

TECHNICAL REGULATIONS INTERNATIONAL GT OPEN 2010

GENERAL TECHNICAL REGULATIONS

-Applicable in all classes and categories-

Art. 1. ELIGIBLE CARS

The following vehicles are admitted in the INTERNATIONAL GT OPEN 2010:

- Vehicles complying with the FIA Grand Touring Car definition
- Vehicles group GT2 , homologated by the FIA/ACO.
- Vehicles group GT3, homologated by the FIA
- GT vehicles not homologated by the FIA complying with the present regulations.
- GT vehicles complying with the present regulations which comes from any GT cup, trophy or challenge and adapt themselves to any category or class already defined in the present regulations.

The Organising Committee, meeting with the approval of the Technical Commission of the Series, keeps the right to authorise those vehicles which following a request from a concurrent or brand, deems opportune.

Art. 2. Eligible cars definitions

Two categories are defined in the series: SUPER GT – GTS

SUPER GT

It involves vehicles with GT consideration, being defined in this category the following classes: FIA GT2, ACO GT2 and National GT2, according to the following definitions:

GT2 FIA Class: GT vehicles homologated as GT2 by the FIA.

ACO GT2 Class: GT vehicles complying with ACO GT2 normative.

National GT2 Class: vehicles complying with FIA/ACO GT2 normative, except for the total number of units produced (*)

(*) National GT2 Class : To enable a vehicle to be eligible in this class, a technical description form which exactly defines the technical characteristics of the car must be presented to the Technical Commission of the International GT Open, both by an accredited representative; and it must comply with FIA/ACO GT2 2009 technical regulations. The Commission will study and issue, if it proceeds, the corresponding technical passport.

Vehicles homologated as FIA GT2, previously to this season, must comply with their homologation form

The Organizing Committee, meeting with the approval of the Technical Commission of the Series, keeps the right to issue and apply corrected measurements to equalize the car's performance in this category

All SUPER GT vehicles shall comply with the list of Weights and Restrictor Size List issued by the Organizing Committee of the International GT Open. (*) see Final Note of Super GT Technical Regulations -page. 27-

GTS

This category involves those vehicles defined as GT by the FIA and comply with their corresponding TD (technical Data) FIA GT3, and be eligible by the Series Organizing Committee.

FIA GT3 technical regulations will be enforced (or the FIA GT3 technical description).

Particularity: Those GT vehicles which in their GT3 FIA homologation form have not the sequential gearbox homologated, may require the Organizing Committee the change of it (manual to sequential), and they will be able to authorize it and enforce, for this reason, corrected measurements. A unique list of gearbox ratios will be authorized for those cars who have opted for the sequential gearbox, which will be integrated in the TD (Technical Data).

The Organizing Committee, keeps the right to include in this category those vehicles that because their technical characteristics and performance are similar to those defined as GT3. These cars shall apply the Organizing Committee their corresponding TD to be approved by the Technical Commission.

The Organizing Committee, meeting with the approval of the Technical Commission of the Series, keeps the right to issue and apply corrected measurements to equalize the car's performance in this category.

The Organising Committee will enforce a Restrictor Size & Weights List for those GTS cars. This list will be issued in an appendix.

Art. 3. APPLICABLE REGULATIONS

- 3.1. The articles 1 & 2 - Definitions of the SUPER GT Technical Regulations - and the FIA GT2 regulations, will be applicable to all categories and classes.
- 3.2. The article 17.- Fuel of the SUPER GT Technical Regulations is applicable to all categories and classes.

Art. 4 EXCEPCIONAL CASES

Any competitor who, by technical or force majeure reasons needs any kind of exception connected with any article of these Technical Regulations, must require it to the Organising Committee, in writing form.

The organising Committee will deal this application with the Technical Commission of the Series, who will be the unique authority in this case, and they will inform by written form of the exception enforcement, if it proceeds.

Art. 5. SAFETY MEASUREMENTS

For all categories and classes the following normative, currently in force, for the following safety elements will be complied with:

Fireproof dressing: Appendix L, Chapter III, Art. 2.

Helmets: Appendix L, Chapter III, Art. 1

Hans: Appendix L, chapter III, art. 3

Bucket: Appendix J, Art. 253.16

Harness: Appendix J, Art. 253.6

Fire extinguishers: according to art. 253.7.2. of currently appendix J.

Art. 6. FUEL INTAKES

These must comply with the art. 252.9.4 appendix J.

Previous to this change and according to Art. 4 of the present regulations, conformity may be required.

Art. 7. SINGLE WHEEL NUT ATTACHMENT

It is permitted to change the original wheel attachment system to a single wheel nut one.

Previously to this change an authorisation must be required according to the art. 4 of these regulations.

Art. 8. Cockpit Ventilation

It is allowed to fit in the vehicles the following ventilation systems for the cockpit:

a) A window ventilation fitted to each door window providing it complies with the following points:

- Not exceed the window perimeter
- have a maximum height of 150 mm
- not protrude more than 50 mm over the window's surface.
- be made of the same material of the window or with translucent polycarbonate if the window is made of glass and must have the possibility of being closed by a shutter made from the same material as the window.
- not obstruct the driver's rearward view.
- Its function must solely be the cockpit ventilation and not the ventilation of any other mechanical part.

b) A scoop in one or both door's windows, which solely function is to let the exterior air into the cockpit. In this case the airflow may be directed to the driver by means of flexible ducts, providing these ducts are correctly fixed.

FINAL NOTE

1.- FIA

Any modification approved by FIA further to the publication of the present regulations, shall be studied by the Organising Committee-and if this would be taken into consideration-it shall be proposed for the inclusion in this regulations by means of an appendix.

2.- Technical Commission of International GT Open

The technical Commission of the Series is composed by the president and two members, as follows:

- Technical Delegate of the Series - President
- GT Sport Representative
- Representative of the Technical Department of the RFE de A

The actions taken or approved by the Technical Commission of the Series will be issued by means of numbered and dated bulletins/appendixes.

No decision will be taken or applied during the celebration of a meeting. Date of application of the actions enforced by this Commission will be specified on these bulletins/appendixes.

The Technical Commission, to try to get performance equality, may enforce actions which affect the following elements:

1. Minimum Weigh.
2. Distance from Bodywork to the ground
3. Dimensions and positioning of the wings (front and rear)
4. Restrictor Size, in case it exist.

SUPER GT TECHNICAL REGULATIONS

GENERAL DEFINITION

SUPER GT

It involves vehicles with GT consideration, being defined in this category the following classes: FIA GT2, ACO GT2 and National GT2, according to the following definitions:

GT2 FIA Class: GT vehicles homologated as GT2 by the FIA.

ACO GT2 Class: GT vehicles complying with ACO GT2 normative.

National GT2 Class: GT vehicles complying with FIA/ACO GT2 normative, except for the total number of units produced (*)

(*) National GT2 Class : To enable a vehicle to be eligible in this class, a technical description form which exactly defines the technical characteristics of the car must be presented to the Technical Commission of the International GT Open, both by an accredited representative; and it must comply with FIA/ACO GT2 2009 technical regulations. The Commission will study and issue, if it proceed, the corresponding technical passport.

Vehicles homologated as FIA GT2, previously to this season, must comply with their homologation form

The Organizing Committee, meeting with the approval of the Technical Commission of the Series, keeps the right to issue and apply corrected measurements to equalize the car's performance in this category

All SUPER GT vehicles shall comply with the list of Weights and Restrictor Size List issued by the Organizing Committee of the International GT Open. (*) see Final Note of Super GT Technical Regulations -page. 27-

APPLICABLE TECHNICAL REGULATIONS SUPER GT

ARTICLE 1: DEFINITION

DEFINITION

A GT2 car is a car designed for sport with 2 doors, 2 or 2+2 seats, open or closed.

