

TROFEU GTE / GTS 2024

Sporting and Technical Regulations

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ARTICLE 1 – ORGANISATION

1.1. PROMOTER – ORGANISER'S LICENCE

The National challenge titled **Troféu GTE / GTS** is governed by:

- the FIA International Sporting Code and its appendices (hereinafter "the Code"),
- the sporting and technical bulletins, appendices, addenda, general regulations relating to the Circuits,
- the general regulations relating to the 'national series '
- the general regulations and Standard Regulations for FFSA "Asphalt" circuits.
- the current set of Sporting and Technical Regulations specific to the series.

The **Troféu GTE / GTS** is comprised of the following line-ups:

- **Troféu GTS**
- **Troféu GTE**

All parties involved (the Promoter, the ASNs, the organisers, the competitors, the drivers and the circuits) undertake to apply and respect the rules governing the challenge.

Any driver or competitor taking part in the **Troféu GTE / GTS** is deemed to know all of the above regulations. They undertake to comply with these regulations in both form and spirit. Any amendment to these regulations must be approved by the FFSA before publication in the form of a dated and numbered addendum.

It is the competitor's responsibility (see Article 9.15.1 of the ISC) to:

- ensure that all persons and participants concerned by their participation comply in their entirety with the provisions of the Code, the General Regulations relating to Circuits, the applicable Technical Regulations, this set of Sporting and Technical Regulations and the regulations of each event.
- to ensure that all measures and decisions have been taken internally with regard to the safety of drivers and staff during the sporting event.

All competitors must appoint their representative in writing when they agree to enter the challenge. Throughout the event, the person with responsibility for a car that is entered in the event is required, together with the competitor, to ensure that these conditions are complied with at all times.

Any situation not provided for in these regulations or any need for modification, as well as any dispute that may arise with regards to their interpretation, will be judged by the Organising Committee and will be the subject of an addendum.

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1.1.2. PROMOTER

Autódromo Internacional do Algarve

Sítio do Escampadinho, Mexilhoeira Grande, 8500-148 Portimão, Algarve - Portugal

1.1.3. ASN

The governing ASN is the FFSA

Fédération Française du Sport Automobile
32 avenue de New York,
75781 PARIS

1.1.5. ORGANISING COMMITTEE

The **Troféu GTE / GTS** Organising Committee is composed as follows

- The General Manager of the Series
- The Official Timekeeper of the Series
- A representative of the promoter

Depending on the circumstances, the Organising Committee may call upon the services of the following persons:

- The Technical Delegate
- The Race Director
- An FIA Steward of the Meeting
- The driver Advisor

1.2. GENERAL UNDERTAKING AND CONDITIONS

1.2.1. The French version of these Sporting and Technical Regulations, its appendices and any addenda will constitute the definitive text to which reference will be made should any controversy or query arise as to its interpretation.

1.2.2. These sporting and technical regulations will come into force on 1 January 2024 and will replace all other regulations for the challenge.

1.2.3. All competitors entered in the **Troféu GTE / GTS** will be informed of any changes to these Sporting and Technical Regulations, specifying the date that they come into effect.

1.2.4. Any competitor, constructor, or driver wishing to obtain clarification on a point of the Regulations between two events may contact the promoter. No interpretation made by the Promoter can override the authority of the sports officials, namely the Race Director and the College of Commissioners.

In order to do so, the competitor or driver must submit a duly motivated request to the promoter at the following address: Autódromo Internacional do Algarve, Sítio do Escampadinho, Mexilhoeira

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Grande, 8500-148 Portimão, Algarve - Portugal, clearly indicating the points for which they seek interpretation.

1.3. OFFICIALS

For the **Troféu GTE / GTS**, the promoter will designate permanent officials:

- 1 Race Director responsible for the event
- 1 Clerk of the Course
- 3 Stewards of the Meeting, including 1 chairman

In the specific regulations for each event, various officials per meeting will be designated by the Promoter based on the number of participants.

The Troféu GTE consist of races of 4 hours

The Troféu GTS consist of 4 short races (4 times 25 minutes of races)

Additionally, the organizer retains the right to introduce longer-format races which may be treated independently of the championship. In this case, an addendum will establish the rules.

If one or more events listed on the calendar are not organized, Ultimate Cup Series will explore a potential replacement solution in collaboration with the FFSA. If one or more events listed on the calendar are not organized and cannot be rescheduled, the entry fee for that event will be reimbursed.

ARTICLE 2 – INSURANCE

2.1 INSURANCE

2.1.1 For each event, the promoter must take out an insurance policy to cover the civil liability of the organiser and participants, as well as that of any person involved in the organisation. This insurance must comply with the FIA Regulations and the current International Sporting Code in the country where the event takes place. The insurance certificate will be annexed to the specific regulations for each event and thus made available to competitors.

2.1.2 The insurance, to be acquired by the organizer, will not adversely affect or compromise the personal insurances of any individual or entity participating in the event (driver, team, etc.).

Drivers participating in the event are not regarded as third parties.

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ARTICLE 3 – COMPETITORS AND DRIVERS

3.1. COMMITMENTS

The Promoter may refuse entry to a competitor because the **Troféu GTE / GTS** is an invitation-only event.

3.1.1. Licences

All drivers, competitors and officials taking part in the **Troféu GTE / GTS** must hold a valid licence. The minimum requirement is a National C licence (NCC) or, where applicable, valid licences and/or authorisations issued by their ASN. A Title of Participation (TP) National Circuit (see conditions with the ASA) is also accepted. For events held abroad, obtaining permission to participate in a national event in a foreign country is necessary. **Troféu GTE / GTS** will collect proof of licences during the registration process.

The official documents will only record the licenses that are presented. It is possible for a sponsor to associate its name with that of the team, or even to replace it if the latter agrees. In the case that a competitor is a minor, a tutor must be appointed and the organiser must be informed. A parental authorisation must be sent to the promoter for the registration to be effective. A copy of the tutor's licence must also be provided, except for foreigners whose ASN does not issue this type of licence.

3.1.2. Seasonal Registration for the Troféu GTE / GTS

All requests for registration for the full season of the Ultimate Cup Series Challenge must be sent to the promoter.

Autódromo Internacional do Algarve, Sítio do Escampadinho, Mexilhoeira Grande, 8500-148 Portimão, Algarve - Portugal This application must be received by the promoter, together with payment of the entry fees, no later than one month before the first event. Late entries may be accepted up to 7 days before the start of the first event.

3.1.3. Registration for the Troféu GTE / GTS event

This application must be received by the promoter, together with payment of the entry fees, no later than one month before the first event. Late entries may be accepted up to 7 days before the start of the first event.

To be considered, this application must be accompanied by payment to the order of :

Autódromo Internacional do Algarve, Sítio do Escampadinho, Mexilhoeira Grande, 8500-148 Portimão, Algarve – Portugal

The price of each event will be indicated on the entry form.

In each event of the **Troféu GTE / GTS**, a driver is allowed to participate in multiple grids but is restricted to entering only one car per grid.

Entries will be accepted subject to availability, with priority given to competitors registered for the season.

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A competitor, who has registered for the season but cannot participate in one or more events, is required to notify the organizer through any means before the entry deadline.

No refund will be issued in the event of non-participation in one or more races.

3.2. CREW / TEAM MEMBERS

The crew composition rules are stipulated in each appendix related to the respective race.

A list of entrants for each lineup will be displayed on the promoter's website or sent by email one week before the event.

In case of dispute, the request must be made in writing with supporting documents before the end of administrative checks and will be reviewed by the organising committee of the **Troféu GTE / GTS**. The response will be communicated before the qualifying sessions at the latest.

3.3. PASS

Passes will only be issued to team members. Competitors are solely responsible for those accompanying them.

Each team will receive 9 passes per car (+ 1 pass per driver) and per event, as follows:

- A. 4 pit lane passes
- B. 5 paddock passes
- C. 1 driver pass per driver
- D. 1 P1 paddock parking (per team)
- E. 5 P3 parking passes

3.4. ADMINISTRATIVE CHECKS

Administrative checks, which are compulsory for all competitors, will be held before the start of each event. Information concerning this check will be specified in the special regulations for the event (opening dates, times & location). Each competitor must present the required documents.

3.5. SCRUTINEERING

Once the administrative checks have been completed, competitors will be able to access the technical scrutineering of vehicles and equipment, which will take place at each event. These checks are compulsory and will be carried out by the scrutineers appointed by the Event Director.

The scrutineers may, among other things, ask to check the eligibility of a car at any time; require a competitor or his teams to dismantle a car to make sure that the conditions of eligibility or conformity are fully satisfied; require a competitor to pay the costs resulting from a non-conformity and/or to provide a sample or part deemed necessary. The competitor must take care of dismantling and reassembling after the inspection.

The competitor must carry out any dismantling and reassembling after the inspection.

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Scrutineering will take place in the technical facilities or, if appropriate, in the competitor's garage. Information concerning this scrutineering will be specified in the special regulations for the event (opening dates, times & location).

The car must be presented in the following conditions:

- With an up-to-date paper homologation form and technical passport
- With a homologation form for the fuel tank and roll bar
- With an empty fuel tank
- With any restrictor(s) ready to be sealed, the wire is to be supplied by the team.
- With any ballast, ready to be sealed, the wire is to be supplied by the team.
- With the engine sealed by the manufacturer, or ready to receive seals
- Identification and additional lights installed, if required
- With all the compulsory stickers (safety, identification, challenge partners, etc.), in accordance with the brand's Graphic Charter.

The driver's clothing to be presented at the inspection is as follows (for the first entry of each driver):

- Helmet (please see below)
- FHR System
- Race suit
- Underwear
- Racing Boots
- Gloves

A driver safety equipment sheet must be completed by the driver and provided when the car is inspected. At the end of the inspection, each approved driver's helmet will receive a validation sticker to be fixed to the outside of the helmet in the bottom left of the chin area. A "Pit Safety Equipment" form must be completed and supplied for the equipment of the crew involved (pits, refuelling).

Penalties will be applied for any absence or delay at administrative and/or technical checks as laid out in appendix 7.

Checks may be carried out on any car at any time during the event. Generally, after each official session, the first placed car in each category and one or two cars chosen at random by the technical delegate will be checked.

The presentation of a car at scrutineering will be considered as an implicit declaration by the competitor of the conformity of his car.

