other cars in the fast lane except in exceptional circumstances, such as a slow car with an obvious mechanical problem, a stopped car, na obstacle, etc.

Art. 24 Qualifying

- 24.1** Except the case in which these Sporting Regulations require otherwise, Pit Lane and track discipline and safety measures will be the same for all practice sessions and for the races
- 24.2** No driver may start the race without having taken part in an official practice session and having made a qualifying time, except for the cases contemplated in this Regulation
- 24.3** Refueling is not allowed during the entyre duration of the qualifying including the intervals

between the sessions. The refueling area will close when the first qualifying starts. Any car already in the queue at the refueling area is allowed to refuel after the start of the first qualifying.

- 24.4** At each event, there shall be three (3) qualifying sessions for each competing vehicle with a duration of 15 minutes each and an interval of minimum 5 minutes in between the sessions (unless mentioned otherwise in the timetable).
- 24.5** During the qualifying sessions and the breaks between the sessions, all cars will be considered under Parc Fermé rules. 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 Parc Fermé rules and will be reported to the Stewards. Only the following work can take place on the car:
- Cleaning windscreens (inside and outside),
 - Cleaning rear view mirrors,
 - Changing tyres,
 - Changing Drivers,
 - Checking and adjusting tyre pressures,
 - Removing dirt or grass from the radiator,
 - Adjusting rear view mirrors or other similar adjustments for safety reasons,
 - Repair of genuine accident damage with the approval and supervision of the Technical Delegate or a designated scrutineer.
- 24.6** Each qualifying session must be entered by only one driver of the competing car. It is not permitted to participate with several drivers in one session.
- 24.7** For GT3 cars the various qualifying sessions must be completed by the drivers in the order of their ascending FIA categorization, so that qualifying 1 has to be completed by the lowest categorized driver. If two or more drivers of one car have the same categorization the order of these drivers is the free choice of the competitor while respecting the general rule of ascending order of any other driver with a higher or lower categorization on that car. For GT3 cars with only two drivers, the lower categorized driver should join the first two sessions and the higher categorized driver the third session. If both drivers have the same categorization it is the free choice of the competitor which driver will participate in two sessions. For GT3 cars with four drivers the highest categorized driver should not join the qualifying sessions and must instead take part in the Free Practice. If several drivers share the status of highest categorized driver of a car it is the free choice of the competitor which driver will not participate in the qualifying and instead will participate in the Free Practice session.
- 24.8** For non-GT3 cars the order of the drivers in the different qualifying sessions is of free choice. For non-GT3 cars with two drivers one of them

has to participate in two qualifying sessions.
For non-GT3 cars with four cars one of the drivers has to participate in the Free Practice and not in one of the qualifying sessions.

- 24.9** From each qualifying the fastest lap of each driver will be used to calculate the average qualifying time.
It shall be considered for each car:
T1 = Fastest lap set in qualifying 1
T2 = Fastest lap set in qualifying 2
T3 = Fastest lap set in qualifying 3

With this the average qualifying time is determined as follows:

- In case a car has done all three qualifying sessions: $(T1+T2+T3)/3$
- In case a car has done only two qualifying sessions: $(T1+T2+T3)/2$
- In case a car has done only one qualifying session: $(T1+T2+T3)/1$

- 24.10** The qualifying status is divided in four categories:
QS1: Cars that have participated in all qualifying sessions
QS2: Cars that have missed one qualifying session
QS3: Cars that have missed two qualifying sessions
QS4: Cars that have missed all qualifying sessions

- 24.11** The starting order of each competing car will be determined as follows:
QS1: Fastest to slowest average qualifying time.
Then QS2: Fastest to slowest average qualifying time.
Then QS3: Fastest to slowest average qualifying time

Then QS4: The Stewards may accept at the start, providing that the number of vehicles does not exceed the maximum number established for such a race, vehicles and drivers who have not made a qualifying time due to force majeure. However, they will not be admitted unless they comply with the following conditions:

- No vehicle that is already classified is eliminated.
- That the drivers offer total guarantee of safety (knowledge of the track)
- The admitted cars will start from the end of the starting grid. If several cars are affected by this the order is at the discretion of the stewards.

- 24.12** The Organizing Committee keeps the right to hold a sole official practice session or separate the official practice sessions by categories, drivers or any other type of distribution basing on the number or type of cars entered or for safety reasons. A "Super pole" may be programmed. In all these cases, it would be announced well in advance together with its regulations

- 24.13** All laps carried out during the official practices will be timed to determine the position of the drivers at the start

Art. 25 Stopping the practices

25.1 The decision to stop the practices may only be taken by the Race Director or in their absence, by their Deputy or the Clerk of the Course.

25.2 Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director or the Clerk of the Course shall order a red flag and the abort lights to be shown at the Line. At the same time, red flags/red light panels will be shown at all the Marshal Posts and the red light will be switched on at the exit of the Pit Lane.

25.3 The Race Director or the Clerk of the Course may interrupt practice as often and for as long as they think necessary to clear the track or to allow the recovery of a car.
Whenever possible, the time lost by the suspension will be recovered so that the minimum time foreseen for the session is completed

The interruption time occurred during the free practice will not be recovered, except when the program permits to do so.

Should the qualifying sessions be thus interrupted one or more times, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

When the interruption signal has been given all the cars will immediately reduce their speed and will slowly return to the Pit Lane. Overtaking is forbidden. Cars are allowed to be in the fast lane as long as they do not obstruct the exit of the pit lane for emergency services.

All participants should keep in mind that

- Race or intervention cars may be found on track
- The track may be completely blocked or obstructed due to an accident.
- The weather conditions may have transformed the track impassable

The vehicles that have been abandoned on the track will be recovered and transported to the paddock to be delivered to the teams.

25.4 In an incident in which the Clerk of the Course or the Race Director or their assistant does not consider necessary to stop the practice, they may declare the session neutralized and then apply the procedure of "neutralized session" (full yellow).