ARTICLE 2. SERIES GRAND TOURING CAR GT2 (Other definitions)

2.1 Original

2.1.1) Everything that is described on the Homologation form of the car.

2.1.2) Comparison with a reference car must be possible in all circumstances.

2.1.3) "Optional" equipment or "performance kits", the purpose of which is to obtain aerodynamic or performance improvements, are prohibited.

2.2 Bodywork

2.2.1) The bodywork concerns all sprung parts of the car in contact with the external air stream, except for parts connected with the mechanical functioning of the engine, of the drive train and of the running gear.

2.2.2) As viewed from above (plan view), from the side (elevation), from the front and from the rear, the bodywork must not allow the mechanical parts to be seen.

2.2.3) Bodywork parts that are movable when the car is in motion are prohibited.

2.3 Main structure / Chassis

Entirely sprung part of the vehicle's structure, to which all the suspension and/or spring loads are transmitted, extending longitudinally from the fixing of the front bumper to the fixing of the rear bumper.

2.4 Air intakes / air extractors

2.4.1) Air intakes / air extractors are part of the bodywork.

2.4.2) If air intakes or air extractors allow mechanical parts to be seen, they must be fitted with wire netting with a mesh of approximately 10 mm (Scrutineers' assessment).

2.5 Cockpit

2.5.1) Closed car: volume inside the main structure, to accommodate the occupants and which is defined by the roof, floor, doors, side panels, glazed areas and front and rear bulkheads.

2.5.2) Open car: the cockpit opening must be symmetrical as viewed from above, and nothing is permitted to cover it except for a hood or a removable hard-top.

2.6 Electronic Systems

2.6.1) Any automatic or electronic control system or function is prohibited: chassis control, final drive differentials, adjustment of the shock absorbers, suspension or ride height, four-wheel steering, anti-lock braking, except they are authorised in the original homologated vehicle. In this case the manufacturer must supply the FIA (and/or organiser and the technical department of the Spanish Federation) with the control system of the gearbox function and or the serial clutch.

Semi-automatic or automatic gearboxes and power-driven clutches with electronic or pneumatic control are prohibited unless fitted on the homologated road car or reference car.

In that case, the manufacturer must provide the FIA (and/or Organiser and Technical Department of R. F. E. de.A.) with the system for checking the control system of the series gearbox and/or series clutch.

2.6.2) Closed-loop electronic control system

This is an electronically controlled system in which:

a/ an actual value (controlled variable) is continuously monitored;

b/ the feedback signal is compared with a desired value (reference variable) ;

c/ the system is then automatically adjusted according to the result of this comparison.

2.6.3) Unless specified in these regulations and except for engine management systems, no such system is permitted.

2.6.4) Data recorder

- a/ The data recorder may be downloaded only by means of a cable or a memory card;
- b/ Plugging in the cable or replacing the card is permitted only:
 - b.1 inside the cockpit;
 - b.2 by one of the mechanics and not by the driver or the person authorised to assist him;
 - b.3 when the 4 mechanics are allowed to perform work on the car.

2.6.5. Telemetry

To the exclusion of any other process, the following are permitted:

- 1) Legible messages on a pit signalling board
 - 2) The driver's body movements
 - 3) "Lap trigger" signal transmitters, for signalling the start or end of a lap:
 - a/ These transmitters must be autonomous and not connected to any pit equipment by means of wires, cables, optical fibres, etc.
 - b/ The only function of these transmitters is to mark the laps.
 - 4) Two-way verbal radio communications between the driver and his pit.
- Note: The use of any other communication system is possible only after permission has been granted and under the control of the organiser.

2.7 Location

Relative definition of the place where an element is situated in relation to the other original elements of the car that surround it.

2.8. Position

Dimensional definition of the place along the 3 axes where an original element of the car is situated.

2.9 Orientation

Definition of the angular position of an original element of the car. If the element is turned 180°, this will be regarded as a change in orientation.

2.10 Regulations

- 2.10.1)** Anything that is not authorised by the regulations is prohibited.
 - 2.10.2)** Modifications made on grounds of safety will be enforceable immediately and without notice.
- Particular modifications concerning the Series particularities shall be done complying with R. F. E. de A. or the corresponding ASN regulations

2.11 Main casings of gearbox and differential

Casings that receive or transmit loads from/to the chassis or from/to any mechanical element other than those forming part of the gearbox or differential.

- 1.12. Composite chassis are forbidden except these are homologated in the original vehicle.

ARTICLE 3: BODYWORK

3.1 Conformity

Dimensions (length, width, overhangs, wheelbase, cockpit, glazed areas, etc.) and the general look of the bodywork must remain identical to those of the car available on the market as described on the Homologation form, except for modifications permitted by the regulations.

3.2 Flat bottom (*) see Final Note of Super GT Technical Regulations - page. 27-

a/ Between at least the front and rear wheel centre lines and across the entire width of the car, the bottom/underbody of the car shall be fitted with a flat bottom of a maximum thickness of 10 mm, which is rigid, continuous, and an integral part of the chassis/body unit;

b/ Except for the rear edge, the edges of the flat bottom may be curved upwards with radii of a maximum of 25 mm in order to join up to the bodywork;

c/ The flat bottom must not protrude:

c.1 on the sides: seen from above, it must be set back from the rocker panels / door sills by a maximum of 25 mm and join up to them as far as possible;

c.2 inside the wheel arches.

d/ The flat bottom must not have any aerodynamic effect:

d.1 No air flow with an aerodynamic effect is permitted between the bodywork and the flat bottom.

d.2 Air streams channelled into the air intakes or out through the air extractors and moving above any part whatsoever of the flat bottom must not provide any lift or downforce;

e/ Openings

The only openings permitted in the flat bottom are:

e.1 Cut-outs relating to wheel travel;

e.2 Hatches for maintenance operations;

e.3 For the passage of air jacks;

e.4 For extracting heat from the exhaust pipes (if front engine);

These openings or holes:

1. are permitted only for cooling the exhaust system and are limited to a maximum width not exceeding the diameter of the exhaust pipes;

2. must follow the shape of the exhaust pipe(s) over their entire length;

e.5 For the exit of the overflow pipe from the fuel tank filler.

e.6 A maximum of 4 air ducts for cooling, the total area of which must not exceed 360 cm² measured horizontally.

f/ The flat bottom and the rocker panels may be joined together to form a single piece;

g/ No sprung part of the car is permitted below the plane generated by the flat bottom ;

h/ Friction blocks: prohibited.

i. Those vehicles registered in the International GT Open in SUPER GT category. National GT2 Class (art.2. Technical regulations – General Part) shall comply (and be stated in the R. F. E. de A. homologation card):

a. Between the wheel centre lines-front/rear-any part of the bodywork visible from the lowest part of the car, except the wheel arcs and ducts for the exhaust system, must be included in a plane-which is the flat bottom. This must be a flat, levelled , solid, tough. rigid surface (no freedom in relation to the chassis/bodywork unit)

b. Uniquely it is permitted one inclined plane surface in the rear edge of the flat bottom, among the vertical planes produced by the internal faces of the rear wheels and the rear edge of flat bottom and the rearmost vertical plane of the bodywork. No part of this inclined place shall be situated more than 150 mm above the flat bottom or reference surface. Vertical drifts in this inclined plane are not permitted, neither in its extremes nor at any

intermediate points

3.3 Modifications permitted (*) see Final Note of Super GT Technical Regulations -page. 27-

The bodywork may be modified within the following limitations:

3.3.1) Lightening

Only the removable bodywork parts (bonnet, boot lid, fenders, doors, bumpers and their supports, etc.) described on the Homologation form and which are screwed or bolted (*) on the main structure (**) may be replaced by elements made from lighter material (except for titanium or magnesium) provided that the original shape is entirely preserved, except in the case set out in Art. 257-3.3.8 below (overall width).