In the event of technical non-conformity during the year, the competitor may be excluded from the Challenge for the current year and will lose all rights.

An authorisation sticker validating the right to take part in the event will be affixed at the end of scrutineering once the cars have been accepted by the scrutineers, the refuelling facilities (if applicable) and the conformity of the pit equipment and facilities has been checked. A car may not take part in the event without this authorisation sticker. It must never be removed (penalty: decision of the committee) and must remain visible at all times.

It is the duty of each Competitor to prove to the scrutineers and stewards that their car complies with these regulations in their entirety at all and any time during the event and/or the season.

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Spare cars, as defined hereafter, are not permitted (except with the agreement of the Panel of the stewards. A spare car is any car which is not intended to take part in the event but to substitute for the main car entered by the competitor.

ARTICLE 4 – ELIGIBLE CARS

The promoter reserves the right to change the class and/or category of a car based on its performances.

UGT3

- Cars homologated for FIA GT1 complying with Article 258
- Cars homologated for FIA LMGTE complying with the specific 'LMGTE' regulations. Cars homologated for GT1, GT2, over 5 years old, which have undergone technical modifications and do not comply with their specific regulations 'GT1 Article 258, GT2 Article 257.'
- Cars homologated for FIA GT3 and GT3 ASN before 2010 (year of homologation) that have undergone technical modifications and do not comply with their specific regulations 'GT3 Article 257A.'
- Cars homologated for FIA GT3 and GT3 ASN before 2010 (year of homologation), complying with their specific regulations 'GT3 Article 257A.'
- Cars homologated for FIA GT3 and GT3 ASN from 2010 (year of homologation) complying with the specific regulations 'GT3 Article 257A'.
- RS01
- Any other GT car, subject to approval by the promoter upon application.

For GT3 cars, Article 257A is applicable based on the manufacturing year of the car. Any technical modification must be documented in a technical file. This file is to be submitted to the Scrutineer for validation.

Depending on the number of entries, different classes may be created.

UGT2

- Cars homologated for FIA GT2 complying with Article 257.
- Lamborghini SuperTrofeo (EVO, EVO II), complying with their original technical regulation.

This class allows older generation GT cars as well as brand cup cars whose performance is judged to be superior to UGT3 but cannot reach the performance of UGT3.

These vehicles will be allowed after a review of the application by the promoter.

UGTX

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- Cars homologated for FIA GT3 and GT3 ASN before 2010 (year of homologation) that have undergone technical modifications and do not comply with their specific regulations as per 'GT3 Article 257A.'
- Cars homologated for FIA GT3 and GT3 ASN before 2010 (year of homologation), complying with their specific regulations as per 'GT3 Article 257A.'
- Cars homologated in FIA GT3 and GT3 ASN from 2010 (year of homologation), complying with the specific regulations as per 'GT3 Article 257A.'
- Ferrari 488 Challenge, Ferrari 488 Challenge Evo and Ferrari 296 Challenge, complying with their original homologation.
- Vortex 1.0 and 2.0 compliant with its homologation.
- Any car at a level equivalent to that of Ferrari 488 Challenge Evo or capable of reaching that level, subject to approval by the promoter through a submitted application.

For GT3 cars, Article 257A is applicable based on the year of construction of the car. Any technical modification must be documented in a technical file. This file is to be submitted to the Scrutineer for validation.

Depending on the number of entries, different classes may be created.

The performance of UGTX cars must be lower than that of UGT3 and UGT2 cars.

UGT4

- Grand Touring 4 cars subject to approval by the promoter upon application.
- Any car at a performance level equivalent to that of UGT4, or capable of reaching that level, is subject to approval by the promoter upon application.

The performance of UGT4 cars must be lower than that of UGT3, UGT2 and UGTX cars.

UGT Light

- Grand Touring cars subject to approval by the promoter upon application.
- Alpine A110 Cup cars from the Alpine Elf Europa Cup championship, complying with their original regulations.
- JS2R cars from the Ligier JS Cup or Ligier European Series championships, complying with their original regulations.
- Mitjet Supertourisme cars, complying with their original regulations.
- Ginetta GTA cars, complying with their original regulations.
- Any car at a performance level equivalent to that of UGT Light, or capable of reaching that level, subject to approval by the promoter upon application.

The performance of UGT Light cars must be lower than those of UGT3, UGT2, UGTX and UGT4 cars.

Porsche Cup

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Cars from the Porsche Carrera Cup or SuperCup championships, complying with their original regulations.

- Porsche 992 (ABS authorization and data extension, free choice of brake pads, Carrera Cup France exhaust), minimum weight 1292kg (without fuel or driver).
- Porsche 991 (ABS authorization), minimum weight 1232kg (without fuel or driver).
- Porsche 997 (ABS authorization and paddle gear shifters).

Depending on the number of entries, different classes may be created (class 992 / class 991 / etc.). Driver aids (traction control and ABS) are allowed.

For all categories, the promoter reserves the right to adjust a car's performance by modifying intake flanges, weight, fuel tank capacity, and/or engine speed, turbo pressure, or any other characteristic of the car. The promoter may also decide to apply a pit stop penalty to be added to the car's minimum stop time.

The Promoter is authorized to request from competitors and manufacturers any information deemed useful for developing equivalence systems. Competitors and manufacturers must provide accurate and reliable data. Any violation of the above principles will be penalized by the Sporting Commissioners at any time during any competition, including after the race.

Other class

Depending on the number of entries and types of cars, the organizer reserves the right to add or combine categories.

Race Number

A race number valid for the whole season will be allocated to each car. It must be positioned according to the identification plan.

Numbers must be placed in accordance with the identification plan defined by Ultimate Cup Series.

On the door and hood :

Dimensions : Number height : 20.5cm, Space between 2 numbers : 2cm.

Colour : White numbers on a Black background.

Font : SF TRANS ROBOTICS

On the rear bumper

Dimensions : Number height : 9cm, Space between 2 numbers : 1cm.

Colour : White numbers.

Font : SF TRANS ROBOTICS

A kit of 4 sets of numbers and 3 background will be available from the Promoter.

In the event of a night race, the numbers must be reflective to ensure visibility and readability during the night.

The numbers must be placed on the background given by the Promoter. It is the competitor's responsibility to ensure that the race numbers are visible in all circumstances.

ARTICLE 5 FUEL - EQUIPEMENT

5.1. FUEL

- Type of fuel : Super Unleaded 98 minimum in accordance with Article 252-9 Annex J
- The use of fuel supplied by the organiser is compulsory from the start of private practice and for the duration of the meeting. Checks will be carried out.
- All additives are banned.

Type of tanks accepted :

- Either, the original fuel tank (if it complies with the car's homologation),
- or an FIA-approved fuel tank (Appendix J - paragraph 14).

5.2. EQUIPEMENT

5.2.1. Exhaust

During practice sessions and races, the use of a silencer is compulsory.

The noise generated by a stationary car must not exceed 100dB (A) at three-quarters of maximum revs.

This measurement is taken at a distance of 0.5 m and at an angle of 45° to the exhaust outlet.

All measures taken to ensure that the maximum noise limits are not exceeded must be of a permanent nature, and must not be cancelled out by exhaust gas pressure.

Checks may be carried out during scrutineering, practice and the races.

A noise measurement area will be available near the technical facilities on the day of the scrutineering. This measurement will be used to establish a "stationary measurements" database, the sole purpose of which will be informative and preventive.

5.2.2. Transponder / Data Logger

Each car must be equipped with a COBRA 360 Multi-Pilot 12V data logger for every event.

The competitor is responsible for the correct installation of the system and for ensuring that it operates correctly at all times.

It is the Team Manager's responsibility to ensure at all times that the driver's name shown on the timing screens is that of the driver inside the car. If the name displayed on the monitors is not that of the driver inside the car, the Team Manager must inform race direction and the timekeepers immediately.

The transponder positions will be determined by the entry form returned by the competitor or, failing that, by the list of entrants for the event.

5.2.3. Ballast

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When a vehicle is fitted with ballast in order to comply with the weight regulations, this ballast must be declared by the competitor and sealed at scrutineering. The ballast must be fixed in such a way that tools are required to remove it.

Any installation of the ballast must comply with the homologation of the car or, failing that, with article 252-2-2 of appendix J FIA.

5.2.4. Telemetry – Transmission

Telemetric data transfer is permitted. Radio links are permitted on the cars.

Teams are strongly advised to have a radio tuned to the Race Directors' frequency. It may be made compulsory if conditions so require.

This radio will be used by the Race Director to communicate with the teams. Teams may not use this frequency for any other information. Information given on the race director's radio frequency will also be displayed on the screens. All these messages, whether written or verbal, must be respected. All teams must be connected to the race direction's messaging system.

5.2.5. Lights

The stock headlights must retain their homologated or original configuration and may be composed of multiple light points, with LED headlights allowed.

Indicators, taillights, and reflectors are mandatory.

Each car must be equipped with a red LED rain light at the rear or be compliant with its homologation form.

The intensity of headlights and taillights must not, under any circumstances, cause glare.

Identification lights for a car's pit:

Such a light must not, under any circumstances, be of the flashing, rotating, or strobe type, as this is strictly reserved for official assistance vehicles.

The rear rain light must be continuously on when the track has been declared wet, unless otherwise instructed by the Race Director.

For night races,

- each car must have a mandatory lighting fixture at the front on both sides and a lighting fixture at the rear both sides that are fully operational at all times during the event.
- Up to 4 additional main beam lights can be installed. The additional lights must comply with the car's homologation sheet or be approved by the Scrutineer if not part of the homologation sheet. They must be securely fixed and may not extend beyond the perimeter of the car (light projection onto the ground only within the car's surface area when viewed from above). These additional lights can be LED lights. ONE additional light is considered to be an LED light with a width that must not exceed 20cm.
- The additional lights should preferably be integrated into the front bumper. It is therefore permitted to drill holes in the front bumper. They must be installed either within the same space as the original front lights or below the horizontal line formed by the base of the original front lights.
- These modifications must not generate aerodynamic downforce or create additional cooling airflow.

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In the event of a malfunction in the lighting and signalling system of a car, both on the track and while moving through the pit lane, the Race Director may promptly inform the competitor. In such a case, the competitor must rectify the situation at the next pit stop. The Race Director, for safety reasons at his sole discretion, may decide to order the immediate stop of the car for repairs.

At least one functioning windscreen wiper is mandatory.