Art. 26 Starting Grid

26.1 The starting grid will be drawn up according to the rules set out in article 24.10 and following.
The grid will be posted at least 60 minutes before the starting of the race.

If two or more drivers have set identical average fastest lap times, priority will be given to the one who set a faster overall single lap.

- 26.2** The driver whose vehicle cannot start, whatever the reason is, must inform the Clerk of the Course/Race Director before the publication of the Starting Grid.
- 26.3** The access to the starting grid will finish five (5) minutes before the foreseen start of the formation lap.
- 26.4** The grid will have a parallel formation in 2x2 without offsets.
- 26.5** Starting procedure: Rolling Start.
- 26.6** Should there be no qualifying session due to Force Majeure; the starting grid will be determined according to best lap of each car of the last free practice session. If there was no Free Practice session the starting grid will be determined by the Stewards using data collected at the corresponding circuit from the teams..
- 26.7** If the number of cars taking part in the first official practice session exceeds the admitted cars to be allowed to the start, the vehicles which are not included on the starting grid will be considered as reserve drivers
- If one or more vehicles withdraw, the grid will be close up accordingly, and the reserve vehicles will be admitted to the start at the last places of the grid
- 26.8** This grid list will contain the name of the driver designated by the team at the briefing.

Art. 27 Not in use

Art. 28 Not in use

Art. 29 Not in use

Art. 30 Starting procedure

- 30.1** The starting procedure will be as follows:

Before the opening of the Pit Lane for the start of the race, the safety/leading car will be placed at the front of the grid and it will be there until the 5 minutes signal with the revolving lights switched off. At that moment the Safety Car (if it is not being used for safety reasons) will complete a whole lap and will return to the Pit – Lane or its designated point for the start.

At least **10 minutes** before the green flag, the green light at the Pit Exit will be switched on in order to let the access into the track to carry out JUST ONE reconnaissance lap. At the end of this lap, the cars will stop at the starting grid following in the right order and with the engines

switched off. The exact timetable of the starting procedure will be in the Briefing notes

If before the Pit Lane has been opened for the reconnaissance lap and there is a change in weather conditions between the qualifying practices and the race, the Race Director/Clerk of the Course will inform the Competitors in the timing monitors and by means of a board with the inscription "WET". If no board is shown the race will be automatically declared dry

If the Race is declared wet, the Race director can decide to change the duration of the Pit Lane opening period and one or more reconnaissance laps may be authorized. These laps through Pit Lane will be run at a moderate speed and it is mandatory to use the Pit Lane between lap and lap and not to cross the grid in any case. Any driver, who by driving through the Pit Lane, drives on a dangerous way or at an excessive speed (higher than 60Km/hour) will be penalized.

At the end of these period, the cars will stop on the grid at their starting grid position with the engines switched off.

5 minutes before the green flag, the red light at the Pit Exit will be switched on accompanied by an audible warning signal, prohibiting access to the track of vehicles that have not done it yet.

- a) Any car that has not been incorporated to the starting grid and those who must start the race from the Pit Lane, will not be allowed to join the race until the whole field has passed the Pitexit on its first racing lap, when the Pit Lane exit is placed immediately after the starting line
- b) Where the Pit exit is immediately before theLine, cars will join the race as soon as the whole field has crossed the Line after the start.

C The approach of the start. will be announced by the presentation of boards (or the successive turning off of lights in case of a starting procedure with lights) at:

5' (FIVE MINUTES),

3' (THREE MINUTES),

1' (ONE MINUTE) and

15" (FIFTEEN SECONDS)

These boards will be accompanied by a sound signal and will have the following means:

FIVE MINUTES board (if a starting procedure by lights is used, the first pair of red lights will be switched off.

The leading car will switch on the yellow revolving lights.

THREE MINUTES board (if a starting procedure

by lights is used, the second pair of red lights will be switched off):

Closing of the starting grid access; All people except the marshals, drivers, Team members and the TV Cameras, will leave in this moment the grid.

The eventual time for change of tyres finishes. Any car which does not have all its wheels fitted at the three minutes signal must start the race from the back of the grid or the Pit Lane, if it is possible; should it not be the case, it will be penalized by the Panel of Stewards.

ONE MINUTE board (if a starting procedure by lights is used, the third pair of red lights will be switched off): At the moment the 1' minute board is showed:

- a) Time to carry out any mechanical operation on the grid is finished.
- b) Cars must have their tyres on the ground
- c) Engines will be started with the driver on board, and
- d) Team personnel must abandon the grid before the FIFTEEN SECONDS board is shown. (If a starting procedure signalled by lights is used, the fourth pair of red lights will be switched off).

15 second board before the start.

The leading car will start to move

In case a driver would need help after the 15 seconds board, they must open the door and raise their arm and, from the moment the rest of the vehicles abandon the grid; their team may try to solve the problem. In this case Marshals will place themselves close to the car (or cars) showing yellow flags to advise the rest of vehicles coming from behind.

30.3 Starting of formation lap. Start.

When the green flag is shown (if a starting procedure signaled by lights is used, the fifth and last pair of red lights will be switched off and 5 green lights will be switched on), the vehicles should start the formation lap keeping the starting grid order and following the driver in "Pole Position", - or the driver in second position if the pole position had problems and the "Leading Car", being this last in charge of driving the grid during the formation lap. It will be compulsory to maintain the leading car speed, all cars shall approach the Line in formation two abreast and no driver is allowed to overtake it until it retyres from the formation at the proximity of the starting line. It will be responsibility of the Pole Position to maintain such speed even when the leading car retyres until the start signal is given.

When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track.

