



GENERAL REGULATIONS FOR
SERIES RUN ON CIRCUITS / AUTOMOBILE SPORT

SAMS VISA NUMBER: 31751/2026

NAME OF THE SERIES:

GT CUP SERIES

STATUS OF THE SERIES/EVENTS:

NATIONAL

PROMOTER / ORGANISATION:

RACING TREVOR

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SPORTING REGULATIONS

1. INTRODUCTION

The series GT CUP SERIES is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the ACCR. It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253 and 277).

The events will be organised in compliance with the ACCR General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

2. ORGANISATION

2.1 DETAILS ON TITLES AND AWARDS OF THE SERIES

Racing Trevor, hereinafter referred to as series organiser, organises the GT CUP SERIES series for the year 2026. There shall be a drivers' and teams' classification.

2.2 NAME OF THE PARENT ASN

Slovak Association of Motor Sport

2.3 ASN VISA/REGISTRATION NUMBER

The series based on these Sporting and Technical Regulations has been approved by the SAMŠ on 31.03.2026 with visa nr.: 31751/2026

2.4 NAME OF THE ORGANISER/PROMOTER (PERMANENT OFFICE)

RACING TREVOR

Rovinka 596, 900 41 Rovinka, Slovakia

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2.5 COMPOSITION OF THE ORGANISING COMMITTEE

The Stewards officiate as an independent body under the authority of a chairman. The interpretation of the Supplementary Event Regulations, of these Regulations and of regulation-related bulletins issued for the events shall be reserved to the Stewards and the ACCR jurisdiction.



2.6 LIST OF OFFICIALS (PERMANENT STEWARDS)

The ASN's Delegates are listed in the relevant Supplementary Event Regulations.

The role of the delegates is to help the officials of the event in their duties, to see within their fields of competence that all the regulations governing the GT CUP SERIES are respected, to make any comments they judge necessary and to draw up any reports concerning the event required by the ACCR.

The Technical Delegate nominated will be responsible for the complete scrutineering and the technical checks carried out during the GT CUP SERIES. He has full authority over the scrutineers and assistant scrutineers assigned to him and reports to the Race Director / Clerk of the Course and the Stewards. The Technical Delegate may at any time during an event carry out any checks or order checks to be carried out in accordance with the relevant Technical Regulations.



3. REGULATIONS AND LEGAL BASIS OF THE SERIES

This series is governed by the following regulations:

FIA International Sporting Code (ISC) and its appendices

ACCR Event Regulations

ACCR Circuit Regulations

ACCR License Agreement

ACCR Legal System and Code of Procedure (RuVO)

FIA Legal System and Code of Procedure

ACCR Decisions and Provisions

ACCR Environmental Guidelines

Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA

Sporting and Technical Regulations of this Series, modifications and supplements (Bulletins)

Supplementary Event Regulations, including modifications and supplements (Bulletins)

FIA Code of Ethics and Code of Behaviour and ACCR Code of Ethics

Other provisions issued by the FIA and by the ACCR

3.1 OFFICIAL LANGUAGE

English

Only the English text of the Regulations will be binding. Headings and typeface in this document are for ease of reference only and do not form part of these Sporting Regulations.

The official language of the “2026 Technical Regulations” is English.

3.2 RESPONSIBILITY, MODIFICATION OF THE REGULATIONS, CANCELLATION OF THE EVENT

The participants (entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.

Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.

The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

3.3 GENERAL DEFINITIONS

Participants must ensure that their cars comply with the Sporting and Technical Regulations of the GT CUP SERIES at any time during the competition. It is the participants' obligation to produce evidence of conformity.

The Line is a single line which crosses both the track and the pit lane at an angle of 90° across the driving direction (hereinafter referred to as the Line). The lap times will be taken at the Line.

4. ENTRIES

4.1 REGISTRATIONS/ENTRIES, ENTRY CLOSING DATE AND OBLIGATION TO PARTICIPATE

The entrant must submit his application to be admitted to the 10/04/2026 by using the online form provided by the series organizer (www.gtcupseries.com).