Bodywork elements joined together in order to form a single piece (e.g. bumper and fender) are not considered as removable parts.

(*) The mounting system must be at least as strong and efficient as the original one;

(**) "Body in white" ("Caisse en blanc").

3.3.2) Glazing

a/ Except for the one-piece windscreen, which is made from laminated glass exclusively, glazed areas may be replaced with any other material ensuring the same transparency.

b/ In order to protect the windscreen, the addition of a maximum of 4 translucent films on its external face is permitted.

c/ The window on driver's side may be replaced with a net.

d/ Safety fasteners or additional window frames may be added, provided that they have no aerodynamic effect.

e/ Rear window: mandatory, made from transparent material.

3.3.3) Openings

a/ Openings may be made exclusively for cockpit ventilation and the operation of the lap marker:

- through the side windows;

- through the lower part of the rear window (a maximum of 5 holes with a maximum diameter of 50 mm);

b/ Air intakes are permitted in the side windows, provided that:

- they do not protrude by more than 15 cm;

- they do not extend beyond the perimeter of the car.

These openings must not obstruct the driver's view.

c/ An air exit must be made on the roof of the car in order to extract air from the cockpit. It must be homologated..

3.3.4) Bonnet and boot lids

a/ Their hinges are free;

b/ It must be possible to remove or open them without using tools;

c/ They must be secured by at least two safety fasteners (identified by means of red arrows, or arrows of any other contrasting colour).

3.3.5) Doors

The door hinges may be replaced for the sole purpose of allowing faster evacuation of the driver in the event of an accident.

3.3.6) Reinforcements

Permitted, provided that the material used follows the shape of the original part perfectly and that contact is maintained over their entire surface:

Reinforcement bars may be added between the suspension mounting points and the main structure at the level of the same axle and symmetrically about the longitudinal centre line of the car.

3.3.7) Wheel housing / Wheel arches

a/ The external cut-out and the inside of the wheel arches may be modified to accommodate larger wheels;

b/ In relation to the homologated car, no panel or element may be removed

above the level of the wheel centre line;

c/ The wheel housings must always be closed by means of panels at least down to the level of the wheel centre line. In accordance with Art. 257-3.4.1 below, the lower part of the front and rear bumpers may be modified accordingly (without diffuser at the rear).

3.3.8) Maximum width

Across the front and rear wheel arches, the width of the bodywork (cf. Homologation form) may be increased by 10 cm:

a/ The modification must retain the original appearance of the fenders as much as possible;

b/ The overall width (rear view mirrors excluded) must not exceed 200 cm;

c/ The rocker panels / door sills and the sides of the front and rear bumpers may be modified for the sole purpose of joining them up to the widened fenders;

d/ The above-mentioned modifications must be made once only and must be homologated.

3.3.9) Registration plates

The mountings and lights of the registration plates may be removed, but this must not lead to any bodywork modifications except for those permitted by the regulations. Even if the mountings and lights of the registration plates are kept, they must not be used to determine the overhangs of the car.

3.4 Aerodynamic devices (*) see Final Note of Super GT Technical Regulations -page. 27-

3.4.1) Front and rear

Provided that they do not include a wing profile (*), they do not constitute diffusers which channel the air above the flat bottom, and that the main structure is not modified, front and rear bodywork elements may be replaced with aerodynamic elements within the limit of:

a/ the front and rear overhangs (Homologation form);

b/ the perimeter of the original bodywork;

c/ forward of the tangent vertical plane ahead of the front wheel arches and aft of the tangent vertical plane behind the rear wheel arches;

d/ below the horizontal plane passing through the front and rear wheel centreline;

e/ above the flat bottom, any protruding element being prohibited;

f) One inclined panel, perfectly flat, without vertical fins or angle bracket on top, and in compliance with the art. 3.4.1. above is allowed

g) If the vehicle is equipped with a rear diffuser which not comply with specifications, this must be removed.

Note: the above-mentioned modifications (aerodynamics, openings, etc.) must be described and homologated.

(*) Wing profile: section generated by two arcs with different curves and/or centres joining a leading edge at the front to a trailing edge at the rear, the purpose being to exert an aerodynamic effect, i.e. lift or downforce..

3.4.2) On the sides

The rocker panels / door sills between the front and rear wheel arch cut-outs must remain original, except in the case provided for in Art. 257-3.3.7.c above.

3.4.3) Underneath

The underbody of the car shall remain original except as regards the fitting of:

a/ jacking systems;

b/ exhaust systems (see Art. 257-5.6.3);

c/ gearbox (see Art. 257-9.2.3.c);

d/ the exit of the overflow pipe in case of excess fuel from the tank filler.

3.4.4) Rear wing

- a/ A single-profile wing is permitted on top of the bodywork provided that:
- a.1 it replaces the original rear wing, if the car has one;
 - a.2 it fits, including end plates and angle bracket, into a volume the dimensions of which are 45 cm (horizontal) x 15 cm (vertical) x 91% of the maximum width of the homologated road car (Homologation form);
 - a.3 the chord of the wing section does not exceed 30 cm;
 - a.4 it is situated 5 cm further forward than the rearmost point of the bodywork. Any bodywork modification or extension the purpose of which is to move the wing backward is prohibited;
 - a.5 it is situated 10 cm lower than the highest point of the roof.
 - a.6 (*) see Final Note of Super GT Technical Regulations -page. 27-
- b/ Vertical wing supports:
- b.1 Length: 52 cm maximum;
 - b.2 Their surfaces must be flat and parallel to the vertical plane passing through the longitudinal centre line of the car;
 - b.3 The leading edges may be rounded (constant radius) and the trailing edges may be bevelled over a maximum of 20 mm;
 - b.4 They must be:
 - separated from the end plates by at least 100 mm;
 - made from metallic material, as must their fixings;
- c/ End plates:
- c.1 The surfaces must be flat and parallel to the vertical plane passing through the longitudinal centre line of the car;
 - c.2 Thickness: 10 mm minimum;
 - c.3 The edges of the end plates must be rounded with a constant radius of 5 mm minimum; If the original rear wing is fitted, it must comply with the above points.

3.5 Air Intakes & air extractors

3.5.1) Air intakes and air extractors must serve exclusively for channelling cooling air to mechanical parts (brakes, radiators, etc.), for feeding the engine with air and for ventilation (driver, engine compartment, etc.).

3.5.2) They must not protrude over the surface of the bodywork, unless:

- a/ in the case set out in Art. 257-3.3.3.b above;
 - b/ original on the road car available for sale (homologation form).
- These air intakes:

- . . cannot be modified,
- . . must not be a "Snorkel type",
- . . must be homologated,
- . . cannot be used to check the maximum height of the rear wing (air intake on the roof).

3.5.3) They must not allow mechanical parts or others to be seen:

- Wire netting with a mesh of approximately 10 mm is recommended.

3.5.4) They must not induce any aerodynamic effect.