5.2.6. Specificities – Starting Engines

The engine must be started by the driver alone, seated at the wheel with no outside assistance. This is the only procedure allowed for the start of the race and for subsequent starts during the race.

Starting using an additional battery is permitted on the starting grid.

5.2.7. Windows and racing nets

Racing nets :

A racing net is recommended on the driver's side for all cars and must be homologated according to FIA 8863-2013 standard (FIA Technical List No. 48). They must be attached to approved anchor points (see the car's homologation sheet) and installed according to the installation specifications published by the FIA (racing nets installation specification V6). For cars without approved anchor points, installation will be coordinated with the technical delegate.

5.2.8. Tow hook

All cars must be fitted at the front and rear with a towing ring or strap in accordance with the car's homologation form.

5.2.9. Equipment in the pit-lane

Folding arms, supports for air or lighting hoses must not extend beyond the outer boundary of the "work area" and must be at least 2 metres above the ground.

Air cylinders must be securely attached or anchored. A protection around valves and regulators must be in place at all times. Air cylinders will be checked for conformity and validity dates.

No air cylinders will be allowed beyond the 2.5m line. Mobile cylinders are only permitted in the box and on the starting grid.

ARTICLE 6 – ADVERTISING

6.1. COMPULSORY ADVERTISING

Competitors and drivers taking part in the **Troféu GTE / GTS** must display the advertising stipulated by the Promoter on their vehicles for each event before the start of scrutineering

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(see sizes and locations in the Ultimate Cup Series identification plan in Appendix 4). Drivers may place other advertising.

Under no circumstances may the identification of the cars defined by the Promoter be modified by the drivers and/or competitors.

Any advertising for events or companies (etc.) that are in competition with the **Troféu GTE / GTS** or one of its partners is forbidden on cars and racing suits (except if agreed with the Promoter).

Penalties will be imposed for failure to comply with the identification plan defined by the Ultimate Cup Series (see appendix 6).

6.2. LIVERY

The rules regarding livery are detailed in Appendix 6.

ARTICLE 7 – FACILITIES AND INFRASTRUCTURE

7.1. PIT LANE

Wherever possible, the pit lane will be divided into three zones:

- "Fast Lane": This is the lane closest to the signalling zone wall. A car can only access the fast lane by its own means.
- "Acceleration and deceleration lane": This is the centre lane.
- "Working area": this is the area closest to the pits where it is permitted to work on the cars. It is marked on one side by a wall or by a line painted in front of the pit curtain and on the other by a dividing line with the central lane.

Unless a special provision is announced at the briefing, the speed limit in the pit lane is 60 km/h, exceeding this limit will result in a penalty.

7.1.1. Any driver who has driven beyond his pit box may only return to it with the engine stopped and the vehicle pushed by hand.

7.1.2. At the pit lane exit, a traffic light (red - green - blue) operated by a steward is used as follows :

- At all times, drivers using the track must obey the red or green light.
- A blue flashing light is switched on at the pit lane exit when a car on the track is approaching the exit.

7.1.3. To return to the track, the driver will immediately return to the race route, which is the pit lane, by crossing the continuous line that delimits the stop zone known as the "work zone".

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7.1.4. Any irregular use (access, speed, erratic movements, stopping, exiting) of the pit area will be subject to penalties (see appendix 6).

7.1.5 Children under the age of 16 are not allowed in the pit lane except during the designated Pit-Walk period.

7.2. SIGNALLING ZONE

2 individuals per car will be allocated a position at the trackside to which they will have authorised access throughout practice and the race. This location will be authorised by means of a clearly identifiable orange armband that is specific to the category.

These team members will be able to give the drivers useful information from this location only, without however using emblems or flags and/or lights similar to those used by the race organisers.

Penalties : see Appendix 6

7.3. PIT-LANE, PIT GARAGES ALLOCATION – THE PADDOCK

The Promoter is solely responsible for the allocation pits and spaces in the paddock.

7.3.1 The location of the official notice board will be indicated in the Supplementary Regulations. It should only contain information that has been approved by the Stewards or the Race Director. In addition to the notice board, results and important information will be communicated via the WHATSAPP chat channel.

7.3.2. Competitors must comply with the track's police regulations, in particular with regard to the use of sanitary facilities, electricity and water connections, driving in the paddock and respecting local residents with regard to starting their engines outside the stipulated times. Once the preliminary scrutineering has been completed, any inspected car may not leave the circuit without the express agreement of the Race Director.

7.3.3. The challenge organiser will be free to enforce the rules concerning the paddock and must report any breach of any of the above rules to the Stewards.

Any breach of the rules set out in this article may result in a penalty up to and including disqualification.

7.3.4. PERSONAL VEHICLES

The Promoter may prohibit access to the paddock by private cars, with the exception of assistance vehicles, on condition that they provide them with a car park located in the immediate vicinity of the paddock.

7.3.5. COMMERCIAL OPERATIONS

Any commercial or promotional operation must be authorised in writing by the Race Track Management.

ARTICLE 8. RACE PROCEDURE

The race begins when the administrative checks start.

Throughout the event (practice and races) :

During a pit stop, it is only when the car is stopped in front of its garage that the driver getting out of the car can :

- Remove its racing net (if applicable).
- Switch off lights,
- Stop the engine
- Release their harness
- Unattach their helmet
- Open their door.

8.1. BRIEFING

Please refer to the FISA regulations. All drivers and team managers taking part in the event must be present for the duration the Briefing, failure to do so will result in penalties. (See Appendix 6).

8.2. TESTING - RACE

8.2.1 Private Practice - Free Practice

Private and/or free practice sessions may be organised by the Promoter at the earliest on the Thursday morning preceding the date of the qualifying practice session.

Any driver taking part in private practice sessions during the meeting must comply with the same rules as those applied during official practice sessions and the race.

Any driver eligible to take part in the race is obliged to take part in at least one official practice session in the vehicle in which they are competing, following the programme set out in the special regulations for the meeting, unless otherwise agreed by the Stewards.

8.2.2. Qualifying

See the appendix specific to each race.

8.2.3. Course

See the appendix specific to each race.

8.3. SAFETY CAR

As per article 2.10 of FIA Annex H

8.4. FULL COURSE YELLOW "FCY"

Race Director / The Clerk of the Course may declare a Full Race Yellow period if he deems it necessary for safety reasons.

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The FCY message will be displayed on the monitors and the Full Course Yellow instruction will be announced to the competitors by the Race Management radio after a countdown.

Once the Full Course Yellow message is displayed on the monitors, all cars must immediately slow down and maintain the speed announced during the driver briefing for the duration of the FCY, in one single line, maintaining the distance separating them from the car in front and the one behind.

All the marshals' posts will display a waving yellow flag and a sign indicating FCY.

It is strictly forbidden to overtake under FCY, except in the case of a stopped car, a car with a technical problem, or a car entering or leaving the pit lane.

Any car which is driven in an unnecessarily slow or erratic manner, or which is deemed to be potentially dangerous for other drivers at any time when the FCY is in use, will be reported to the Stewards. This will apply whether the car is being driven on the track, in the pit entrance or in the pit exit lane.

8.5. FINISH

The chequered flag will be presented to the leading car crossing the finish line as soon as the race time has elapsed.

If the race-ending signal is issued for any reason before the prescribed time elapsed, the race will be deemed concluded when the leading car crossed the line for the final time prior to the signal.

If the end-of-race signal is delayed for any reason, the race will be considered as having concluded at the moment it should have ended.

After receiving the signal, all drivers must complete one lap of the circuit and take the exit indicated by the organizer based on their ranking (podium, parc fermé, etc.). During this lap, overtaking is not allowed, except to pass a very slow or stopped car. The Race Director may exempt drivers who cross the finish line at a very slow pace from this additional lap.

8.6. PARC FERME

8.6.1. The parc fermé procedure is the one under which the cars are located at the end of a qualifying session, starting from the presentation of the checkered flag or a red flag.

If it is due to a red flag, the cars will be immobilized in front of their pit without any mechanical intervention allowed, except if authorized by the Stewards.

During the race, in the event of a race interruption following the display of the red flag, competitors are also under the parc fermé procedure and must comply with the instructions of the Race Director and/or their assistants.

8.6.2. Upon race completion, all vehicles are placed under the parc fermé procedure as soon as the chequered flag is lowered.

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8.6.3. The vehicles remain in the parc fermé procedure for 30 minutes from the display of the provisional official ranking, unless otherwise notified by the officials. Non-compliance with this rule will result in the exclusion of the offender.

8.6.4. When the cars are under the parc fermé procedure, any intervention on the cars is prohibited, except for the following:

By the driver:

- Removal and replacement of the steering wheel,
- Use of the radio and controls,
- Disconnection of electrical circuits.

By team technicians or tyre manufacturers:

- Measurement of tyre pressure,
- Measurement of tyre temperature.

Any other intervention is prohibited without the express authorization of the officials responsible for monitoring the implementation of the parc fermé procedure.

This specifically includes:

- Opening bonnets (hoods)
- Changing wheels
- Accessing engine management systems and acquiring data in any way, including wirelessly.
- Removal of the video card.

8.6.5. No individuals are permitted within the 'parc fermé' area, unless expressly authorized by the officials overseeing the parc fermé.

ARTICLE 9. INCIDENTS – PROTESTS – APPEALS

Penalties: Summary of penalties for the **Troféu GTE / GTS**

Protests and appeals – see Article VII and VIII of FFSA General Regulations.

The Sporting Board may impose additional penalties beyond those listed in Appendix 6 for any violation that does not comply with the current regulations, even if these violations are not listed in Appendix 6.

9.1. INCIDENTS

An 'incident' refers to an event or a series of events involving one or more drivers, or any action by a driver, reported to the Sporting Board by the event director (or noted by the Stewards and reported to the event director for investigation), and which:

- Resulted in the suspension of a race in accordance with Article 150;
- Violated the current Sporting Regulations or the Code;

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- Caused one or more cars to false start;
- Caused a collision;
- Forced a driver off the track;
- Unfairly prevented a legitimate overtaking manoeuvre by a driver;
- Illegitimately obstructed another driver during an overtaking manoeuvre.

Unless it is entirely clear that a driver is responsible for one of the aforementioned cases, any incident involving more than one car will generally be subject to an investigation after the race. The decision to conduct an investigation will be communicated to the competitor via screen and/or by the Competitor Relations Officer. The implicated driver cannot leave the circuit without being spoken to by the Stewards.