4.2 ENTRY FEES FOR THE SEASON AND PER EVENT

The registration/entry fees as well as a possible deposit are payable as specified on the “Application for registration”. The following registration/entry fees are payable by the participants:

Sprint races

8,900 € + VAT (6 Race weekends) for any registration received on or before 10.04.2025 for the season

1,650 € + VAT for one event

Endurance race

8,900 € + VAT (6 Race weekends) for any registration received on or before 10.04.2025 for the season

1,650 € + VAT for one event

Sprint races + Endurance race

16,900 € + VAT (6 Race weekends) for any registration received on or before 31.03.2025 for the season

2,900 € + VAT for one event

3-hour Endurance Race

2,500 € + VAT for one event

All the accepted participants will receive a written confirmation of their registration. The series organiser reserves the right to refuse “Applications for registration” with having to give reasons.

4.3 COMPETITION-NUMBERS

The participants will get permanent competition-numbers from the series organiser for the whole season.



5. LICENCES

All drivers, competitors and officials participating in the Series must hold current and valid licences according to the FIA Appendix L, and where applicable, valid licences and/or authorisations issued by their ASN.

5.1 AGE REGULATION

According to the FIA Appendix L, chapter I

6. INSURANCE, LIABILITY EXCLUSION AND DISCLAIMER

6.1 ORGANISER'S/PROMOTER'S INSURANCE

In accordance with ACCR Event Regulations

6.2 DECLARATION BY THE ENTRANT, DRIVER AND PASSENGER ON THE EXCLUSION OF LIABILITY, DISCLAIMER OF THE VEHICLE OWNER

In accordance with ACCR Event Regulations



7. EVENTS

7.1 CALENDAR OF EVENTS

10-12.04. RedBullRing (AT)

15-17.05. Grobnik (HR)

05-06.06. Slovakia Ring (SK) – 3-hour Endurance Race Only

31.07.-02.08. Autodrom Most (CZ)

21-23.08. Slovakia Ring (SK)

11-13.09. Brno (CZ)

23-25.10. Hungaroring (HU)

7.2 RUNNING OF THE EVENTS

7.2.1 Practice

One free practice session of 20 to 30 Minutes should be scheduled for each event.

7.2.2 Qualification

Any driver whose best qualifying lap exceeds 110% of the fastest lap will generally not be allowed to take part in the race. The driver may only start the corresponding race with the special approval of the Race Director/Stewards. A written application must be submitted until at latest 75 minutes before the start of the formation lap.

Two qualifying session of 20 minutes (at least).

The starting grid for Race 1 as per Qualifying 1 result

The starting grid for Race 2 as per Qualifying 2 result

7.2.3 Starting modes

The races will be started as follows:

Rolling start (Indianapolis start)

7.2.4 Races

The races will run over the distance of 25 minutes.

7.3 ENDURANCE

7.3.1 Qualification

Any driver whose best qualifying lap exceeds 110% of the fastest lap will generally not be allowed to take part in the race. The driver may only start the corresponding race with the

special approval of the Race Director. A written application must be submitted until at latest 75 minutes before the start of the formation lap.

One qualifying session of 25 minutes (at least).

7.3.2 Starting modes

The races will be started as follows:

Rolling start (Indianapolis start)

7.3.3 Races

The races will run over the distance of 60 minutes + 1 lap.

8. CARS AND CLASS DIVISION

8.1 GT3

According to GT3 regulations, see FIA App. J Art. 257, and applicable homologation form and BOP compliance with data recorder

8.2 TROPHY

According to GT4 regulations and ASN homologation form and BOP compliance with data recorder

8.3 GTC (CUP CARS)

Class GTC cars according the officially published / submitted technical regulations of Porsche Cup, Ferrari-Challenge, Lamborghini Super Trofeo, all together. The only exceptions of the Cup's technical regulations for GTC-cars are the brakes (which are free).

8.4 GTC1

According to Porsche GT3 Cup regulations

8.5 GTX

Cars that are not accepted in any other GT class

8.6 DIVISION 5 ELIGIBLE CARS:

CN up to 3000 ccm

CN2 according to FIA regulations – max. engine capacity 1620 ccm, turbo

Radical Cars , according to the ERC 2013, up to 3500 cc, including SR8

E2-SC up to 3000 cc

Praga R1 with max. diameter of restrictor 41 mm - according to Praga R national technical regulations

SCC according to regulations for SCC (max. capacity up to 5000 cc, stock engine, sealing...)