3.6 Windscreen

3.6.1) The width of the windscreen, measured at its bottom, must be at least 70% of the overall width of the car. This rule does not apply to cars with EEC "Full type" homologation or the equivalent for the United States or Japan and produced in a quantity of at least 200 units per year.

3.6.2) As viewed from the front, the windscreen must be framed with four rounded corners, the upper line being almost horizontal (trapezoid shape).

3.6.3) The curvature at the top of the windscreen must not exceed a few centimetres above a horizontal line.

3.7 Luggage compartment(s)

3.7.1) Volume

150 dm³ minimum:

a/ Two spaces only.

3.7.2) Location

a/ The space behind the front seats in their rearmost position and lower than the bottom of the rear window is accepted as a luggage compartment:

In that case, the dimensions determining the capacity at front seat level and the field of vision of the homologated car must remain unchanged;

b/ The location for the luggage must remain as on the homologated car.

3.7.3) Shape

The luggage compartment, airtight, delimited by rigid surfaces, must be able to accommodate, from outside, a volume (*) measuring at least 45 cm x 35 cm x 20 cm corresponding to a "pilot's case";

(*) Volume formed by flat surfaces and right angles.

3.7.4) Provided that they are efficiently protected (from shocks, leaks), the following are permitted in the luggage compartment(s):

a/ Fuel tank, capacities and pipes if they comply with Art. 257-6 below;

b/ Oil tank, oil catch tank and pipes;

c/ Pneumatic jack(s) and air pipe(s);

d/ Battery.

ARTICLE 4: WEIGHT

4.1 Ballast

If a ballast is fitted, this must be secured in the cockpit in the front passenger's location and according to the specifications of Article 253.16 (Appendix J) concerning the dimensions and characteristics of the fixings.

The securing system must allow seals to be affixed by the scrutineers and must be designed such that tools are required for its removal.

Any movable ballast system when the car is in motion is forbidden.

The Organising Committee keeps the right to fix a maximum ballast per vehicle.

4.2 Weight

4.2.1) Minimum weight: according to the engine capacity: see Appendix 1.

The present season those vehicles / version 2009 and 2010, will comply with the minimum weight stated by the FIA in its homologation card

Except for the weighing procedure carried out during the practice sessions, it is the weight of the car without the driver and with no fuel on board.

The car must comply with the minimum weight at all times throughout the event. The checking of the weight of any part that may have been replaced during the event is at the discretion of the scrutineers.

4.2.2) The weight may be lowered:

a/ in accordance with Art. 257-3.3.1 above (lightening);

b/ by removing all equipment and accessories;

c/ while maintaining the absolute integrity of the main structure.

4.2.3) Nothing may be added to a car when weighing is in progress.

ARTICLE 5: ENGINE

5.1 Type and location

5.1.1) The original engine shall maintain its original location, orientation and position. However, it can be:

lowered in compliance with Article 257-5.1.2 below; moved backward (*)

provided that the chassis and the dimensions of the cockpit are not modified;

(*) This modification is permitted only for cars produced in a quantity of at least 2500 units (with identical external general lines of the bodywork) in twelve consecutive months. It must be homologated.

5.1.2) It is permitted to change the engine mountings, but without modifying: the main structure, which may be reinforced in the mountings their position, except when the engine may be moved backward (see Art. 257-5.1.1. above);

5.1.3) Only for cars with a "transaxle" transmission system, the torque tube may be removed and replaced with additional engine and/or transmission supports. The new supports must be homologated, as must the local modifications to the chassis / bodyshell necessary for their fitting.

5.1.4. Particularities for National GT2 class:

The basic engine shall be one proceeding from a series manufacturing vehicle.

The engine location is free, providing that its emplacement and orientation remains original. If the engine position is modified the internal dimensions of the cockpit must remain original. It will only be allowed the chassis modifications if they are homologated as VO. (option variant) For those composite chassis-not metallic-the engine must remain in its original position.

5.2 Modifications

5.2.1) Cylinder block, cylinder head(s), valve angles, firing order, number and location of camshafts: these must remain original, as fitted on the series vehicle.

5.2.2) The adding of material to the cylinder block or cylinder head(s) is prohibited. Intake and exhaust manifolds are free but they must be supported on the original cylinder head gasket face.

5.2.3) The valve tappet guides may be fitted with sleeves if they were not originally. The cylinder block may be modified by machining:

- for the modification of the bore or for sleeving if the original block is not fitted with sleeves.

- below the horizontal plane passing through the centre line of the crankshaft bearings for the mounting of the dry sump.

The oil sump is free and may include the crankshaft bearing caps.

5.2.4) Lubrication holes and injector holes may be modified or closed:

- The use of helicoils is permitted

5.2.5) The elements fixed on the cylinder block and cylinder head(s) (crankshaft, connecting rods, pistons, camshafts, intake manifold, etc.) are free but they must be in compliance with Articles 257-5.2.1. to 257-5.2.4. above.

The weight of the crankshaft must not be more than 10% less than that of the original (titanium forbidden).

5.2.6) The following are forbidden unless fitted on the road car available for sale:

- Variable valve timing (*)
- Variable length/diameter inlet systems (*)
- Variable geometry turbo/superchargers (*)
- Titanium, except for connecting rods, valves and valve retainers, heat shields
- Magnesium, except for standard production mechanical parts which are described on the Homologation form
- Ceramic components
- Carbon or composite materials, except when used in clutches and non-stressed covers, lids or ducts.

5.2.7. Particularities for National GT2 class:

- The machining of cylinder block and cylinder heads is authorised
- The oil sump is free and it may fit the crankshaft supports.
- The addition of any substance to the cylinders and cylinder heads oil sump is forbidden. However, it is permitted to sleeve a cylinder block which is not originally fitted with sleeves, although it is welded and to add screwed parts.
- It is permitted to close the standard injection holes.
- It is authorised to modify the cylinder diameters, providing the original cylinder capacity is kept.
- Crankshaft is free
- Connecting rods are free.

5.2.8. Particularity for National GT2 class: the use of titanium is authorised for connecting rods, valves, valve-spring retaining system and heat shields providing it is used in the original engine. In any other case the use of it must be requested to the Organising Committee.

5.3 Throttle

Only a direct mechanical linkage (rod, cable) is permitted between the throttle pedal and the fuel supply control system (air and/or fuel) of the engine.

If the original car is fitted with a system without a mechanical linkage, this system may be retained but not modified.

5.4 Normally aspirated engines

5.4.1) Displacement

8000 cc maximum.

5.4.2) Intake system

It must be fitted with one or more air restrictors made from metal or metal alloy, the diameter of which is maintained over a length of at least 3 mm (Technical Regulations: Appendice 1).

Restrictors must be:

- a maximum of 600 mm forward the of centre line of the first cylinder.
- a maximum of 1000 mm apart (centre of the restrictors).
- fitted so that they can be easily removed for possible checks.

In the same way the emplacement of restrictors complying ACO valid normative will be complied with.

5.4.3) Air box(es)

- a/ All the air feeding the engine must pass through the restrictor(s);
- b/ Airtightness must be total in all circumstances. If the air box is made up of several parts, they must be assembled in an efficient way.
- c/ No pipe containing air is permitted to come into or to exit from the air box(es);

d/ Its internal total volume, measured from the control diameter of the restrictor(s) to the intake ports on the cylinder head(s), must not be greater than 50 dm³.

e/ The blocking of the restrictor(s) must cause the engine to stall immediately. The depression measured in the air box when the engine stops must be:

- equal to atmospheric pressure in the place where the test is carried out – 150 millibar;
- maintained during half a second;

f/ A sealing device must be provided for the Scrutineers;

g/ Any malfunctioning is the Competitor's responsibility.

h. Particularities for National GT2 class:

- The inlet system is defined by the assembly between restrictor/s and exhaust manifold up to the inlet holes in the cylinder head/s.