9.2. ONBOARD CAMERA

The onboard camera is mandatory and must be mounted facing forward so that it can film the track in front of the car. The data from the in-car camera system may be used by the sports commissioners, the Official Sporting Supervisor, and/or the Race Director, or the Promoter, to investigate any incident. Neither the brand or type of camera are regulated.

The camera must be installed before technical inspections without exception. Only mechanical and rigid mounts are permitted. The installation must be approved by the scrutineers. The in-car camera must always be activated and set to recording mode when the car is on the track or in the pit lane. Any failure to comply may result in a penalty. External camera installations are strictly prohibited.

9.3. PENALTIES

The following penalties can be applied

9.3.1. During Practice and Qualification

Presentation of a panel with a black background and the letters "STOP" and "GO" (dimensions 60 x 40 cm), accompanied by the driver in question's number:

- For not respecting flags,
- For unsporting driving,
- For not adhering to safety instructions in the pit lane and signalling zone,

And equally:

- For deviating from the pre-defined race track route, cancellation of the lap time during which this infraction was observed,
- For not respecting flags, cancellation of the best lap time of the practice session, with the penalty potentially being increased based on the severity of the infraction.
- Cancellation of lap times achieved in the session in question for unsportsmanlike conduct.

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These decisions will be communicated as soon as possible to the competitor or their representative.

9.3.2. During the race

9.3.2.1. Presentation of a panel with a black background and in white letters "Drive Through" (dimensions 60 x 40 cm) accompanied by the number of the driver in question:

- For a false start,
- For simulating a start during the formation lap,
- For not respecting the imposed distances during the formation lap at the start, or for not respecting the line.
- For overtaking during the formation lap before a rolling start or under Safety Car protocol,
- For deviating from the designated race track route,
- For unsportsmanlike driving,
- For not respecting flags,
- For not adhering to safety instructions in the pit lane and signalling zone.

If a Drive Through penalty is communicated to a competitor within the final three laps by the Race Direction, it will be automatically converted to a 30-second penalty in the race results.

9.3.2.2. Presentation of a panel with a black background, white letters "STOP and GO" (dimensions 60 x 40 cm), accompanied by the driver in question's number.

For exceeding the maximum driving time.

The penalty duration will be based on the nature of the offense.

The STOP AND GO will be executed in front of the team's box, and the team manager will be responsible for overseeing the procedure.

9.3.2.3. Upon the display of any of the aforementioned panels, along with the driver's number, the penalty must be executed within the 3 laps following the notification of the infraction by the Race Director. The penalty should not be executed during a Full Course Yellow (FCY) or under safety car procedure.

9.3.2.4. The presentation of any of the above panels will be done, if necessary, during three consecutive passages (excluding Full Course Yellow or Safety Car) of the vehicle in front of the Race Director. If this repeated action is not successful, the Panel of the stewards will summon the concerned driver and impose any penalties deemed necessary based on the severity and recurrence of the infraction.

9.3.2.5. Upon report or request from the Race Director, it will be the responsibility of the stewards to decide whether one or more driver(s) involved in an incident should be penalized. The stewards may impose upon any driver involved in an incident, in addition to existing penalties, a grid position penalty for a subsequent race contested by the driver. This penalty should only be applied in the case of unsportsmanlike conduct.

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9.3.3. The Drive Through and Stop and Go penalties cannot be contested or appealed.

9.3.4. Financial penalties are to be paid to Ultimate Cup Series. The collected amounts will be allocated to one or more charitable associations chosen by the promoter.

9.4. DISQUALIFICATION

Any decision to disqualify a driver made by the Stewards during the practice or race session will be communicated by the Race Director after the presentation of a black flag through a written notice provided to the driver with proper justification.

9.4.1. If a driver is disqualified, the Stewards will determine whether the drivers immediately ranked after them move up by one position or not.

9.4.2 A Steward will note all infractions where repeat offenses lead to stronger penalties, with the Stewards having exclusive authority to define the concept of recurrence.

ARTICLE 10. CLASSIFICATION

10.1. WINNER

The first placed driver will be the one who, after crossing the finish line, has covered the required distance in the least amount of time or the maximum distance fastest within the allotted time for real-time races. Only the timing recorded by the official timers licensed by the FFSA is valid and used for the rankings of practice sessions and races.

10.2. ORDER

The drivers who have crossed the finish line are ranked based on the number of complete laps they have completed, and for those who have completed the same number of laps, based on the order of their last passage across the finish line.

10.3. POINTS

To earn points in the overall standings of the category, a car must have covered a minimum of 75% of the distance covered by the 1st placed driver in the overall standings of the category, as well as driving a minimum of 50% of the distance driven by the 1st place car in the race.

To earn points in their class, a car must have covered a minimum of 75% of the distance covered by the 1st placed driver in its class as well as driving a minimum of 75% of the distance driven by the 1st placed car in the overall category.

In the event that a car is the sole participant in its category, to earn points, it must have covered a minimum of 50% of the distance driven by the 1st placed car in the race.

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In the event that a car is the sole participant in its class, to earn points, it must have covered a minimum of 75% of the distance from the 1st placed car in the overall category.

10.4. CLASSIFICATION PER RACE

See Appendix specific to each race.

10.5. POINTS ALLOCATION

See Appendix specific to each race.

10.6. FINAL CLASSIFICATION OF THE CHALLENGE

See Appendix specific to each race.

10.7. DEAD HEAT

See Appendix specific to each race.

10.8. TEAM CLASSIFICATION

See Appendix specific to each race.

ARTICLE 11. PRIZES

Prizes will be presented on the podium, after the conclusion of the race.

There will be one podium ceremony per category.

Trophies or cups will be presented to each driver finishing in the podium places for each race as well as for the end of season classification.

After each race, the teams of the top three cars in each category of the **Troféu GTE / GTS** will be given a prize.

For the categories with fewer than 4 starters only the first placed car will be called to the podium.

All drivers appearing on the podium must wear their racing suit.

The prizes awarded at the finish, as indicated in the regulations of the category or in the specific regulations of the competition, are given to the competitor or the person designated by the competitor on the application form.

Only drivers who have completed, at a minimum, 75% of the number of laps completed by the winner of the category will be eligible for the prizes.

The promoter may award other prizes at his discretion.

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APPENDICES TO SPORTING AND TECHNICAL REGULATIONS

APPENDIX 1 – TROFEU GTS

APPENDIX 2 – TROFEU GTE

APPENDIX 3 – Suspending a race

APPENDIX 4 – Tyres

APPENDIX 5 – Sanctions

APPENDIX 1

TROFEU GTS

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1. FORMAT

The troféu GTS field is reserved for teams with 1 or 2 drivers and takes place under the following format:

- Two qualifying sessions of 15 minutes each (Qualifying session #1 with driver #1 for races 1 and 3 – Qualifying session #2 with driver #2 for races 2 and 4. The order of the drivers will be determined by their registration on the entry forms)
- Four 25 minute races

Only drivers categorized as Bronze by the FIA or uncategorized but corresponding in spirit and performance to those of Bronze FIA drivers are allowed to participate without penalty. The Organizing Committee will, upon request, determine the level of drivers not classified by the FIA.

2. TYRES

The use of tyre warming racks to heat the tyres is allowed. The use of tire blankets is prohibited, as well as any chemical treatment of the tires.

For all cars participating in the Troféu GTS / GTE only GOODYEAR slick and wet weather tyres with the specific challenge marking will be accepted. The authorized rain tyres are exclusively GOODYEAR tires provided by APR. The retreading of slick and rain tyres by competitors is prohibited.

Each competitor must use the dimension and type of tyres referenced for their car in the appendix 4 table of the regulations.

Any competitor wishing to enter with a car not referenced in the table must contact the Promoter.

Even if the referenced dimensions are similar, no other type of tyre from GOODYEAR and no other brand will be tolerated, whether in private tests, free practice, qualifying sessions, or during the race (unless authorized by the promoter).

For private testing, there are no restrictions on the choice of tyre.

These tyres can only be used during private tests. Tyres registered for the event (qualifying and race) may be used during private tests.

All tyres (slick or wet) must display the specific series sticker, including tires used in private tests (one set of tyres without official marking is allowed for private tests during the first participation). Non-compliance with this rule or tyre registration will result in a penalty.

The number of slick tyres is limited to:

- For qualifying sessions and races: a maximum of 2 sets of tyres (4 front tyres, 4 rear tyres, or 8 tyres if the front and rear dimensions are identical).

Each of these tires must be marked no later than 1 hour before the scheduled start of the first qualifying session.

For safety reasons, the promoter reserves the right to authorize additional tyres for the race.

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There is no limit to the number of wet tyres. Slick/rain combinations are not permitted. Wet tyres may only be used if the track has been declared wet by the Clerk of the Course / Race Director for the practice session (free practice, qualifying) or the race. Four additional "joker" tyres (front or rear) may be used during the season if a tyre is damaged, subject to the opinion of the tyre supplier and the approval of the scrutineer. If the race is in progress, only one additional tyre may be allowed. This allocation may not exceed four additional "joker" tyres during the season.

All tyre orders must be placed at least 10 days before the event exclusively with the company:
APR - 3, rue du Pavin - Parc Logistique - 63360 GERZAT / France. Tel : 04 73 24 24 24
Email : apr-contact@apr-europe.com

3. RACE PROCEDURE

3.1. Qualifying Practice

There will be two qualifying sessions. All drivers must complete at least one timed lap (i.e., two consecutive passes over the timing line on the race track side) to qualify for the races, with the exception of a recognized 'force majeure' as determined by the Stewards.

Session 1

The driver participating in the first session will qualify for races 1 and 3. The best time achieved by each driver during the first session determines the starting grid order for race 1, while their second-best time determines the starting grid order for race 3.

Session 2

The driver participating in the second session will qualify for races 2 and 4. The best time achieved by each driver during the second session determines the starting grid order for race 2, while their second-best time determines the starting grid order for race 4.

All teams must adhere to the order of drivers as indicated on the registration form or, if not available, in the entry list. Only one driver is allowed to drive in each session, if this is not respected the drivers risk invalidating all times recorded during the session.