LMP3 according to tech. regulations of ACO

9. CLASSIFICATION

9.1 SPRINT

9.1.1 The title “Champion GT CUP Sprint”

will be awarded to the driver who has scored the highest number of points at the end of the last race of the year 2026. Only one result from both sprint races for each event counts for the classification. If only one driver is named per vehicle, the better result of both sprint races counts.

The best six final results will be taken into consideration.

9.2 ENDURANCE

9.2.1 The title “Champion GT CUP Endurance”

will be awarded to the driver who has scored the highest number of points at the end of the last race of the year 2026. The best six final results will be taken into consideration.

9.3 GT CUP SERIES (SPRINT + ENDURANCE)

9.3.1 The title “Champion GT CUP SERIES”

will be awarded to the driver who has scored the highest number of points at the end of the last race of the year 2025. All the final results will be taken into consideration.

9.4 SCALE OF POINTS

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

In order to be classified as a driver who has taken the start must have completed at least 70 % of the winner’s race distance.

If the race lasts 50% to 70% of the indicated minimum length, ½ of the points shall be awarded.

1 starter per class - will be awarded points on a reduced scale of 50%.

2 starters per class - will be awarded points on a reduced scale of 50%.

3 or more starters — will be awarded full championship points.

The following points will be awarded:

25 – 18 – 15 – 12 – 10 – 8 – 6 – 4 – 2 – 1

9.5 EQUALITY OF POINTS

In the final evaluation, the number of 1st, 2nd, and further results is crucial for determining the equality of points among several participants.

9.6 PIT STOPS

It will be compulsory, in each race, to carry out an obligatory pit stop and change of driver in 2 driver's crew.

Obligatory pit stops must begin between the 25th and the 35th minute (not before 25 min 00 seconds 000 and not after 34 minutes 59 seconds .999) of the race. This period will be indicated by showing a board PIT STOP. The minimum duration of the obligatory pit-stop must be 120 sec. If this pit-stop is shorter, the missing time will be tripled and automatically added to the racing time.

A pit stop shall be deemed to have begun upon crossing the line which marks the beginning of pit lane timekeeping.

Exceptionally slow driving or stopping in the fast lane shall be prohibited.

In case of 2 drivers crew driver change must be done only during this obligatory pit stop.

The mandatory Pit Stop shall be carried out in the inner lane.

The obligatory pit stop cannot be carried out when the safety car is deployed or when the race is suspended.

In this case it will be decision of the Clerk of the Course to extend "window" for the obligatory pit stop.

This extension will last 5 minutes or 10 minutes. This extension will be communicated via the timing screens or by means of a display board.

DURING THE PIT STOP:

1. The engine must be switched off, in case of any technical intervention, except cleaning the windscreen and cooling openings.
2. In case of 2 drivers these crew drivers must change.
3. All other operations are only permitted after point 2 above was carried out.
4. For all permitted operations, the maximum number of mechanics/persons to operate shall be FOUR (4). At any time, these people will be recognized by wearing a vest (those team/mechanic vests will be provided by the promoter). Teams may have an additional person (Team Manager), who will not be included in the maximum number

of 4 mechanics; the exclusive task of this person will be to stop the car before the assigned box and let it go once the operations have finished.

All mechanics/persons must wear the work clothing.

PERMITTED OPERATIONS:

1. Change of driver
2. Tyres compression adjustment / change tyres forbidden, only puncture
3. Cleaning the windscreen and cooling penning's.
4. The adding of oil, water or brake fluid is authorized as well as the brake circuit draining.
5. Small mechanic operations for safety reasons (i.e. fix a fallen bumper, etc.) are authorized.
6. In case of necessity, it is allowed to start the car with an external battery.

All these operations cannot be carried out during the refuelling operation.