During this lap it is forbidden:

- a) Practice start. The top limit where it is permitted to carry out tyres heating maneuvering and to retrieve positions in the formation lap –should the driver have been delayed at the start- will be the Grid Formation point explained in the Briefing
- b) To leave more than 5 car lengths from the precedent car.
- c) Overtaking, except if the precedent car is clearly slower than the rest of the formation.
- d) Carry out any zigzag maneuvers to warm up the tyres from the point in the track indicated by the Race Director and /or Clerk of the Course in the briefing.
- e) Abandon the formation to enter the boxes while the start has not been given except to solve mechanical incidents or accidents or change tyres. In this situation, the car that enters to solve a problem can only resume racing after all cars crossed SC line 2 and lights turn green at the end of the pitlane.
- f) Accelerating or decelerating, as well as any swerving from the corridor or break the formation two abreast, before the start signal shall be prohibited

Start.

- 30.4 The start of the race will be a Rolling Start. Upon passing the displayed GRID-board, all cars behind the Leading Car must again assume the 2-2 (starting) formation. When the Leading Car turns into the pit lane, speed and formation must be maintained and the two rows of cars have to drive over the grid boxes until the starting lights changes from red to green.

- 30.5** Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if they were stationary after the remainder of the cars had crossed the starting line and must start the race from the back of the grid.

If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap; as well as drivers who carry out any zigzag maneuvers to warm up the tyres behind the point in the track indicated by the Race Director/Clerk of the Course in the briefing

- 30.6** At the end of the formation lap and if the formation grid conditions require it, the Race Director will require the Leading Car to carry out one or more supplementary laps before starting the race.

These laps will count for the race calculation as if the start has been given at the end of the first lap.

If Pole Position Car does not maintain the speed marked by the Leading Car it will be penalized at the Stewards' discretion.

If a car starts from Pitlane, in this circumstance he will be allowed to join the race to the end of the queue.

- 30.7** The starting procedure may have a variation in the following cases:

- a) If, in a race which has not been declared wet, it starts to rain after the 5' FIVE MINUTES board and before that starting traffic lights turns green, an indicator board showing "START. DELAYED" will be displayed on the line. From that moment the cars will have 10' TEN MINUTES to change the tyres on the grid. After this time the 5' FIVE MINUTES board will be shown and the standard proceeding will be started.
- b) If the starting of the race is imminent and according to the Clerk of the Course criteria the amount of water on the track is such that it is not possible to drive safely, even if the cars fit "wet" tyres, the Clerk of the Course may delay the start. showing the "START. DELAYED" board simultaneously with an indicator board "10" over red background. board 10' over red

background means that the start. proceeding will be delayed 10 minutes before it is carried out again. If after this period of 10' (TEN MINUTES) the weather conditions will be better, the proceeding will start. again and the normal indicator boards will be showed, starting by the 5' one (5 MINUTES).

However if the weather conditions do not improve in this period of time, after the presentation of the indicator board "10" over red background, this board will be showed again. This will mean another delay of 10 minutes more before the start. proceeding is renewed. indicator board "10" must be accompanied by an audible warning.

30.8 During the start of the race, no person will be allowed at the Pit Wall, except the fire marshals and the officials in charge of showing the boards

30.9 Not in use

30.10 Any infraction made against the Code or Sporting Regulations referring to the start proceeding could reach up to the disqualification of the race.

Art. 31 Race

31.1 During the race, drivers will leave the Pit Lane under their own responsibility. However, a blue flashing light will be turned on at the exit of the Pit Lane or a marshal with a blue flag will be at the access of the track to warn all cars leaving Pit Lane from those who are coming on track and from possible overtaking

31.2 Exiting the Pit Lane with the red light on will be penalized

31.3 Should the Clerk of the Course/Race Director have declared the race wet, a board "WET RACE" will be displayed at the exit of the Pit Lane, and visible from track during 5 laps. The information "WET RACE" will also be displayed on the Timing Monitors

31.4 A race that has been declared wet will not be interrupted in case of rain even if the track has dried, the vehicles have dry tyres again, and then it starts raining again

31.5 A race that has not been declared wet before the start will not be interrupted if during the race, it starts raining and the Clerk of the Course or Race Director declare it wet by showing the board "WET RACE" at the Race Director signaling post, and/or Timing Monitors. From that moment the drivers may use wet tyres

Art. 32 False start.

32.1 As many judges of fact as considered necessary may be nominated to control the false starts

- 32.2** Any participant who has carried out a false start will be penalized at the discretion of the Stewards.

Art. 33 Safety Car procedure, Full Course Yellow

- 33.1** The Safety Car may be brought into operation to:

- a)** Neutralize a race if a driver or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race
- b)** Start a race in exceptional conditions (e.g. bad weather)
- c)** Pace a rolling start
- d)** Resume a suspended race

- 33.2** In all circuits where Safety Car procedure is used, there must be marked with two continuous lines, 20 cm wide, "Safety Car Lines". The Lines must be painted with non-skid paint, crossing the track and the Pit entry and Pit exit from side to side, and perpendicular to the center line of the track, at the following places:

Safety Car Line 1: at the point at which it is deemed reasonable to allow a car entering the Pits to overtake the Safety Car or another competing car remaining on the track. It is also the point at which competing cars can pass the Safety Car as it enters the Pits at the end of the intervention.

Safety Car Line 2: at the point at which cars leaving the Pits are likely to be travelling at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the Pits before reaching this line but no overtaking may take place after it.

In case of more than one Safety Car, an intermediate Safety Car line: the point at which competing cars can pass a Safety Car as it returns to its intermediate position at the end of the intervention.

- 33.3** There will be one Safety Car in operation at a time, except for circuits of over 7 km in length, where other Safety Cars, positioned at intermediate points around the circuit, may be authorized by the FIA. If more than one Safety Car is authorized, the following requirements will apply:

- a)** the starting and withdrawal position of each Safety Car must be announced to all the drivers.
- b)** a green light must be situated past the withdrawal position to enable the race neutralization end point to be defined and signalled to the drivers.