During the sessions, the following principles will apply:

- Cars must be in the pit lane from the moment the green light is on at the start of session 1 until the checkered flag at the end of session 2. Any car that enters its box during this period will have all its times cancelled and will not be allowed to participate in the rest of the qualifying session.
- No refuelling or oil changes are allowed.
- During the qualifying sessions, it is forbidden to connect a computer to the car (including wirelessly, with the exception of telemetry), or to add or remove a data recording or video recording device (USB key, SD card, or other). However, it is permitted to stop the camera recording at the end of the session 2 as long as it does not violate the parc fermé rules.
- At the end of session 2, the cars will be immediately placed under parc fermé conditions.
- Only one driver is permitted to be at the wheel per session.

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In the case of a dead heat, the first driver to have recorded the time will be classified above the other driver(s).

3.2. Race

The organizer reserves the right to modify, at any time, the penalty that a driver must comply with if they consider that it does not reflect the driver's real level, regardless of their FIA classification or age. Similarly, the penalty may be adapted taking into account the track (length of pit lane, etc.) and/or the duration of the race.

Driver changes are prohibited during the races. A penalty will be imposed on Silver, Gold, and Platinum drivers.

Drivers categorized as Silver by the FIA or who are uncategorized but whose performance corresponds to that of Silver FIA drivers must adhere to a Stop & Go penalty in front of their pit box. This penalty can only be carried out after the first passage on the race track-side timing line and only if the race is not under Safety Car or Full Course Yellow (FCY) conditions at the moment that Safety Car #1 crosses the line before entering the pit lane. If the competitor has not served the penalty by the end of the race, it will be converted into a 47-second penalty added to their race time.

Drivers categorized as Gold or Platinum by the FIA or who are uncategorized but whose performance corresponds to that of Gold or Platinum FIA drivers must adhere to a 6 second Stop&Go penalty in front of their pit box. This penalty can only be carried out after the first passage on the race track-side timing line and only if the race is not under Safety Car or Full Course Yellow (FCY) conditions at the moment that Safety Car #1 crosses the line before entering the pit lane. If the competitor has not served the penalty by the end of the race, it will be converted into a 53-second penalty added to their race time.

4. CLASSIFICATION

4.1. Classification per race

For each race the following will be established :

- A general classification will be established for each category.
- A classification will be established for each class within each category (based on the type of cars entered in each category).

4.2. Points Allocation

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<i>Classification</i>	<i>Overall by Category</i>
1 st	16
2 nd	12
3 rd	10
4 th	8
5 th	6
6 th	4
7 th	2
8 th	1
<i>Over</i>	0.5

The points allocated for the long format race are doubled.

5. FINAL CLASSIFICATION OF THE CHALLENGE

All races on the calendar count for the final standings of the challenge. For a driver to be included in the final standings of the challenge, they must be registered, for each meeting, in the Troféu GTS, regardless of the category.

Each driver in a two-driver crew will accumulate points based on their classification in each race they participated in (general category ranking + class classification if applicable), this will be multiplied by the coefficient defined in Article 1.4 Calendar. For drivers participating alone in all four races, the results of races 1, 2, 3, and 4 will be added together and divided by two.

If drivers have formed a permanent crew throughout the entirety of the season, they will all score the same number of points and may, if applicable, all be awarded the Driver's title. However, if multiple drivers from different crews end the season with the same number of points, the highest position will be awarded:

- A. To the driver with the highest number of first place finishes,
- B. If the number of first place finishes is the same, then the title will be awarded to the driver with the highest number of second place finishes.
- C. If the number of second place finishes is the same, then the title will be awarded to the driver with the highest number of third place finishes, and so on until a winner emerges.

Team Classification

The Team Classification will reward the team that has accumulated the highest number of points, taking into account the results obtained by the car that scored the most points for each team in each race, regardless of the category in which that car earned its points. If the category had fewer than 4 entries, only 50% of the points will be taken into account in the calculation.

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UCTC (Ultimate Cavalino Tridente Cup) Classification

Depending on the number of entries, the UCTC classification will reward the team and driver entering a Ferrari or a Maserati that has accumulated the highest number of points, taking into account the results obtained by the car that scored the most points for each team in each race, regardless of the category in which that car earned its points.

From 5 cars entered: dedicated podium and standing in the Troféu GTS.

A committee composed by two staff members and one external person will create a Balance of Performance (BoP) and determine the driver's categorization.

Ultimate Cup AMR Trophy Classification

The Ultimate Cup AMR Trophy classification will reward drivers competing with an Aston Martin Vantage GT4.

6. Common races with other challenges

Other challenges or championship can race together with Troféu GTS . The Troféu GT Sprint qualifying practice and races format will not change. Drivers racing in the other challenge will score points in a guest standing only.

APPENDIX 2

Troféu GTE

1. FORMAT

The Troféu GTE is reserved for teams consisting of 2 to 4 drivers and follows the following format:

- Three fifteen minutes qualifying sessions
- A 4 hour race in all the meetings except one race of 6 hours at one meeting during the season.

2. CREW – DRIVING TIME

2.1. Mandatory driver categorisation for ALL drivers in the Troféu GTE field.

2.1.1 Each driver is categorised in the following way:

At the latest 15 days before the start of the first Challenge (i.e., at the opening of administrative checks) in which they wish to participate, each driver must submit their career record to the FIA Driver Categorisation Committee using the FIA driver categorisation form available on the FIA website <http://www.fia.com/fia-driver-categorisation>.

Decisions regarding driver categorisations are made under the responsibility of the FIA Driver Categorisation Committee. The list of drivers categorised according to the definitions in the FIA Driver Categorisation Regulations must be published on the FIA website no later than 48 hours before the start of the relevant Challenge (i.e., before the start of scrutineering).

At the end of each season, the FIA Driver Categorisation Committee will review all categorisations based on observed race performances. The list of categorisations applicable for the following season must be published before December 1 of the previous year.

2.1.2 Non-categorized drivers at the start of the meeting

If a driver is not FIA categorized at the start of the meeting, the Stewards of the Challenge will categorise them provisionally. These drivers must provide their track record to the Stewards. For any non-FIA categorised driver who has not applied for categorisation, a fee of 350€ will be required by the promotor

For any non-FIA categorised driver who has applied for categorisation, a fee of 150€ will be required by Ultimate Cup Series. Such categorisation will be provisional and does not constitute an FIA categorisation. Non-categorised drivers will not be allowed to participate in an event.

2.1.3 AM Categorisation

Notwithstanding the above, a dedicated committee composed, among others, of a representative of the organizer, the technical director, and the sporting director of the series, may grant an AM classification to any driver classified as Bronze by the FIA, upon the request of the driver or the competitor, provided that this classification:

- Does not compromise track safety ;
- Does not result in a sporting advantage to other teams entered in the same category.

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Any request submitted to the committee must, under penalty of inadmissibility, contain:

- a letter explaining the motivations for the request.
- an exhaustive list of the driver's results with an analysis of performances based on the best lap and the average of the 20 best laps achieved by the driver on dry track conditions, in all significant Challenges in which the driver has participated over the past 3 years (a minimum of 5 events must be provided for the request to be admissible. If the driver has participated in fewer than 5 events during this period, the maximum information must be provided to determine his level); the performance analysis must include a direct comparison with the top 5 drivers classified as Bronze by the FIA for each Challenge.
- all information about the crew, the car, the team's track record, and any other relevant information (tyre mileage, etc.) for each Challenge in question.

The letter must be sent, at the latest, 30 days before the first challenge in question.

The Driver or the Competitor must comply with any additional requests for information from the dedicated committee. After receiving a categorisation request, the dedicated committee will determine whether the driver's performance is sufficiently different from that of the top Bronze drivers to warrant this categorisation and whether the driver's performance and behaviour are compatible with the safety and performance conditions of the series.

If a competitive advantage appears when compared to other drivers in the same category, the dedicated committee will evaluate the driver's performance based on the 20 best laps of each race and establish a comparison with the Bronze drivers of the challenge. The committee may take any decision it deems appropriate at any time regarding the maintenance of the AM categorisation given to this driver, but a first case normally results in a warning report to the driver, and a second case is likely to lead to the immediate cancellation of the categorisation. The decisions of the dedicated committee regarding categorization are immediately applicable and are not subject to any form of appeal. The AM categorization cannot under any circumstances be granted by either the Sporting Board or the dedicated committee with regard to late requests (less than 15 days before the event) or for drivers not categorized by the FIA.

2.1.4 Drivers entered into the series will be categorised in the following way :

- Platinum (they will be treated identically to Gold drivers regarding team composition, driving times, penalties, and other aspects)
- Gold
- Silver
- Bronze
- AM

Regulations regarding driver categorization: refer to the FIA driver categorization regulations (<http://www.fia.com/fia-driver-categorisation>).

2.2. Driving time

For any team different to those indicated above, entry applications will be studied by the organisational committee.

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DRIVING TIMES FOR 4 HOURS RACES

	Composition	platinum/gold	silver	bronze	AM
2 drivers	AM + AM				mini 1h30/driver
	bronze + bronze			mini 1h30/driver	
	bronze + AM			mini 1h30	mini 1h30
	silver + AM		mini 1h30/maxi 2h		
	silver + bronze		mini 1h30/maxi 2h		
	gold + AM	mini 1h30/maxi 2h			
	gold + bronze	mini 1h30/maxi 2h			
3 drivers	gold + AM + AM	mini 1h/max 1h30			mini 1h/driver
	gold + bronze + bronze	mini 1h/max 1h15		mini 1h/driver	
	gold + bronze + AM	mini 1h/max 1h15		mini 1h	mini 1h
	silver + AM + AM		mini 1h/max 1h30		mini 1h/driver
	silver + bronze + bronze		mini 1h/max 1h15	mini 1h/driver	
	silver + bronze + AM		mini 1h/max 1h15	mini 1h	mini 1h
	silver + silver + bronze		mini 1h/max 1h15/driver		
	silver + silver + AM		mini 1h/max 1h15/driver		
	bronze + bronze + bronze			mini 1h/driver	
	AM + AM + AM				mini 1h/driver
	bronze + AM + AM			mini 1h	mini 1h/driver
	bronze + bronze + AM			mini 1h/driver	mini 1h
4 drivers	AM + AM + AM + AM	<i>Mini 50min/driver</i>			
	Bronze + AM + AM + AM				
	Bronze + Bronze + AM + AM				
	Bronze + Bronze + Bronze + AM				
	Bronze + Bronze + Bronze + Bronze				
	Silver + AM + AM + AM				
	Silver + Silver + AM + AM				
	Silver + Bronze + Bronze + AM				
	Silver + Bronze + AM + AM				

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Silver + Bronze + Bronze + Bronze
Silver + Silver + Bronze + AM
Silver + Silver + Bronze + Bronze

For any challenge with a duration other than 4 hours, the driving times will be specified in the challenge's specific regulations.