- Its total internal volume, measured between the control diameter of the restrictor/s and the inlet holes in the cylinder head must not be higher than 70 dm³.
- i. The organising Committee keeps the right to adjust restrictor sizes to balance the performance of vehicles.

5.5 Turbocharged / Supercharged engines

5.5.1) Displacement

4000 cc maximum.

A compressor and/or turbocharger may be used only if such systems are fitted to the homologated road car or reference car.

With the exception of exchangers and of the pipes between the supercharging device, the intercooler and the manifold, the whole of the original supercharging system must be retained and not modified.

Particularity for National GT2 class: If originally an engine is normal aspirated and the vehicle is homologated in GT2, the supercharged engine must be homologated by the manufacturer as V.O.

5.5.2) Inlet system

a/ The inlet system must be fitted with one (or more) air restrictor(s) made from metal or metal alloy, the diameter of which is maintained over a length of at least 3 mm. All the air feeding the engine must pass through these restrictors (see Appendix 1);

b/ Position of the air restrictor(s): a one-piece and airtight straight cone must be fitted between the restrictor(s) and the inlet diameter of the supercharging device:

b.1 That cone must have a mandatory minimum opening angle of 7°;

b.2 At each end of the cone, over a maximum length of 10 mm, a rounded shape is permitted within the diameter of both the restrictor(s) and the charging device inlet.

5.5.3) Charging device

a/ Supercharged cars must not be equipped with any device which allows the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted while the car is in motion.

b/ Variable diameter inlets and adjustable internal vanes on turbochargers are forbidden. If the original car is fitted with such a system, this system must be neutralised or removed.

5.5.4) Temperature of the charge

a/ Intercoolers may be replaced but their number, their types, their locations and their positions must remain original.

However, any modifications carried out to accommodate a different intercooler must not alter the structural integrity of the car and the bodywork.

Apart from intercoolers, any device, system, procedure, construction or design the purpose and/or effect of which is any decrease whatsoever of the temperature of the intake air and/or of the charge (air and/or fuel) of the engine is forbidden.

The pipes between the supercharging device, the intercooler and the manifold are free, but their only function must be to channel the intake air.

The pipes for channelling air to the exchangers are free, but they must be made from fire-resistant, fibreglass-based composite material.

b/ Internal and/or external spraying or injection of water or any substance whatsoever is forbidden (other than fuel for the normal purpose of combustion in the engine).

5.6 Cooling

The method of cooling, the number and the location of the water radiator(s)

must be retained.

Particularity for National GT2 class:

The cooling system is free providing the cooling method is retained and the water radiator remains in its original emplacement.

5.7 Exhaust

5.7.1) The exhaust system must not protrude beyond the perimeter of the car as viewed from above.

5.7.2) The exhaust system must be correctly insulated from the cockpit.

5.7.3) Installation

As long as the main parts of the main structure are not concerned, the underbody and the front and rear bulkheads may be modified to allow the installation of the exhaust system and its insulation from the cockpit:

These (limited) modifications must be homologated or authorised.

5.7.4) Exhaust pipes must exit:

a/ Aft of the middle of the wheelbase;

b/ Between 10 and 45 cm above ground level.

5.7.5) Noise

The noise generated by the car must not exceed 112 dB (A) during the qualifying and practice sessions and the race.

The measurement will be carried out 15 metres from the edge of the track.

All measures fitted in order to assure that the maximum noise limit is not exceeded must be permanent, and must not be annulled by the pressure of the exhaust gasses.

5.7.6. Catalytic converters may be substituted by silencers. Interested participants may apply by written form to the Technical Commission of the Spanish Federation who will study each case particularly and will authorise or not the mentioned substitution.

ARTICLE 6: PIPING & FUEL TANK(S)

6.1 Fuel Tank(s)

6.1.1) Fuel tanks must be placed in their original location (see Homologation form) or in the luggage compartment (outside the cockpit):

They must be separated from the cockpit and the engine compartment by a firewall.

6.1.2) On grounds of safety, it is recommended:

a/ that the fuel tank(s) be installed between the two vertical planes touching the front of the front wheels and the rear of the rear wheels;

b/ that the outside walls of the fuel tank(s) should not be more than 675 mm from the longitudinal centre line of the car.

6.1.3) Only those chassis modifications which are necessary for installing the tank in the area defined above are permitted.

6.1.4) The tank must be enveloped by an energy-absorbing structure at least 10 mm thick.

6.1.5) Fuel tanks must be rubber bladders meeting or exceeding the specifications of FIA FT3 1999.

6.1.6) The rubber bladders must be made by FIA-approved manufacturers, the list of which is available from the FIA;

6.1.7) The rubber bladders must have a printed code indicating the name of the manufacturer, the specifications to which the tank has been manufactured and the date of manufacture.

6.1.8) No rubber bladder may be used more than 5 years after the date of manufacture, unless it has been inspected and recertified by the manufacturer for a further period of up to 2 years.

6.2 Fittings & Piping

6.2.1) Any fuel fitting which is part of the tank walls (air vents, inlets, outlets, tank fillers, inter-tank connectors and access openings) must be made of metal or composite and bonded into the fuel tank.

6.2.2) Fuel lines connecting the fuel tank to the engine must have a self-sealing breakaway valve. This valve must separate at less than half the load required to break the fuel line fitting or to pull it out of the fuel tank. If a fuel radiator is used, it must be situated inside the main structure of the car.

6.2.3) No line containing cooling water may pass inside the cockpit. Fuel and oil lines may pass through the cockpit provided that they have no connections other than to the bulkheads and that they are covered by a leak-proof protection.

The vent and filler spouts may pass through the cockpit as close to the walls as possible. Their pipes must be made from metal and their connectors from material identical to that used for the walls of the tank.

They must be isolated from the cockpit by means of a leak-proof protection.

6.2.4) Lines must be designed in such a way that any leakage cannot result in accumulation of fluid in the cockpit.

6.2.5) Flexible lines must have threaded connectors and an outer braid which is resistant to abrasion and flame.

6.2.6) Fuel and lubricating oil lines must resist a minimum burst pressure of 41 bar at the maximum operating temperature of 135°C.

6.2.7) All hydraulic fluid lines which are not subjected to abrupt changes in pressure, with the exception of lines under gravity head, must have a minimum burst pressure of 41 bar at the maximum operating temperature of 204°C when used with steel connectors and 135°C when used with aluminium connectors.

6.2.8) All hydraulic fluid lines subjected to abrupt changes in pressure must have a minimum burst pressure of 70 bar at the maximum operating temperature of 204°C.

6.2.9) Only hydraulic fluid lines with screwed connectors and secured by means of a metallic wire are permitted inside the cockpit.

6.2.10) Fuel pumps must be in operation only when the engine is running or when it is being started.

6.3 Fuel tank fillers

6.3.1) Cars must be equipped with fuel tank fillers and vents, which may be either combined or single units, fitted on both sides of the car.

6.3.2) Both fillers and air vents must be equipped with leakproof dry break couplings complying with the dead man principle, therefore not incorporating any retaining device when in an open position:

Dimensions of the couplings: Appendix J - Diagrams 252.5.A with internal diameter $D \leq 2''$ or Diagrams 252.5.B.