- 33.4** Following a serious incident that does not require the practice to be stopped and when the Race Director deems necessary, the session will be neutralized under "Full Course Yellow" procedure. The following will be applied:

- a)** The Race Director will post on the information line of the timing monitors "FULL

YELLOW"

b) All Flag Marshals along the circuit will waive the yellow flag and a „FCY“ board or, in case of the use of light panels, the „FCY“ and yellow light flashing;

c) The maximum speed during the Full Course Yellow procedure will be 80 km/h;

d) Any lap times registered after being given the “FULL YELLOW” sign will not be taken into consideration;

e) If a driver is proved not to have slowed down enough under this procedure, a sanction will be taken by the Stewards;

f) The end of the procedure and the return to normal will be announced as follows:

- On the information line of the timing monitors

- All Flag Marshals and/or light panels will wave Green Flags From the moment when the green flags will be shown, at the end of the neutralization under “Full Yellow”, the lap times will be taken into account again.

Art. 34 NEUTRALIZING THE RACE

34.1 When the order is given to deploy the Safety Car, all marshall posts will display waved yellow flags and “SC” boards/“SC” flashing light panels and the orange lights at the Line will be illuminated, during the intervention

34.2 The Safety Car will start from the location indicated by the Race Director at the driver's briefing with its orange lights on and will join the track regardless of where the leader of the race is.

34.3 All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart., and overtaking, with the following exceptions, is forbidden until the cars reach the Line (or the next race neutralization end point) after the Safety Car has returned to the Pits.

Overtaking will be permitted under the following circumstances:

- If a car is signaled to do so from the Safety Car;
- Any car entering the Pits may pass another car or the Safety Car after it has crossed the first Safety Car line
- Any car leaving the Pits may be overtaken by another car on the track before it crosses the second Safety Car line,
- When the Safety Car is returning to the Pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the Safety Car line;
- Any car stopping in its designated garage area whilst the Safety Car is using the Pit Lane may be overtaken;
- If any car slows down with an obvious problem.

34.4 Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the

Safety Car is deployed will be reported to the Stewards. This will apply whether the vehicle is being driven on the track, the Pit entry or the Pit Lane.

- 34.5** When ordered to do so by the Race Director/Clerk of the Course, the observer located in the Safety Car will turn on the green light to indicate the vehicles between the Safety Car and the leader of the race that can overtake to the Safety Car.

These cars will continue at a reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

The Safety Car may also have an electrically controlled rear panel, showing the number of the leader of the race. Once lit, the vehicles overtake the safety vehicle, with the exception of the leader whose number is shown

- 34.6** The Safety Car shall be used at least until the car leading the race is behind it and all remaining cars are lined up behind the leader (or, when there is more than one Safety Car, all the cars in that Safety Car's sector).

Once behind the Safety Car, the race leader (or leader of that sector) must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.

- 34.7** While the Safety Car is in operation While the Safety Car is in operation, competing cars may enter the Pit Lane but there is limitation on these regulation in what is possible to do in pitlane during SC.. They may only rejoin the track when the green light at the end of the Pit Lane is on. It will be on (green) at all times except when the Safety Car and the line of cars following it are about to pass or are passing the Pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
Under certain circumstances, the Race Director/Clerk of the Course may ask the Safety Car to use the Pit Lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the Pit Lane without overtaking. Any car entering the Pit Lane under these circumstances may stop at its designated garage area

- 34.8** When the Race Director/Clerk of the Course decides it is safe to call in the safety car (end of the neutralisation), the Safety Car will extinguish its revolving lights. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap. Whenever is possible, the message "SAFETY CAR IN THIS LAP" will be displayed on the timing monitors.
At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it.
In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out

drivers must proceed at a pace, which involves no erratic acceleration or braking nor any other manoeuvre that is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the SC boards will be withdrawn and, other than on the last lap of the race, as the leader approaches the Line (Timing Line) the yellow flags will be withdrawn, and a green flag will be displayed at the Line (Timing line).

Overtaking remains strictly forbidden until the vehicles cross the timing line

34.9 Each lap completed while the Safety Car is deployed will be counted as a race lap

34.10 If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the Pit Lane at the end of the lap and the cars will take the checkered flag as normal without overtaking

Art. 35 STARTING THE RACE BEHIND THE SAFETY CAR

35.1 In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart.

There will be no formation lap and the race will start when the green lights are illuminated.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is unable to re-establish the original starting order before they reach the first SC Line, must enter the Pit Lane and may only rejoin the race once the whole field has passed the end of the Pit Lane.

As soon as after the last car in line behind the Safety Car passes the end of the Pit Lane, the Pit exit light will turn green; any car in the Pit Lane may then enter the track and join the line of cars behind the Safety Car.

Any driver who is delayed leaving the grid may not overtake another moving car if they were stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily

overtook another car during the first lap, except in case of force majeure.

35.2 If the formation lap is started behind the safety car because of heavy rain (see Art. 33.1) or the race resumes in accordance with Art. 38. The use of wet weather tyres until the safety car returns to the pits is compulsory

35.3 The Safety Car may be used as the official car for a rolling start in accordance with article 8.3 of the Code. In this case the provisions of the current regulations for the departure will be fulfilled until the same returns to resume its Safety Car function after departure

Art. 36 Suspending the race

36.1 Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director /The Clerk of the Course will order red flags/red light panels to be shown at all marshal posts and the abort lights will be on at the Line

36.2 When this signal is given, overtaking is prohibited, the Pit Lane exit will be closed and all vehicles will proceed slowly to the pit lane. The first vehicle to reach the Pit Lane will go directly to the exit of Pit Lane and will stop at the line (line of the exit light of Pit Lane) staying on the fast track and the rest of vehicles will be lined up behind it.

Vehicles that cannot return to the Pit Lane because of the obstruction of the track will be recovered when the track is clear and will be organized in the order they occupied before the race was suspended.

In any case, the order will be established in the last point of time in which it was possible to determine the position of all vehicles, which will be allowed to resume the race.