3. TYRES

The use of tyre warming racks to heat the tyres is allowed. The use of tire blankets is prohibited, as well as any chemical treatment of the tyres.

For all cars participating in the troféu GTS category, only GOODYEAR slick and wet weather tyres with the specific challenge marking will be accepted. The authorized rain tyres are exclusively GOODYEAR tires provided by APR. The retreading of slick and wet weather tyres by competitors is prohibited.

Each competitor must use the dimension and type of tyres referenced for their car in the Appendix 4 table of the regulations.

Any competitor wishing to enter with a car not referenced in the table must contact the Promoter.

Even if the referenced dimensions are similar, no other type of tyre from GOODYEAR and no other brand will be tolerated, whether in private tests, free practice, qualifying sessions, or during the race (unless authorized by the promoter).

For private testing, there are no restrictions on the choice of tyre.

These tyres can only be used during private tests. Tyres registered for the event (qualifying and race) may be used during private tests.

All tyres (slick or wet weather) must display the specific series sticker, including tires used in private tests (one set of tyres without a sticker is allowed for private tests during the first participation). Non-compliance with this rule or tyre registration will result in a penalty.

The number of slick tyres is limited to:

- UGT3 : 14 tyres maximum for qualifying sessions and a 4 hours race
- Other categories : 12 tyres maximum for qualifying sessions and a 4 hours race
- For any challenge with a duration other than 4 hours, the number of tyres will be specified in the challenge's specific regulations.

Each of these tyres must be marked no later than 1 hour before the scheduled start of the first qualifying session.

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Four additional "joker" tyres (front or rear) may be used during the season if a tyre is damaged, subject to the opinion of the tyre supplier and the approval of the scrutineer. If the race is in progress, only one additional tyre may be allowed. This allocation may not exceed four additional "joker" tyres during the season.

All tyre orders must be placed at least 10 days before the event exclusively with the company:
APR - 3, rue du Pavin - Parc Logistique - 63360 GERZAT / France. Tel : 04 73 24 24 24
Email : apr-contact@apr-europe.com

4. RACE PROCEDURE

4.1. Qualifying

There will be one qualifying session, divided into three sessions with breaks between each of them. All drivers must complete at least one timed lap (i.e., two consecutive passes over the timing line on the race track side) to qualify for the race, with the exception of teams with 4 drivers or a recognized 'force majeure' as determined by the Stewards.

For 4-driver crews, only three of the drivers will participate in the qualifying session. The 4th driver will be qualified for the race as long as they have completed at least one timed lap (2 consecutive passages over the timing line on the race track) during free or private practice. Teams composed of only two drivers must participate in all three qualifying periods. In this case, one of the two drivers will participate in two non-consecutive periods (i.e., the first and third period). For competitors in the UGT3 category, if one of the two drivers is classified as silver or gold, they can only participate in one periods. Non-compliance with either of these rules will result in the cancellation of all times for the car in question during the session, and its participation in the race will be subject to the approval of the Sporting Board.

Only one driver is permitted to take the wheel in each period. Failure to respect this rule will result in the cancellation of lap times for the session in question.

The periods will take place as follows :

- 1) Q1 : The best time for each driver will be recorded and designated as MT1.
- 2) Q2: The best time for each driver will be recorded and designated as MT2.
- 3) Q3: The best time for each driver will be recorded and designated as MT3.

For cars that have completed at least one timed lap in each period, their qualifying time will be the average of the best laps MT1, MT2, and MT3, and their qualifying position will be 1 (RQ1).

For cars that have not completed any timed laps in one of the periods, the qualifying time will be the average of the two remaining best times, and their qualifying position will be 2 (RQ2). They will be ranked behind cars with RQ1.

For cars that have not completed any timed laps in two of the periods, the qualifying time will be the remaining best time (MT1 or MT2 or MT3), and their qualifying position will be 3 (RQ3). They will be ranked behind cars with RQ2.

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For cars that have not completed any timed laps, their qualifying position will be 4 (RQ4), and their participation in the race will be subject to the approval of the stewards who will also determine their starting order. In all cases, they will be ranked behind cars with RQ3.

The result of the qualifying session and the starting grid position will be determined first by the order of RQ (RQ1, then RQ2, then RQ3, then RQ4), and then by the ranking (from best to worst) of the recorded qualifying time as indicated above.

In the event that two or more cars have the same RQ and an identical recorded qualifying time, their order will be determined by the best absolute time achieved by these cars during the qualifying session (Q1, Q2, or Q3). If that is not sufficient, priority will be given to the one who achieved the time first.

During the session, the following principles will be applied:

- Cars must be in the pit lane from the moment the green light is on at the beginning of Q1 until the checkered flag at the end of Q3. Any car that has entered its box during this period will have all its times cancelled and will not be allowed to participate in the remainder of the session.
- Refuelling and oil changes are not permitted.
- During the qualifying session, it is forbidden to connect a computer to the car (including wirelessly, with the exception of telemetry), or to add or remove a data recording or video recording device (USB key, SD card, or other). However, it is permitted to stop the camera recording at the end of the session as long as it does not violate the parc fermé rules.
- At the end of Q3, the cars will be immediately placed under parc fermé conditions.

4.2. Race

The driver who starts the race must be named at the latest one hour after the end of qualifying by filling in the appropriate form.

From this moment it will no longer be possible to change the starting driver (see appendix 1) with the exception of a 'force majeure'.

The nominated starting driver must be the driver behind the wheel at all times from the beginning of the starting procedure to the moment that the race begins.

4.2.1. Length

The race lengths are 4 hours for the meeting .

4.2.2. Rolling Start

4.2.2.1. Rolling Start procedures

The starting grid will be displayed 30 minutes after the publication of the final results of qualifying.

The starting grid will be 2x2 line up (The pole will be defined in the specific regulations of each challenge).

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The rolling start procedure must be used. The race begins (overtaking is permitted, etc.) at the moment the red lights go out (a detailed procedure will be presented during the drivers' briefing).

START :

During the opening of the pit lane, cars will leave their pit for one or more reconnaissance laps. Refuelling is forbidden from this moment until the end of the first race lap (or safety car procedure if the start or first race lap is under safety car procedure). At the end of the reconnaissance lap(s), cars must take their place on the starting grid, and the drivers must remain under the orders of the marshals. If a car completes multiple reconnaissance laps, it must, at each lap, go through the pit lane without exceeding the authorized maximum speed. It is forbidden to use the grid.

Penalty: at the Stewards' discretion.

Any car that does not complete the reconnaissance lap and does not reach the grid or pit lane under its own power will not be allowed to start from the grid.

- If a flashing yellow warning light with a red light is displayed, an additional formation lap will be conducted under the control of the car in pole position and/or the safety car.
- If a car is in difficulty and cannot start by H-5 minutes, it will be pushed to the pits, from where it will start after the last car, at the green light.
- Any car in the pits at the time of the start will only leave after receiving authorization signalled by the green light at the pit lane exit.

IN CASE OF A MODIFICATION TO THE PROCEDURE

If, due to an unforeseen reason or excessive water, it is dangerous to start, the Race Director will delay the start by displaying a "delayed start" sign. As soon as the Race Director deems that conditions are safe and a start can happen, the information will be displayed on the timing monitors, indicating the new time for the formation lap. This information will always be displayed at least 10 minutes before the start of the formation lap.

4.2.2.2. On the starting grid

It is forbidden to carry out any work on the cars, with the exception of the following:

- Removal and replacement of the steering wheel,
- Use of the radio and controls,
- Measurement and adjustment of tyre pressure,
- Measurement of tyre temperature
- Tightening wheels
- Accessing engine management systems and acquiring data
- Fitting and removing sun or rain protection
- Applying or removing adhesive to the bodywork and air intakes
- Connecting and disconnecting a jump battery

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After “5 minutes” is displayed on the panel, no further work on the cars is permitted with the exception of closing/ locking doors.

Changing wheels on the starting grid can only be done in order to fit wet weather tyres between 15 and 5 minutes from the start. Wet weather tyres can only be fitted if the Race Director has declared the track to be wet.

Any other intervention is forbidden without the express authorisation of the officials. This applies in particular to:

- opening bonnets

It is strictly forbidden to start an engine of a car, that is on its four wheels, on the grid with no one at the wheel.

4.2.2.3. If one or more cars need to be removed from the grid, the gaps between the cars will not be filled by competing cars.

4.2.2.4. Substitute Drivers

1. An abandon is officially validated when the competitor or the team manager declares a car's abandon in writing (abandon formula) to the Race Director.

2. If a team has several competing cars, upon officialising of the abandon of one of the cars by the Race Director, the driver(s) of the abandoned car may become substitute drivers for another car in the same team.

Only in case of force majeure will they be able to replace a driver within the limit of the number of drivers entered and their categorization on the car (article 3.2).

The request must be made to the Race Director and validated by the Stewards.

Becoming a substitute driver does not allow the driver in question to score points.

4.3. Pits

Before any maintenance on the car, the engine must be turned off.

4.3.1. During qualifying practice and the race

- Driver changes are prohibited during refuelling at the fuel pump.
- Driver changes and tyre changes must be undertaken in the pit lane in front of the driver's box.

4.3.2 Pits

For maintenance in the pit lane in front of the garage, only the following people are authorised to carry out maintenance.

- 1 person in charge of overseeing the car's control, whose primary function is to ensure the safety of the pit stop and the personnel present in the working area. This person will supervise the pit stop, ensure safety, and oversee the safe stop and release of the car. They must hold a lollipop displaying the number of the car in question and should not be positioned along the longitudinal axis of the car. During the pit stop, this

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individual may have other functions besides monitoring the pit stop. They must wear a specific blue identification armband provided by the organizer. This is the only person allowed in the working area before the engine is turned off and after the engine has been restarted for departure. Similarly, the only equipment permitted in the working area before the engine is turned off is the lollipop of the pit stop supervisor.

- 2 mechanics for mechanical maintenance and or other interventions made on the car. They must wear a specific red identification armband provided by the organiser.
- 1 driver's assistant as well as a driver who when getting out of the car is only allowed to help their team-mate get into the car and attach themselves. The driver's assistant must wear a specific yellow identification armband provided by the organiser.