6.3.3) Tank fillers, vents and caps must:

a/ be placed where they would not be vulnerable in the event of an accident; For cars homologated as from 01.01.2007 they must be situated above the complete wheels and within the track of the nearest axle.

For cars homologated before 01.01.2007 which do not comply with this requirement, the diameter of the restrictor flow defined in the art. 257-4 (drawing 258-3) must be 29.5 mm.

b/ not protrude over the bodywork surface.

In order to prevent any excess of fuel on top of the fuel tank fillers when refuelling is complete, an overflow pipe is permitted to exit down through the flat bottom.

6.3.4) The fuel cell ventilation system must include the following elements:

- a gravity-activated roll-over valve

- a float chamber ventilation valve
- a blow-off valve with a maximum over-pressure of 200 mbar, working when the float chamber ventilation valve is closed.

6.3.5) Cars must be fitted with a self-sealing connector which can be used by the Scrutineers to take fuel from the tank. This connector must be:

- a/ of the approved type;
- b/ fitted immediately before the injector nozzles.

6.3.6) Fillers may be installed in the side rear windows, provided that they are separated from the cockpit and the engine compartment by a firewall.

6.3.7) Self-sealing systems, the purpose of which is to allow the addition of oil and/or water from outside the car, are allowed:

- . . if they do not protrude beyond the surface of the bodywork;
- . . if they are placed where they would not be vulnerable in the event of an accident.

6.4 Refuelling during the race

Refuelling shall only be done in the races in which it is authorised and according to the sporting regulations of the series.

6.4.1) Cf. Article 258-6.4.

6.4.2) In all circumstances, the refuelling installation (with the car number affixed) and the tank of the car must remain at the ambient outside temperature and atmospheric pressure.

6.5 Amount of fuel

6.5.1) A maximum of 100 litres on board, whatever the ambient temperature and atmospheric pressure. The organising Committee keeps the right to adjust the deposit capacity to balance the vehicles performance.

6.5.2) Any system or device whatsoever, the purpose and/or effect of which is to increase the total quantity of fuel on board the car, is prohibited.

ARTICLE 7: OIL SYSTEM

Free, provided the following prescriptions are complied with:

7.1 Oil tank(s)

7.1.1) If the oil tank(s) is (are) not fitted in its (their) original location (Homologation form), it (they) must be protected by a crushable structure having walls of a minimum thickness of 10 mm.

7.1.2) An oil tank cannot be located in the cockpit or in a place where it might be vulnerable in the event of an accident.

7.2 Catch tank

The open type sump breather (if there is one) must vent into a catch tank that has a capacity of at least 3 litres and is fitted with a visible level.

ARTICLE 8: ELECTRICAL EQUIPMENT

8.1 Battery(ies)

8.1.1) Batteries shall be securely fixed and protected by a box made of insulating material.

8.1.2) If in the cockpit, the battery(ies) must be fitted in the place of the passenger.

8.1.3) Except for dry batteries, the protection box must include a vent pipe which exits outside the cockpit.

8.2 Windscreen wiper

A windscreen wiper in working order is mandatory.

8.3 Starter

8.3.1) A starter in working order is mandatory.

8.3.2) The driver must be able to operate the starter when normally seated at the wheel.

8.4 Lighting equipment

8.4.1) Lighting equipment must be in working order under all circumstances.

8.4.2) The original position of the lighting equipment must be maintained. The exterior lighting equipment must at least ensure the following functions: headlights, direction indicators, stop lights, rain light and rear side lights.

8.4.3) Headlight protection: permitted by means of a yellow transparent cover, with no modification of the bonnet and the fenders the shape of which shall be the same as on the Homologation form.

8.4.4) Beam: headlights must produce a yellow beam.

8.4.5) Rain lights: all cars must have a red light of at least 21 watts or equivalent, in working order throughout the event, and which:

- is a model approved by the FIA;
 - is clearly visible from the rear;
 - is mounted not more than 10 cm from the car centre line;
 - is at least 35 cm above the reference plane;
 - can be switched on by the driver when seated normally in the car;
- the two measurements being taken to the centre of area of the lens.

ARTICLE 9: TRANSMISSION

9.1 Electronic devices

Any use of electronics whatsoever in the functioning of the drive train is prohibited.

9.2 Drive train

9.2.1) The following are prohibited:

- a/ Four-wheel drive ;
- b/ Automatic or semi-automatic gearboxes and differentials with electronic, pneumatic or hydraulic control, etc.;

9.2.2) Only the following are permitted:

- a/ Mechanical limited slip differentials working without the help of a hydraulic or electric system.

A visco-coupling system is not considered as a hydraulic slip control device provided that no control is possible when the car is running.

- b/ Traction control that operates solely through the engine control unit (ECU). Wheel speed sensors are permitted.

- c/ A direct mechanical linkage (rod, cable) between the gear shift lever operated by the driver and the gearbox.

If the original car is fitted with a system without a mechanical link, it may be retained without modification (cf. Art. 257-2.8.1.)

provided that the gearbox and its synchronisers also remain original. In this case, only the ratios may be modified.

- d/ A simple open-loop electrical switch activated directly by the gear shift lever and acting on the ignition system of the engine.

9.2.3) Gearbox

- a/ Forward ratios: 6 maximum;
- b/ Provided that the original location and orientation are retained (Homologation form), the gearbox is free;

c/ Possible modifications of the underbody are permitted in order to install the gearbox and the differential, but only if they are homologated and under the express condition that they do not modify to too great an extent:

c.1 the integrity of the main structure;

c.2 the internal dimensions of the cockpit.

9.2.4) Propeller shaft: if the car is fitted with a torque tube between the engine and the gearbox, it may be removed provided that Article 257-5.1.3 is respected.

9.2.5) Reverse gear

Mandatory: it must be possible for the driver seated at the wheel to select it when the engine is running.

9.3 Clutch

Conventional mechanical design only, material free:

The clutch must be activated by the driver only.

If the original vehicle is fitted with a power-driven clutch with electronic or pneumatic control, the mechanism may be replaced but the whole of the original control system must be retained (see Art. 257-2.8.1.)

ARTICLE 10: SUSPENSION

10.1 Suspension

10.1.1) Ground clearance

a/ No sprung part of the car (chassis/structure, bodywork, mechanical parts, etc.) may be lower than the flat bottom;

b/ At any time, it must be possible to slide under the car a block measuring 50 cm (width) x 10 cm (length) x 5 cm (height). (*) see Final Note Super GT Technical Regulations –pag. 27-

For this check the tyres pressure must not be less than 1.5 bars.

c/ No part of the bodywork or the flat bottom may touch the ground when the car is running:

Penalty: stopping of the car by Race Control.

d/ Friction blocks are not permitted.

10.1.2) Type and method of operation

a/ They must conform to the Homologation form;

b/ It is permitted to modify the position of the suspension mounting points within the limit of 20 mm around the centre of each original mounting point. (*)see Final Note Super GT Technical Regulations –pag. 27-

c/ The hub carriers can be changed but the number of pivot points must be kept.

10.1.3) Adjustment of the springs, shock absorbers and antiroll bars from inside the cockpit is prohibited.

10.1.4) If the car is fitted with an "inboard" suspension, the original rocker and shock absorber axle joints on the chassis must be maintained.

10.1.5) No connection is permitted between the shock absorbers.

10.2 Active suspension

Any system, whatever the method of operation, controlled or not by the driver and designed to adjust the ground clearance when the car is stopped or in motion, is prohibited.