36.3 The Safety Car will be driven to the front of the cars behind the red flag line.

36.4 Whilst the race is suspended:

- Should the race be suspended the length of the suspension may be added to these periods by the race director with the concurrence of the stewards
- Cars may be worked on once they have stopped behind the red flag line at the end of Pit Lane, but any such work must not impede the resumption of the race.
- Refueling and/or removing of fuel are forbidden.
- Only team members, officials and duly accredited television cameramen will be allowed in the fast lane of the pit lane.

36.5 Unless indicated by the Officials, the vehicles cannot be moved through the fast line, while the

race is suspended. A penalty will be imposed in accordance with the provisions of Appendix 1 any vehicle that is moved from the Fast Lane to any other part of the Pit Lane.

Em qualquer altura, os condutores devem seguir as instruções dos agentes

Art. 37

RESUMING THE SUSPENDED RACE General

The Safety Car will be driven to the front of the cars behind the red flag line at the end of the Pit Lane.

As condições de retoma da corrida serão as estipuladas nas Prescrições Gerais da FIA ou nos regulamentos específicos da Série ou da prova, respeitando os pontos seguintes:

- Marshals will arrange the cars in the order indicated by Race Control
- If the leader of the race is not in front of the formation, all the cars between the race leader and the red flag -line at the end of the Pit Lane- will be ordered to complete the lap and place themselves at the end of the formation, before restarting the race.
- Any car placed at the Pit Lane entrance or in the Pit Lane, at the time the race was stopped, will start before the rest.
- The delay will be kept as short as possible
- The resumption will be notified at least ten minutes in advance
- Signals will be shown at appropriate intervals before the resumption, accompanied by audible warnings.
- The race will be resumed behind the Safety Car according to the procedure and conditions.
- All the articles concerning the neutralization of the race will apply.

Art. 38 Resuming the race. Procedure

- 38.1** As soon as a resumption time is known, teams will be informed via the timing monitors or by any other information way if the monitors were not available. In all cases, at least ten (10) minutes warning will be given.
- 38.2** Signals will be shown 10 minutes, 5 minutes, 3 minutes, 1 minute and 15 seconds before the resumption and each of these will be accompanied by an audible warning
- 38.3** When the **3 minutes signal** is shown, all cars must have their wheels fitted. After this signal, wheels may only be changed outside of the fast line. Any car, which does not have all its wheels fully fitted at the three minutes signal, must start the race from the back of the grid or from the Pit Lane.
- 38.4** Under these circumstances, a marshal with a yellow flag will prevent the car (or cars) from

leaving the Pit Lane until all cars able to do so have crossed the red flag line

- 38.5** When the **1 minute signal** is shown, engines must be started, and all team members must leave the fast lane before the 15 seconds signal, taking all equipment with them.

If any driver needs assistance after the 15 - second signal, they must indicate this to the marshals by raising their arm and opening the car's door or they must raise their arm, and when the remainder of the cars have left the Pit Lane, marshals will be instructed to push the car into the working lane of the Pit Lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind

- 38.6** The race will be resumed behind the Safety Car when the green starting lights are illuminated.

When the green lights of the start turn on, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line and with a separation between them, no more than 5 car lengths apart

- 38.7** Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the grid.

In this case, drivers may only overtake to restore the order before the race was suspended.

- 38.8** Any driver who is delayed leaving the red flag line may not overtake another moving car if they were stationary after the remainder of the cars had crossed the red flag Line and must form up at the back of the line of cars behind the Safety Car.

(Any driver who is delayed when leaving his position in the fast lane may overtake to re-establish his original starting position provided he does so before he crosses the first safety car line on the lap the safety car returns to the pits. Should he fail to do so he must re-enter the pit lane and may only re-join the race once the whole field has passed the end of the pit lane after the race has been resumed)

If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

- 38.9** A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap

- 38.10** During this lap behind the Safety Car, art. 35 will apply

- 38.11** The Safety Car will enter the Pits after one lap unless not all cars are yet in a line behind the Safety Car or a further incident occurs necessitating another intervention

- 38.12** If, due to cause of force majeure, it would not be possible to resume the race as establish in art.

37, the Panel of Stewards will consider the race finished providing the race leader has covered the 75% of the foreseen race; the classification of such race will be established according to the race order when the first vehicle has passed the line for the penultimate time before the race has been interrupted. When the race leader has not covered the 75% of the race, the Stewards may determine that the race takes place split in 2 parts.

In the case that the celebration of the race takes place in two parts, the first part of the race will be considered finished the lap previous to the red flag, setting up the classification of the first part and the order of the second part of the race

- 38.13** Cars formally retired during the first part., and those that could not reach the red flag line or the Pit Lane by their own means, will not be admitted to the start of the second part of the race.

The Stewards will establish the new timetable, the start proceeding, the duration of the second part of the race and the state in which the cars will be between the 2 parts of the race.

The second part of the race may be scheduled as a resumption of the first part or at another time of the event, aspects that will be communicated by the Race Direction as soon as possible.

The final classification will be the sum of these 2 parts

Art. 39 Finish

- 39.1** The end-of-race signal will be given on the finish line when the first vehicle crosses the finish line after the time or distance established for the race has been completed.
- 39.2** Should for any reason the end-of-race signal be given to any participant other than the first before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.
- 39.3** Should the end-of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished
- 39.4** After receiving the end-of-race signal, all cars shall continue to drive a slow lap during which drastic reductions in speed or unpredictable changes in direction shall be avoided. The behaviour of the drivers must be the same as that observed during the race. Once this lap is completed, all cars must proceed immediately and directly to the Parc Fermé without any assistance (except from the marshals, if necessary)
- 39.5** A competitor must be able to supply at least 2 liters of fuel in the Parc Fermé from the car. The fuel must be taken from the car with a connector

fitted immediately before the injectors or following the instructions of the technical scrutineer.