Making a total of 4 people, not including the outgoing and incoming drivers. All other individuals must be inside the pit box.

For crews composed of drivers with limited mobility, a second driver's aide is permitted.

For a wheel change or any other maintenance, the mechanics must:

- Use a maximum of two impact wrenches in the work area.
- Independently retrieve tools and new wheels from outside the work area, bring them into the work area, and mount the wheels on the car.
- Always carry the disassembled wheels when they are outside the stands. However, to facilitate wheel changes, it is possible to place them flat on the ground.
- Not throw or drop wheels and tools.
- Disconnect pneumatic jacks and bring the wheels and equipment behind the 2.5 m line before the car leaves.

The area located between the painted line in front of the pit shutters (or the wall) and the painted line 2.5 m away can be used to arrange the pneumatic tools and equipment needed for these procedures. No external assistance may be provided by any individual within this area.

Any items that mechanics lose control of (wheels, wheel nuts, etc.), or for any other violation set out in this article :

Penalty: at the Stewards' discretion.

Safety – Whenever a car is stopped in the “work zone”, it must be stopped at least 50cm and at most 1m from the wall or the line marking the “work zone” (the 2.5m line). The car must be stopped parallel to the line or wall mentioned above. When stopping the car, the pit-stop supervisor must ensure that the work zone is cleared of all objects and individuals before allowing the car to leave.

Penalty for violation is at the discretion of the Stewards

Any transport of equipment (tools, battery, etc.) to or from the refuelling zone through the pit-lane is forbidden.

The pit-stop supervisor is in charge of ensuring that no car leaves the work zone unless all safety conditions are met. Cars in the fast lane have priority over those leaving the work zone.

Penalty: at the Stewards' discretion

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The number of mechanics performing maintenance on a car is unlimited while the car is inside the pit box.

When moving a car inside or outside the pit box in order to perform maintenance or having completed maintenance, the car must be pushed by a maximum of four mechanics, with the engine off, the car must be parallel to the pit lane before entering the box or returning to the track.

If the car is unable to stop or restart parallel to the pit lane and must be manoeuvred, the car must be moved, with the engine off, by a maximum of 4 mechanics all of whom are wearing an identification armband.

Signalling Zone: 2 persons maximum per car.

In case of non-compliance with these rules, penalties will be imposed (refer to Appendix 6).

Any individual working in the work zone (including the pit-lane supervisor) must be dressed as follows:

- Long clothing (top and bottom, fire-resistant clothing recommended)
- Protective glasses or a safety mask.
- A helmet approved by the Stewards.
- Protective gloves (under exceptional circumstance, the individual may remove their gloves only when absolutely necessary).

All of these rules must be adhered to from the start of free or private practice of the meeting.

4.3.3. Pit lane access

During testing and the race:

- a) The pit shutter (track side) must remain completely raised;
- b) The visibility inside the stand must remain unobstructed, without any form of occlusion (bodywork elements, curtains, tire stacks, carts, etc.).
- c) Officials must have free access to the pit box.

Penalty: at the stewards discretion.

4.4. Refuelling

In the interest of safety, storing fuel inside the pits is formally prohibited. In any instance of handling of fuel outside of the refuelling, the presence of an assistant holding a handheld fire extinguisher is required.

During testing, refuelling must be carried out in accordance with §7.5.1 of the technical regulations for the filling system in the standard regulations for Asphalt circuits of the F.F.S.A. 2024. Fuel must be stored outside the pits, near the paddock-side door, with a fire extinguisher permanently located nearby.

Refuelling will be carried out at the pumps, in the refuelling zone from the start of private testing.

Refuelling is prohibited during qualifying.

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During the race, a minimum of 1 or a maximum of 2 mechanics will refuel the car. The engine must be off before any work is carried out and may not be restarted until all work has been completed. The car must be on the ground before any work is carried out and must remain so throughout refuelling.

In case of non-compliance with these rules, penalties will be imposed (refer to Annex 1).

These attendants will be equipped with:

- FIA 8856-2000 compliant racing suits
- Fire-resistant balaclavas
- FIA-approved full-face helmets in accordance with current FIA standards
- Fire-resistant gloves compliant with current FIA standards
- Fire-resistant shoes and socks
- Fire-resistant undergarments

The wearing or use of :

- head lamps,
- mobile phones
- radios

is prohibited in the refuelling zone, with the exception of objects compliant with regulations regarding hazardous areas (explosives). In the event of non-compliance with these rules, penalties will be imposed. (see appendix 1). Radios that do not comply with these rules but are entirely integrated into the clothing of an individual will be tolerated (no part or component of the radio equipment may be located on the outside of the outfit).

- Access to the refuelling station will mainly be done via the access road in the pit lane.
- If a car has broken down in the refuelling station, it will be pushed to the work zone by two refuelling stewards who will be present there. Once there, the car may be pushed by up to 4 individuals maximum to the pits.
- One of the two authorised supervisors will indicate to the car where it should stop and when it may be moved. Any team member in the vicinity of the car will be considered as an individual working on it.

Per entered car, each competitor must send a deposit for fuel costs to the fuel supplier chosen by the promoter.

If there are not enough available pumps, cars must return to the track. They must not queue at the entrance of the refuelling zone.

All vehicles must be capable of being refuelled with a fuel nozzle as found at commercial petrol stations. Cars equipped with a rapid refuelling system (ATL, Staubli, etc.) must be refuelled using a refuelling can compliant with Appendix J FIA 2023, Article 252, drawings 252-1 or 252-2 and 252-5. This must be empty before being connected to the car. If this is not the case, a report will be sent to the stewards.

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Nevertheless, competitors will have the option of adapting the opening(s) of the fuel tank for this procedure (installation of an Aero, valve or other cap). The procedure must be easy to complete by hand and the use of tools must not be required. Once open, the cap must remain firmly attached to the car (cable, steel wire, hinge, etc.) The installation of a check valve (FIA Technical List no. 18) is highly recommended. If the adaptation does not comply with the car's homologation sheet, the installation must be approved by the technical delegate. A document detailing the proposed installation of this cap must be sent to them at least 15 days prior to the start of the challenge. Whenever possible the fuel opening should be positioned on the correct side with regard to the fuel pumps.

The use of an adapter is strictly forbidden. The use of an additional degassing orifice during refuelling is only authorised with the use of a degassing can that conforms to Appendix J FIA 2023, Article 252, drawings 252-1 or 252-2. This must be empty before being connected to the car. If this is not the case, a report will be sent to the stewards.

The competitor must ensure that the tank (orifice, pipes, etc.) is capable of being filled without a petrol nozzle at a flow rate of 60L/min.

For safety reasons, the fuel pump will automatically switch off as soon as the nozzle is obstructed.

For any crews composed of drivers with limited mobility, accommodations to these rules can be made.

4.5. Breakdowns – Leaving the Track

In the event of a car leaving the track or breaking down on the track during the race, only the driver can carry out repairs using the tools carried in the car. During the race, when the car stops, the engine must be restarted using the ignition by the driver alone. Jump starting the car by pushing it is forbidden.

Under the supervision of the stewards, the car will be towed to the pits by any means deemed necessary by the track's breakdown assistance service. Repairs carried out on the car that allow it to resume the race will be checked by the technical stewards.

Any car posing a potential safety hazard (excessive damage or damage to a safety component) will be stopped for repairs. The car will not be allowed to resume the race without agreement of the technical stewards.

In the event of a breakdown or problem in the pit lane requires reversing, the driver will have to stop their engine and may then be pushed to their pit by their mechanics. A maximum of 4 mechanics are authorised to push the car to the pits. Any car going to the end of the pit lane while waiting for a green light must do so by its own means. (Penalty: at the discretion of the stewards).

Any reversing in the pit lane by using the engine or driving the wrong way in the pit lane will be penalised.

Under no circumstances may the driver push their car, then pit lane included. (Penalty: exclusion of the competitor).

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Any refuelling, or replenishment with water, oil, etc. on the track is forbidden.
(Penalty: exclusion of the competitor).

4.6. Minimum Pit Stop Time

A minimum pit stop time is imposed and must be respected for each of the five mandatory stops during the race.

This mandatory pit stop time is measured for the pit entry loop and the pit exit loop (presented during the briefing) and does not include the time spent in the refuelling zone.

The "Minimum Pit Stop Time" will be published in the briefing notes for each challenge or via a bulletin issued by the Stewards.

The pit stop must take place in front of each competitor's garage or zone under the responsibility of the Team Manager.

During the race, competitors must make five mandatory pit stops with a time greater or equal to the minimum pit stop time. Mandatory pit stops must be made within 3 hours and 45 minutes from the start of the race. At the latest, for the last mandatory pit stop, the car must cross the entrance to the pit lane before 3 hours and 44 minutes and 59.999 seconds of race time have elapsed.

In the event that, during this period, the number of stops complying with the "Minimum Pit Stop Time" is less than 5, the car will receive a STOP & GO penalty + the missing time relative to the "minimum pit stop time," rounded to the nearest second.

It is during each of these 5 mandatory pits stops that the participating cars must observe any compensation time penalties imposed on them (see the compensation penalty table). These penalties are to be added to the "minimum pit stop time".

A pit stop conducted under Safety Car or Full Course Yellow (FCY) conditions will not be counted among the validated mandatory pit stops. The FCY condition will be considered active from the moment the race director declares the imminent implementation of an FCY (e.g., "Full Course Yellow in 30s"). In the case of Safety Car or FCY, crossing over the "pit entry loop" line will be decisive:

- If crossing the "pit entry loop" line occurs before the implementation of a Safety Car or the declaration of an FCY: the pit stop may be considered as one of the mandatory stops.
- If crossing the "pit entry loop" line occurs after the implementation of a Safety Car or the declaration of an FCY: the pit stop cannot be considered as one of the mandatory stops. However, changing drivers, performing maintenance on the car, etc. is still permitted.
- At the end of a Safety Car period, any car entering the pits with the intention of completing one of its mandatory stops must have crossed the timing line on the track side during the Safety Car in-lap. Otherwise, the pit stop will not be validated as one of the mandatory stops. If the car was already in the pit lane (at the fuel station, for example) during the Safety Car in-lap, it must return to the track before being able to complete one of its mandatory pit stops.