10.3 Suspension arms

10.3.1) Suspension members must be made from homogeneous metal.

10.3.2) Chromium plating of steel suspension members is prohibited.

10.4 Homologation

All new suspension elements must be homologated.

ARTICLE 11: STEERING

11.1 Operation

The link between the driver and the wheels must be mechanical and continuous.

11.2 Modifications

11.2.1) Apart from the steering ratio and the steering rods, parts must be those from the homologated car.

11.2.2) Steering parts may be strengthened, provided that they can still be identified.

11.3 Four-wheel steering

Prohibited.

11.4 Power steering

Power steering may be hydraulic, electro-hydraulic or electric on condition that it is a simple system, without programmable control.

The steering must be under the control of the driver at all times and any system which takes control away from the driver, even momentarily, is prohibited.

It must be homologated.

11.5 Steering wheel

11.5.1) The steering wheel rim must be continuously closed.

11.5.2) A quick release system is mandatory. For the fitting of such a system, a local modification of the steering column is allowed.

11.5.3) Push buttons only are allowed on the steering wheel. Their function must be indicated on the homologation form.

11.6 Anti-theft device

It must be removed.

ARTICLE 12: BRAKES

12.1 Separate circuits

With the exception of paragraph 2) below, the complete braking system is free provided that it incorporates at least two separate circuits operated by the same pedal.

This system must be designed so that if leakage or failure occurs in one circuit, the pedal shall still operate the brakes on at least two wheels.

The brake fluid tanks may be fixed inside the cockpit, on condition that they are securely fastened and protected.

The balance of the braking forces between the front and rear axles may only be adjusted by the driver, through:

direct and manual intervention on a mechanical system allowing the modification of the position of the centre of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.

direct and manual intervention on a proportional valve, in which the intake pressure of the rear circuit is adjusted through a preloaded spring, variable according to the position of the manual linkage system (see the Drawing of the principle 263-9). Only one of these two systems is permitted.

12.2 Brake callipers

12.2.1) Brake callipers must be made from aluminium materials (elasticity modulus < 80 Gpa).

12.2.2) Only one calliper (maximum 6 pistons) per wheel is permitted, except for National GT2 class which may have a maximum of 8 pistons.

12.2.3) The section of each calliper piston must be circular.

12.3 Disc brakes

12.3.1) Number

A maximum of one brake disc per wheel.

12.3.2) Material

Exclusively ferrous.

12.3.3) Brake pads

A maximum of two per wheel.

12.4 Anti-lock Braking Systems. ABS.

Prohibited.

ARTICLE 13: WHEELS & TYRES

13.1 Dimensions (*) see Final Note of Super GT Technical Regulations - page. 27-

13.1.1) Complete wheels

(measurements to be taken horizontally at wheel hub height):

a. Maximum width:

a.1. For those vehicles with a cylinder capacity higher than 5000.

Up to 1200 kg.	More than 1200 kg
12" (+/-0.5")*	14"

a.2. For those vehicles with a cylinder capacity equal or inferior to 5000

Up to 1149 kg	From 1150 to 1199 kg	More than 1200 kg
12"	13"	14"

a.3. Particular case:

The maximum width for the complete rear wheels of Porsche 996 GT3 R/RS/RSR may be 13" for a weigh of 1.100 kg.

b. Maximum diameter	Up to 1200 kg.	More than 1200 kg
	28"	28"

c. Minimum weigh

Tyre removed:

	Up to 1200 kg.	More than 1200 kg
Front	7.0 kg.	7.5 kg
Rear	8.0 kg.	8.5 kg.

NOTE: (+/-0.5")* This will never mean that the tyre contact with the ground, thus, the power transmission to the ground, exceeds 12".

13.1.2) Rims

a/ Maximum diameter: 18"

b/ The rim flanges must be:

b.1 symmetrical;

b.2 not higher than 19.2 mm;

c/ One-piece construction rims: recommended.

13.1.3) Hub caps

Movable hub caps are prohibited.

13.2 Location

13.2.1) It must be possible to house a complete wheel in the wheel arch cut-out at least down to the wheel centre line level.

13.2.2) When the car is seen from above, the front wheels, aligned to proceed straight ahead, must not be visible above the hubs.

13.3 Wheel material

Metallic material is mandatory.

13.4 Number of wheels

Maximum 4.

13.5 Wheel attachment

Free.

13.5.1) If the wheel is attached by means of a single nut, a safety spring (painted red or "dayglo" orange) must be in place on the nut whenever the car is running and must be replaced after every wheel change.

13.5.2) Another method of retaining the wheels attachment system may be used, provided that it has been approved by the FIA.

13.6 Pneumatic jacks

13.6.1) Permitted.

13.6.2) Compressed air bottles for their operation must not be carried on board.

13.6.3) Openings are permitted in the underbody and in the luggage compartment(s) for their installation.

13.7 Pressure control valves

Prohibited.

13.8 Sensors

Sensors for measuring the pressure and temperature of the tyres when the car is in motion are recommended.

ARTICLE 14: COCKPIT

14.1 Seats

14.1.1) The passenger seat(s), all internal padding and lining, window winding mechanisms, air conditioning, heating system, etc. may be removed.

14.1.2) An efficient windscreen demisting system is mandatory.

14.2 Inside the cockpit

Provided that neither access nor exit is hindered (Art. 257-14.4 below), the only equipment permitted in the cockpit is that necessary for:

a/ Driving, including the radio communication system;

b/ Safety: harness, fire extinguishers;

c/ Comfort: driver's cooling and ventilation system;

d/ Repairs: tools (securely attached to the floor);

e/ Electronic equipment: this must be inside boxes, the lids of which are attached by means of screws or bolts and cannot be removed without the use of tools.

14.3 Dashboard

14.3.1) The material is free, but the shape, dimensions and appearance must remain as on the original car (Homologation form).

14.3.2) Apart from the radio system, all controls and equipment (original or not) necessary for driving must be fitted on the dashboard and/or on a rectangular panel with a maximum area of 400cm².

14.4 Pedal support

The swivel axle for the clutch, brake and throttle pedals may be moved.

14.5 Cockpit exit time

The driver seated in a normal position at the wheel, wearing his complete racing equipment and with his safety belts fastened, must be able to exit the cockpit in 7 seconds through the door on his side and in 9 seconds through the opposite door.

ARTICLE 15: SAFETY EQUIPMENT

15.1 Fire extinguishers

The use of the following products is prohibited: BCF, NAF. All cars must be equipped with an extinguishing system

homologated by the FIA in accordance with Article 253-7.2, except as regards the means of triggering from the outside.

The means of triggering from the outside must be combined with the circuit breaker switch and be operated by a single lever.

It must be marked with a letter "E" in red inside a red-edged white circle measuring at least 100 mm in diameter.

15.2 Safety belts

15.2.1) Two shoulder straps (2), (1) lap strap and (2) crotch straps complying with FIA standard 8853-98 are mandatory.

15.2.2) Safety belts with two buckles are prohibited.

15.2.3) The safety belt mounting points must be able to withstand a 25 g deceleration.

15.2.4) It is prohibited for the seat belts to be anchored to the seats or to their supports.

15.3 Rear-view mirrors

Position free.

The car must be fitted with two rear view mirrors, one fitted on each side of the car, in order to give an efficient view to the rear.

Each mirror must have a minimum area of 100 cm².

The scrutineers must be assured through a practical demonstration that the driver, seated normally, can clearly see the vehicles following him.