Art. 40 "Parc Fermé"

- 40.1** Immediately after the end of the official practice sessions and race(s), all cars will go to the "Parc Fermé".
- 40.2** The beginning of the "Parc Fermé" at the end of the practice and/or race will start when the chequered flag is deployed for the first time. At that time any vehicle staying in the Pit –Lane carrying out any repair or any other operations will immediately stop doing that, remaining at the disposal of the officials in order to drive the vehicle to the "Parc Fermé".
- 40.3** The "Parc Fermé" regulations will be enforced to the whole area between the Finishing Line, up to the entrance to the "Parc Fermé".
- 40.4** Only the officials and authorized persons in charge of the control will stay inside the "Parc Fermé". The cars can be lifted on their Air Jacks when the Parc Fermé takes place in the garages. No intervention of any kind can be carried out without authorisation of the officials.
- 40.5** After the conclusion of the second qualifying session all vehicles will directly go to parc Fermé until the opening order that will be given 30 minutes after the publication of the Provisional Classification, issued by the Race Direction, except for special request of the Stewards.
- After the Races Parc Fermé rules are enforced and all cars must go directly to the place indicated in the Supplementary regulations and/or Drivers Briefing.
- The present regulation may be punctually modified due to operative reasons. Should this situation arise, participants will be informed in the drivers briefing.
- Those entrants who have not carried out the qualifying or have not been classified in the race will not have to comply with the "Parc Fermé" conditions.
- 40.6** If after the first, second or third qualifying session any competitor would need to release their car earlier from "Parc Fermé" to repair the car, they must request it, in writing from the Stewards who must authorize it, losing in this way the obtained classification and starting from the last place on the corresponding grid
- In case that more than one vehicle would be in this situation, the order at the end of the starting grid of the second race will obey the classification order in official practice session
- 40.7** Exceptions to the "Parc Fermé"
- If during the celebration of the first, second and third qualifying session, any participant needs to carry out any kind of repair before the start of the

“Parc Fermé” conditions (art. 43.1.), it is allowed to carry out these repairs inside the box, instead of doing it in the Pit Lane. In both cases, when the “Parc Fermé” situation starts any repair operation must be stopped, except in the cases foreseen in the sporting regulations.).

- 40.8** From the beginning of the “Parc Fermé” until the end of it, each competitor must have, at least, one mechanic ready to operate, in the access of the “Parc Fermé”, for if it were necessary and to facilitate all the operations to be carried out in the Parc Fermé
- 40.9** The use of blowers to generate an airflow to the radiators is permitted in the following situations:
- During the collective pre-tests and the official free practice sessions.
 - Before the start of the official timed practice sessions.
 - After the official timed practice sessions, respecting the Parc Fermé regulations.
 - On the starting grid before the 1-minute signal.
 - After the races, respecting the rules of the Parc Fermé.
- 40.10** The first 15 minutes after a qualifying or race, it will not be considered a violation against the Parc Fermé rules to start an overheating engine.

Art. 41 Race Classification

- 41.1** The car placed first will be the one having covered the greatest distance in the scheduled time and taking the finishing flag.. All cars will be classified taking into account the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.
- 41.2** All the vehicles that have covered at least the 75% of the number of laps complete by the winner of their class will be classified, (rounded up) even if they have not crossed the finishing line after the winner of the race has done.
The competitors that caused the Red flag will be penalized by the steward at least with one lap, so they don't take advantage of the rule above
- 41.3** The provisional classification will be published at the end of the race signed by the Clerk of the Course/Race Director and it will be the only valid classification excepting the possible modifications that could be introduced by virtue of the Sporting Regulations or the Code
- 41.4** The Stewards shall issue an “AMENDED”-PROVISIONAL CLASSIFICATION, published after the PROVISIONAL CLASSIFICATION issued by the Clerk of the Course/Race Director, and this should include the penalties inflicted up to that moment while the definitive classification is ready
- 41.5** Once the period of presentation of protests has elapsed (30 minutes) without having submitted any or immediately after resolved the protests

presented without any contestant having presented an intention of Appeal, the classification will become definitive, will be signed by the Stewards of the Meeting and will proceed to the opening of the Parc Fermé.

If, on the other hand, after that 30-minute time period, the official classification cannot be signed, the Stewards will issue a decision that, regarding the vehicles that could be affected, will reflect the reasons for which the aforementioned definitive classification is pending. For the rest of the participants the elements that have served to establish the ranking shall be considered definitive.

- 41.6** If an intention of Appeal has been presented, or if the result of an anti-doping test, gasoline, etc. is pending, the part of the affected classification will maintain its provisional character until the definitive resolution. In this case, the Stewards will sign the Official Classification, mentioning in it which part is affected and what is the reason for the provisionally

Art. 42 Regulation stability

- 42.1** The present Regulations will not be basically modified and only the Organizing Committee, with the agreement of the RFEDA will approve corrected rules when they estimate it convenient
- 42.2** Such amendments will be communicated to the registered participants, stating in this communication the date they come into force.

Art. 43 Interpretation of the Regulation

- 43.1** Any clarification of these regulations must be requested to the Organizing Committee, to whom it concerns to solve the arisen doubts. For any discrepancy, which may arise between the English and the Spanish version, the Spanish version will be binding

Art. 44 Driving time requirements

- 44.1** The stint driving time will be measured without taking pit stops into account. The stints Will be measured as follows:
- First stint: Green start light – loop to pit lane entry
 - For the cars starting from the pit lane: loop from pit lane exit – loop to pit lane entry
 - Following stints: Loop from pit lane exit – loop to pit lane entry
 - Last stint: Loop from pit lane exit – elapsed time of the race
- 44.2** The maximum stint time for each driver without a change of driver is two (2) hours.
- 44.3** The minimum rest time for a driver between two stints is 50% of the most recent stint of that driver. The minimum rest time also applies to drivers who are entered on multiple cars. Rest time is defined as the last time the driver crosses the pit in line before getting out of the

car until the first time the driver crosses the pit out line during their next stint.