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For any challenge with a duration other than 4 hours, time penalties will be specified in the specific regulations of the challenge.

For teams composed of individuals with limited mobility, the minimum pit stop time will be adjusted.

After a pit stop, driving at an abnormally low speed and/or exhibiting behaviour considered as obstructive to other drivers may be subject to a "Stop & Go" penalty.

	Composition	Compensation time penalties to be observed at each of the 5 mandatory pit stops
2 drivers	AM + AM	0s
	bronze + bronze	8s
	bronze + AM	0s
	silver + AM	10s
	silver + bronze	27s
	gold + AM	10s
	gold + bronze	27s
3 drivers	gold + AM + AM	0s
	gold + bronze + bronze	20s
	gold + bronze + AM	10s
	silver + AM + AM	0s
	silver + bronze + bronze	20s
	silver + bronze + AM	10s
	silver + silver + bronze	31s
	silver + silver + AM	19s
	bronze + bronze + bronze	8s
	AM + AM + AM	0s
	bronze + AM + AM	0s
	bronze + bronze + AM	0s
4 drivers	AM + AM + AM + AM	0s
	Bronze + AM + AM + AM	0s
	Bronze + Bronze + AM + AM	0s
	Bronze + Bronze + Bronze + AM	0s

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Bronze + Bronze + Bronze + Bronze	8s
Silver + AM + AM + AM	0s
Silver + Silver + AM + AM	11s
Silver + Bronze + Bronze + AM	11s
Silver + Bronze + AM + AM	3s
Silver + Bronze + Bronze + Bronze	20s
Silver + Silver + Bronze + AM	19s
Silver + Silver + Bronze + Bronze	28s

5. CLASSIFICATION

5.1. Classification per race

Per race the following will be established:

- A general classification for each category (UGT3 – UGT2– UGTX - UGT4 – UGT Light – Porsche Cup – ...).
- A classification per class in each category (Depending on car types entered in each category).

5.2. Points Allocation

The points will be allocated **per category** according to the scale below:

GT Endurance	
<i>Classification</i>	<i>Overall by Category</i>
1 st	25
2 nd	18
3 rd	15
4 th	12
5 th	10
6 th	8
7 th	6
8 th	4
9 th	2

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10 th	1
<i>Over</i>	0.5

5.3. Final Classification of the Challenge

All races on the **Troféu GTE** calendar contribute to the final standings. Each driver in a team will accumulate points based on the rankings of each race (general classification per category), which will be multiplied by the competition coefficient if applicable.

There will be a winner of the **Troféu GTE** per category

For the drivers of a car to earn points in the final meeting, the car must have participated in at least 2 of the first 4 meetings (with the category and entry number being decisive).

<i>Classification</i>	<i>Overall of the race</i>
1 st	25
2 nd	18
3 rd	15
4 th	12
5 th	10
6 th	8
7 th	6
8 th	4
9 th	2
10 th	1
<i>Over</i>	0.5

Endurance Ginetta GTA Classification

Depending on the number of entries, the Ultimate Endurance Ginetta GTA classification will reward the line-up entering a Ginetta GTA that has accumulated the highest number of points.

5.4. Dead Heat

Drivers who, as a duo or trio, have formed a permanent team throughout the season in the series will all score the same number of points and may, if applicable, all be awarded the Drivers title. However, if two or more drivers from different teams finish the season with the same number of points, the first position will be awarded:

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- a) to the driver with the highest number of first places,
- b) if the number of first places is the same, to the driver with the greatest number of second places,
- c) if the number of second places is the same, to the driver with the greatest number of third places, and so on until a winner emerges.

5.5. Team Classification

The Team Classification will reward the team that has accumulated the highest number of points, taking into consideration the results obtained by the car that scored the most points for each team in each race, regardless of the category in which that car earned its points. If the category had fewer than 4 participants, only 50% of the points will be taken into account in the calculation.

6. Common races with other challenges

Other challenges or championship can race together with Trofeu GTE. The Troféu GTE qualifying practice and races format will not change. Drivers racing in the other challenge will score points in a guest standing only.

APPENDIX 3

SUSPENSION AND RESTART OF A RACE

Suspension of a race	Position of the cars following the suspension	Procedure to be applied	Distance	Grid	Points Allocated
Fewer than two laps	On the grid	Restart	Original distance minus two laps, or original time minus 4 minutes	Original grid positions	Full points allocation
More than two laps and less than 75% of the planned time or distance have elapsed.	On the grid	Restart for a second part of the race	The second part of the race is calculated to complete the original planned distance minus two laps or 4 minutes.	Comprised of the race order as of the lap preceding the suspension of the race	Classification established by laps and times (regional challenges: classification established according to the finishing positions of the second part of the race). Full points allocation. When restarting the race is deemed impossible: 50% points allocation.
More than 75% of the planned race time or distance have elapsed.		Race finished			Classification established according to the race order as of the lap preceding the suspension of the race. Full points allocation.

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APPENDIX 4

TYRES (1/2)

Car				FRONT SLICK	REAR SLICK	FRONT WET	REAR WET
Brand	Chassis	Version	Year	Description	Description	Description	Description
Alpine	Cup			245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Alpine		GT4		245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Aston Martin	DBRS9	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Aston Martin	DBRS9	GT3	2013/2014	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Aston Martin		GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Aston Martin		GT4		305/660R18 GY SLICK GT 02C1	300/680R18 GY SLICK GT 03C1	305/660R18 GY WET-L/R GT 02W3	300/680R18 GY WET-L/R GT 04W3
Audi	R8 LMS	LMS		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Audi	R8 LMS Ultra	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Audi	R8	GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Audi	R8	GT4		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Bentley		GT3		310/710R18 GY SLICK GT 04C1	310/710R18 GY SLICK GT 04C1	310/710R18 GY WET2-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
BMW	M3	GT4		245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
BMW	M3			265/660R18 GY SLICK TC 02B3	300/680R18 GY SLICK GT 03C1	265/660R18 GY RM9000-L/R TC 02W3	300/680R18 GY WET-L/R GT 04W3
BMW	M4	GT4		305/660R18 GY SLICK GT 02C1	305/660R18 GY SLICK GT 02C1	305/660R18 GY WET-L/R GT 02W3	305/660R18 GY WET-L/R GT 02W3
BMW	Z4	GT3		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
BMW	M6	GT3	2016	310/710R18 GY SLICK GT 04C1	310/710R18 GY SLICK GT 04C1	310/710R18 GY WET2-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Chevrolet	Camaro	GT3		310/710R19 GY SLICK GT 01C1	310/710R19 GY SLICK GT 01C1	310/710R19 GY CR9000 GT 01W3	310/710R19 GY CR9000 GT 01W3
Chevrolet	Camaro	GT3	2016	310/710R19 GY SLICK GT 01C1	310/710R19 GY SLICK GT 01C1	310/710R19 GY CR9000 GT 01W3	310/710R19 GY CR9000 GT 01W3
Chrysler	Viper	GT1		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Chrysler	Viper	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Corvette	Z06	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Corvette	Z06	GT3	2014	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Corvette C7R	C7R	GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Ferrari	F458	Challenge		235/645R19 GY SLICK GT 01C1	285/680R19 GY SLICK GT 01C1	235/645R19 GY CR9000 GT 01W3	285/680R19 GY CR9000 GT 01W3
Ferrari	F488	Challenge					
Ferrari	F355	Challenge		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Ferrari	F360	Modena		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Ferrari	F458	GT3	Avant 2013	305/660R18 GY SLICK GT 02C1	310/710R19 GY SLICK GT 01C1	305/660R18 GY WET-L/R GT 02W3	310/710R19 GY CR9000 GT 01W3
Ferrari	F458	GT2		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Ferrari	F488	GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Ferrari	F458	GT3	2013/2014	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Ford	Mustang	FR500/GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Ford	GT	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Ginetta	G55	Cup		245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Ginetta	G50			245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Ginetta	GT4			245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Ginetta	G57		2016	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Ginetta	G55			300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	Super	Trofeo		265/660R18 GY SLICK TC 02B3	305/660R18 GY SLICK GT 02C1	265/660R18 GY RM9000-L/R TC 02W3	305/660R18 GY WET-L/R GT 02W3
Lamborghini	Gallardo	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	Gallardo	GT3	2016	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	LP560			305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	LP600			305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	Huracan			300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3

TROFEU GTE / GTS 2024

TYRES (2/2)

Ligier	JS2R			245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Maserati	Coupe	GSL/GT3(opt2)		265/660R18 GY SLICK TC 02B3	305/660R18 GY SLICK GT 02C1	265/660R18 GY RM9000-L/R TC 02W3	305/660R18 GY WET-L/R GT 02W3
Maserati	MC3	GT3		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Maserati	Trofeo			305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Mc Laren		GT3	Avant 2014	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Mercedes	SLS	GT3		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Mercedes	AMG	GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Mercedes	AMG	GT4		305/660R18 GY SLICK GT 02C1	300/680R18 GY SLICK GT 03C1	305/660R18 GY WET-L/R GT 02W3	300/680R18 GY WET2-L/R GT 04W3
MITJET	2L					245/650R18 GY WET-L/R TC 02W3	245/650R18 GY WET-L/R TC 02W3
Mosler	MT	900		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Nissan	GT-R	GT3		310/710R18 GY SLICK GT 04C1	310/710R18 GY SLICK GT 04C1	310/710R18 GY WET2-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	R-GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	Cayman	S-Cup		245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Porsche	997	RS/GT de serie		245/650R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	245/650R18 GY WET-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	Cup	2010	245/650R18 GY SLICK TC 02B3	300/680R18 GY SLICK GT 03C1	245/650R18 GY WET-L/R TC 02W3	300/680R18 GY WET-L/R GT 04W3
Porsche	996	Cup		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Porsche	997	Cup		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Porsche	964	RS,RSR		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Porsche	Cayman	GT4		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Porsche	996	bi-Turbo GT2		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	991	Cup		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	Cup S		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	996	RS,RSR		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	RSR		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	993	Turbo GT2		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	911	Turbo		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	996	R		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	911	GT3 R	2013-2014	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	992	GT3 R		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	RSR	2010-2012	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	996	Turbo GT2		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	911	GT3 R	2016	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	992	Cup		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Renault	RS01	Trophy		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Saleen				305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Vortex		S1	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
TCR				265/660R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	265/660R18 GY RM9000-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3