To this end, the driver will be asked to identify letters or figures, 15 cm high and 10 cm wide, displayed at random on boards placed behind the car according to the following instructions:

- Height: Between 40 cm and 100 cm from the ground.
- Width: 2 m one side or the other of the centre line of the car.
- Position: 10 metres behind the centre line of the rear axle of the car.

15.4 Seats & Headrest

15.4.1) Seat

The driver's seat must be homologated by the FIA (8855/1999 or 8862/2009 standards) and not modified.

Energy-absorbing and non-flammable material must be situated around the driver's head.

If there is a cushion between the homologated seat and the driver its maximum thickness must be 50 mm.

If the original attachments or supports are changed, they must comply with the provisions of Article 253.16.

It is recommended that the seat mounting points be described on the Homologation form.

15.4.2) Headrest

- a/ It must not deflect more than 5 cm when a rearward force of 85 daN is applied;
- b/ It must be positioned so that it is the first point of contact for the driver's helmet in the event of an impact projecting his head backwards when he is seated normally;
- c/ Surface: 400 cm² minimum, continuous and with no protruding parts;
- d/ Any device designed so as to provide maximum protection for the driver's head is strongly recommended.

15.5 Master switch

15.5.1) The driver, when seated normally at the wheel with the safety belts fastened, must be able to cut off all the electrical circuits and switch off the engine by means of a spark-proof breaker switch.

15.5.2) The switch must be:

- a/ positioned on the dashboard or in any other place easily accessible by the driver or from outside;
- b/ clearly identified by a symbol showing a red spark in a whiteedged blue triangle.

15.5.3) There must be also an exterior switch, with a handle which can be operated from a distance by a hook:

- This switch must be located at the lower part of the windscreen pillar on the left-hand side.

15.6 Towing eyes

15.6.1) Front and rear towing eyes must:

- a/ be rigid, made from steel, with no chance of breaking, have an inner diameter of between 80 and 100 mm, and be 5 mm thick (round section so as not to cut or damage the straps used by the marshals);
- b/ be securely fitted to the structures of the chassis by means of a rigid part made from metal (cable hoops are not permitted);
- c/ be within the perimeter of the bodywork as viewed from above;
- d/ be easily identifiable and painted in yellow, red or orange;
- e/ allow the towing of a car stuck in a gravel bed.

15.6.2. It is recommended the fitting of a towing girth complying with FIA regulations

ARTICLE 16: SAFETY STRUCTURES

16.1 Rollover structure

16.1.1) A rollcage meeting the requirements of the International Sporting Code (Appendix J - Art. 253.8) is mandatory.

16.1.2) Longitudinal struts or any equivalent device must provide lateral protection. It is possible to add three lateral protection bars onto a rollbar homologated by the FIA in accordance with Drawing 258-4.

16.1.3) Tubes in the driver's immediate vicinity must be padded with non-flammable foam approved by the FIA.

16.2 Firewalls

16.2.1) A metallic and completely sealed firewall is mandatory to prevent the passage of flames from the engine compartment to the cockpit.

16.2.2) Any hole in the firewall must be of the minimum size necessary for the passage of controls and wires and must be kept sealed.

16.2.3) A bulk head made from a fireproof sandwich material and covered with a metallic adhesive sheet is acceptable.

16.3 Modifications

16.3.1) The chassis or the monocoque/unibody construction must keep to the manufacturer's specifications and original materials.

16.3.2) No modification, other than those specifically permitted by these regulations, may be made to a structure which has been homologated.

ARTICLE 17: FUEL

17.1 Fuel

The only fuel to be used will be the one supplied by the promoter of the series at the tracks.

17.2 Specifications

Specifications see ISC (Appendix J. Art. 2.5.8.16):

- 102RON/90MON maximum; 95RON/85MON minimum for unleaded fuels and 100RON/92MON maximum; 97RON/86MON minimum for leaded fuels, the measurements being made according to the standards ASTM D2699-86 and D2700-86, the fuel being accepted or rejected according to ASTM D3244 with a confidence limit of 95%.
- Specific gravity between 720 and 785kg/m³ at 15°C (measured according to ASTM D4052).
- A maximum of 2.8% oxygen for leaded fuel or 3.7% if the lead content is less than 0.013g/l, and 0.5% nitrogen by weight, the remainder of the fuel consisting exclusively of hydrocarbons and not containing any power boosting additives.
- The measurement of the nitrogen content will be carried out according to the standard ASTM D3228, and that of the oxygen by elemental analysis with a tolerance of 0.2%.
- Maximum content of peroxides and nitro oxide compounds: 100ppm (ASTM D3703).
- Maximum lead content: 0.40g/l or the standard of the country of the event, if this is lower (ASTM D3341 or D3237).
- Maximum benzene content: 5% in vol. (ASTM D3606)
- Maximum Reid vapour pressure: 900hPa (ASTM D323)
- Distillation at 70°C: 10% - 47% (ASTM D86)
- Distillation at 100°C: 30% - 70% (ASTM D86)
- Distillation at 180°C: 85% min (ASTM D86)
- Maximum final boiling point: 225°C (ASTM D86)
- Maximum residue: 2% volume (ASTM D86)

(*) FINAL NOTE Technical Regulations Super GT

Those GT2 FIA cars/ ACO 2010 -or those 2009 versions adapted to 2010 version- must comply with their FIA/ACO 2010 Homologation Form, and they shall comply with the FIA/ACO Restrictor Size & Weights List 2010.

Those GT2 FIA cars/ ACO 2009 -or those 2008 versions adapted to 2009 version- must comply with their FIA/ACO 2009 Homologation Form and the International GT Open Series Restrictor Size & Weights List 2010 may be applied.

The Organizing Committee together with the Technical Commission of the Series, keeps the right to, ~~after the first meeting~~, issue corrected measurements in order to balance the vehicles performance

List of modifications introduced by FIA for 2009:

- Aerodynamics (art. 3.4.4 a6 of Appendix J - Art. 257 2009)
- Suspension (art. 10.1.2. b & art. 10.4 of Appendix J - Art. 257 2009)
- Weigh (art. 4.2. of Appendix J – Art. 257 2009)
- Ground Clearance (art. 10.1.1. b of Appendix J- Art. 257 2009)
- Complete Wheels (Art. 13.1.1.a/ of Appendix J – Art. 257 2009)

TECHNICAL REGULATIONS GTS

GENERAL DEFINITION

GTS

This category involves those vehicles defined as GT by the FIA and comply with their corresponding TD (technical Data) FIA GT3, and be eligible by the Series Organizing Committee.

FIA GT3 technical regulations will be enforced (or the FIA GT3 technical description).

Particularity: Those GT vehicles which in their GT3 FIA homologation form have not the sequential gearbox homologated, may require the Organizing Committee the change of it (manual to sequential), and they will be able to authorize it and enforce, for this reason, corrected measurements. A unique list of gearbox ratios will be authorized for those cars who have opted for the sequential gearbox, which will be integrated in the TD (Technical Data).

The Organizing Committee keeps the right to include in this category those vehicles that because their technical characteristics and performance are similar to those defined as GT3. These cars shall apply the Organizing Committee their corresponding TD to be approved by the Technical Commission.

The Organizing Committee, meeting with the approval of the Technical Commission of the Series, keeps the right to issue and apply corrected measurements to equalize the car's performance in this category.

The Organising Committee will enforce a Restrictor Size & Weights List for those GTS cars. This list will be issued in an appendix.

REMARK:

For any discrepancy, which may arise between the English and Spanish version, the Spanish version will prevail.