44.4 The minimum driving time for a driver in order to be classified is 40 (forty) minutes, except in case of “force majeure” like the race has been reduced in time.

44.5 For competitors with a GT3 car, the sum of the stint times of drivers categorised Gold or Platinum may not exceed three hours of the race.

Art. 45 Pit Stop

45.1 Over the whole duration of the race, each car needs to stop at least 5 times and must spend a combined time of at least 35 (thirty-five) minutes doing pit stops in the first 5 Hours and 30 minutes of the race. The time of one pit stop is defined as the time between a car crossing the pit lane entry loop and the pit lane exit loop. Each minimum pitstop time to be able to count as such need to have 90 seconds.

In the end of the race, teams that didn't do the full 35 (thirty-five) minutes will be penalized with a stop & go Penalty of the difference between the stoping time effectively done and the 35 (thirty-five) minutes.

If the race by force major cannot run in his full time extension, the teams that didn't do the full 35 (thirty-five) minutes will be penalized with the different between the stoping time effectively done and the 35 (thirty-five) minutes. This difference will be added in time to the final race results or taken out the number of laps corresponding using the best lap of the team as reference.

45.2 During a pit stop, the only places where work can be carried out on the car are in its allocated stopping working area and in its allocated garage.

The same principle applies for driver changes.

Before the car is totally immobilized and the engine is stopped, drivers are prohibited:

- to release or unbuckle their harness,
- to remove the headrest
- and when applicable, to start to remove the racing safety net.

Before leaving the working area, only after the car is resting on its wheels, the car may be restarted by the driver, without external assistance.

45.3 If a participant enters the Pit Lane during the intervention of the Safety Car, FYC or the suspension of the race, this will not count as part of the mandatory pit stop time but it is allowed to change driver, change tyres or other mechanical operations. On the lap in which the Safety Car returns to the pitlane, drivers cannot enter behind the Safety Car for the compulsory driver change and must complete a lap at race pace, so it cannot pit behind the safety car

45.4 If cars enter the pitlane during the formation lap, the time in pitlane will not count towards the mandatory pit stop time.

45.5 Both electrical and air wheel guns may be used for tyre changes.

Art. 46 Cars in Pit Lane

In case a car is already in the pitlane when the safety car procedure starts or already cross the safety car line 1 in the direction of the pitlane, then only the first 3 minutes that take place under the safety car procedure will count for the mandatory pit stop times.

Art. 47 Overview of the eligible vehicle classes. Technical Regulations

47.1 The following classes will be established:

a) GT2

Cars with GT2 homologation

b) GT3

Cars with GT3 homologation

c) GT4

Cars with GT4 homologation and according GT4 BOP

d) Cup 1

Ferrari 430 Challenge
Ferrari 458 Challenge
Ferrari 488 Challenge
Ferrari 488 Challenge Evo
Ferrari 296 Challenge

e) Cup 2

Porsche 992 GT3 Cup
Porsche 991.1 GT3 Cup
Porsche 991.2 GT3 Cup

f) Cayman Trophy

Porsche Cayman GT4 Clubsport 981
Porsche Cayman GT4 Clubsport 981 MR
Porsche Cayman GT4 Clubsport 718
Porsche Cayman GT4 Clubsport 718 MR
Porsche Cayman GT4 Clubsport 718 MR incl. Hom intake system

g) GTX

Other cars with Weight/HP ratio of 3,4 kg/hp or less

h) TCX

Other cars with Weight/HP ratio of 3,5 kg/hp or more

47.2 The 6H of Barcelona Organization reserves the right to cancel classes after the registration deadline and to merge them with another class, divide them or create additional classes.

47.3 The vehicles must meet the technical specifications of these regulations and Appendix

J of the International Sporting Code in full and they must possess a valid and registered RFEDA vehicle passport or the corresponding document of another ASN associated to the FIA or a homologation sheet. Depending on the class, they must also comply with the respective BoP published for each race or the Cup technical regulation mention in the "Cup Clarification"

A change of vehicles has to be applied for in writing by the entrant and must be approved in written form by the Series Organizer prior to the change. The decision to approve a change of vehicle is at the absolute discretion of the Series Organizer.

Principles of the Technical Regulations in accordance with:

- a) Art. 251–253 of Appendix J (FIA ISC)
- b) General provisions, definitions and clarifications regarding the technical rules
- c) These Technical Regulations
- d) Technical regulations from the category the entrant applied
- e) Technical manuals of the eligible vehicle

47.4 Everything that is not expressly permitted in these Regulations is prohibited.

Permitted modifications must not result in any illegal modifications or infringements of the Regulations

47.5 Specific Technical regulations for each model

For classification below a list of what regulations should be used in case the cars selected is one of the below:

Class GT3 / GT2								
Class	Model	Min Weight Kg (No driver)	Min Ride Height Front mm	Min Ride Height Rear mm	Tyres	Front Max Camber	Max Rear Camber	Technical Requirements / Comments
GT3	All Homologated	According to BOP	According to BOP	According to BOP	According to BOP	-4.0°	-3.5°	Following FIA Appendix J 2024 - Article 257A - Technical Regulations for Grand Touring Cars (Group GT3) and BOP of each event
GT2	As stated in Art. 47	According to BOP	According to BOP	According to BOP	According to BOP	-4.0°	-3.5°	Following Technical GT2 Regulations and BOP of each event
Class CUP CLARIFICATION								
Make	Model	Min Weight Kg (No driver)	Min Ride Height Front mm	Min Ride Height Rear mm	Tyres	Max Front Camber	Max Rear Camber	Technical Requirements / Comments
Porsche	991.1 GT3 Cup	1225	78 mm	100 mm	285/645 R18 325/705 R18	-4.0°	-3.5°	ABS / TC. Allowed. Remaining rules PCCD Technical Regulations 2016
Porsche	991.2 GT3 Cup	1237	78 mm	100 mm	285/645 R18 325/705 R18	-4.0°	-3.5°	ABS / TC Allowed. Remaining rules PCCD Technical Regulations 2020
Porsche	992 GT3 Cup	1300	72 mm	106 mm	325/660 R18 325/705 R18	-4.0°	-3.5°	ABS / TC. Allowed. Remaining rules PCCD Technical Regulations 2024
Ferrari	296 Challenge	1390	105	107	280/680R19 DH 300/720R19 DH	-3.5°	-3.0°	Ferrari Challenge Sporting and Technical Regulations 2024
Ferrari	488 Challenge	1415	103 mm	141 mm	TBC	Dedicated Technical preview	Dedicated Technical preview	Steel brakes allowed. Remaining rules Ferrari Challenge Sporting and Technical Regulation Europe 2020
Ferrari	488 Evo Challenge	1415	103 mm	141 mm	275/675R19 DH 315/705R19 DH	-3.3°	-4.4°	Steel Brakes Allowed. Remaining rules Ferrari Challenge Sporting and Technical Regulation Europe 2024
Lamborghini	Super Trofeo Evo 2	1250	75 mm	75 mm	305/645 R18 315/680 R18	-3.0°	-3.0°	PFC Brakes&Pads allowed. Remaining rules Lamborghini Super Trofeo Europe Technical Regulations 2024
Mclaren	Artura Trophy	1330	75 mm	75 mm	265/645 R18 305/680 R18	-3.0°	-3.0°	Remaining Rules Sporting and Technical regulation Mclaren Trophy Europe 2024
Mclaren	570S Trophy	1440	77 mm Axle	95 mm Axle	265/645 R18 305/680 R18	TBC	TBC	Remaining Rules Sporting and Technical regulation Mclaren Trophy Europe 2024
Porsche	Cayman 718 CS	1250	81 mm	94 mm	265/645 R18 305/680 R18	-4.0°	-3.5°	ABS / TC. Allowed. Remaining rules PCCD Technical Regulations 2024

Teams entering Barcelona 6 Hours with Ferrari 296 Challenge are allowed to replace the

homologated front splitter and flat bottom parts with identical parts but made in Fiber carbon instead of Plastic

Art. 48 Mandatory equipment

48.1 Data Logger

Each participant in the GT4, GT3, and GT2 class must have a working and ready for use emotag datalogger incl. sensors. The removal of data or similar after the sessions is not permitted until the end of the Parc Fermé.

The costs for the loggers are covered by the competitor.

The weight of the Data Logger system is included in the minimum weight of the car.

The make and type of the Data Logger that has to be used will be announced on the official notice board

48.2 Each competitor must install and maintain in perfect working order (image, data recording and logging) an incident recording camera.

The Incident Camera must be installed in a manner such that the camera image shows both the whole steering wheel and the area ahead of the car (viewed through the windscreen). The Technical Delegate shall be entitled to require modifications to the camera's position and the angle of view.

Nothing may obstruct the image of the camera, and it is the responsibility of the competitor to ensure its functionality.

The memory card (SD) will be supplied and installed by the competitor and must be marked with the number of the car to which it belongs. The card may not be removed until the end of the Parc fermé, unless requested by the Organising Committee, the Race Director or the Clerk of the Course.

The recordings will be made available to the Stewards on request, who may show the footage to involved competitors in case of an incident.

The costs for the camera will be covered by the competitor.

The weight of the Incident Camera system is included in the minimum weight of the car.

All Emotag data loggers that have been acquired after January 1, 2023, are considered valid for use.

Please be aware that the DL1PRO data logger model, which was manufactured and sold between 2012 and 2022, is no longer suitable for use.

Teams are advised to update their equipment to comply with the latest standards for data logging.

48.3 Each Driver must use the Driver timing transponder with Driver ID specified by the Promoter throughout the Competition. It is the responsibility of each Competitor to obtain this transponder at their own expense, to install it, to make it work correctly, and to ensure it is showing the correct information at all times. This

transponder must be installed in strict compliance with the relevant instructions. Any problems with the transponder must be notified to the Race Director immediately.

To ensure that the proper Driver is shown at all times, the Driver ID must not be changed before the car is stationary for a pit stop and must be correctly changed before the car crosses the pit exit timing loop.

- 48.4** Each car must be fitted with an STS Driver Information Display (STS DID). The display and corresponding mounting instructions are provided by the promotor at each event.

The rental of the STS DID is included in the entry fee, and a deposit must be paid if the promotor asks for it. Any damage or required cleaning of the STS DID must be covered by the competitor. During sessions, the STS DID will show race related information to the driver inside the Car. This includes track status, flag signals, timing information and messages from the race director. Any information shown on the display during the Event, is for informational purposes only. See Sporting Regulations art. 13.5 and 13.6 for flag signals.

The STS DID must be powered by the Car's own 12V power supply and must be connected to that power supply to the STS DID is ensured when the engine is switched off.

The STS DID must be mounted on the dashboard inside the Car, in the driver's view.

- 48.5** Each car must be fitted with a LUMIRANK display. The display and corresponding mounting instructions are provided by the Promotor at each event. The rental of the LUMIRANK display is included in the entry fee, and a deposit must be paid if the promotor asks for it. Any damage or required cleaning of the LUMIRANK must be covered by the competitor. The LUMIRANK display must be powered by the car's own 12V power supply and must be connected so that power supply to the display is ensured when the engine is switched off.

The LUMIRANK display must be mounted in the passenger side top corner of the front windshield below the window banner and may not be covered by any windshield streamers.

- 48.6** Each competitor must install and maintain in perfect working order a MyLaps X2 Racelink CLUB or PRO connected with GPS and radio antenna.

Both antennas must be placed on the roof of the car. The cost for the Racelink, the antenna and cables will be covered by the competitor.