REFUELLING IN DEDICATED AREA:

- a) The refuelling of cars with refuelling tower is forbidden.
- b) Refuelling is only allowed in the special refuelling area and will be carried out by three team members using cans with max. 25 litres capacity or a rotating system manually operated with max. 60 litres capacity. Refuelling in the pit line in front of the pit garages is allowed only for the teams using an FIA approved manual refuelling pit stop system (with max. 60 litres capacity).
- c) A team member must be ready with a fire extinguisher of at least 6 kg capacity. On refuelling, the competitor must ensure, that the car was electrically grounded before and during the refuelling procedure, that the car is standing on its complete wheels, that the engine is switched off, that the safety belts of the driver, if remaining in the car, were released, that no works were done on the cars.

ALL THESE TEAM MEMBERS MUST WEAR COMPLETELY FLAME PROOF EQUIPEMENT (OVERALLS, GLOVES, BALACLAVAS AND HELMETS).

Work on the car is allowed only in the box or designated working area in the pit lane. The engine of the car must be switched off.

10. ADMINISTRATIVE CHECKS

The participants shall personally submit their Driver's/Entrants' and/or Sponsor Licences, as well as an ASN authorisation (approval of their own ASN for foreign competitors/drivers), as well as a valid medical certificate of aptitude.

10.1 TIMETABLE ADMINISTRATIVE CHECKS

See relevant Supplementary Event Regulations or official notice board.

11. SCRUTINEERING/TECHNICAL CHECKS

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be submitted:

- Technical passport or registration document/motor vehicle registration certificate Part I
- Homologation form
- Certificate for rollover structure

Cars which have successfully passed Scrutineering shall be provided with a special identification by the Scrutineers. Any car failing to comply with the Technical Regulations shall be rejected by the Scrutineers.

The Scrutineers may carry out any kind of checks on the race cars at any time, also immediately before a car leaves the pit lane. The competitors must take this into consideration in their schedule.

The correct presentation of the series sponsors and of the competition numbers as indicated in GT CUP SERIES Organiser's Regulations, shall be checked at Scrutineering. The participants shall have time until the first Qualifying to execute any adjustments requested.

In co-ordination with the Stewards and the Technical Delegate, the scrutineers or ACCR authorised persons may also check cars or car components after an event at a location other than the circuit area. The Stewards will be informed about the results of such checks. The race results remain provisional until the Stewards have decided.

The cost of disassembly or assembly due to post-inspection, both during and after an event, shall be borne by the competitor concerned.

11.1 REPAIR, SEALING AND MARKING OF VEHICLE PARTS

Engines and turbo units by the Technical Delegate

11.2 TIMETABLE SCRUTINEERING/ TECHNICAL CHECKS

See Supplementary Event Regulations

12. TYRES

No tyres shall be used other than those provided by the permanent series supplier selected by the promoter which is Michelin.

12.1 TYRE LIMITATION (DRY WEATHER TYRES / SPRINT RACES)

Each driver/car shall be allocated a maximum of 3 sets of dry tyres for qualifications and races of an event. For practice and testing are no restrictions on the number of tyres used.

12.2 TYRE LIMITATION (DRY WEATHER TYRES / ENDURANCE)

Each driver/car shall be allocated a maximum of 3 sets of dry tyres for qualifying and race of an event. For practice and testing are no restrictions on the number of tyres used.

12.3 TYRE LIMITATION (DRY WEATHER TYRES / SPRINT AND ENDURANCE)

Each driver/car shall be allocated a maximum of 4 sets of dry tyres for qualifications and races of an event. For practice and testing are no restrictions on the number of tyres used.

12.4 TYRE LIMITATION (WET-WEATHER TYRES)

There are no restrictions on the number of wet-weather tyres used.

12.5 TYRE CHECK

At any time during an event, the Scrutineers and the official assistant Scrutineers may check the tyres in relation to their correct identification and for compliance with the regulations. All participants must allow such checks and provide the necessary assistance for them to be carried out.

12.6. OFFICIAL SUPPLIER

The official and exclusive tyre supplier for the GT CUP SERIES is Michelin.

Only Michelin tyres supplied by Pneu-sport s.r.o. are permitted for use in any session (practice, qualifying, or race) during the event.

Any use of tyres not provided by Michelin and it's official supplier for the event constitutes a breach of the regulations and results in disqualification from the session.

13. WEIGHTS AND WEIGHING

A weighing tolerance of 2,5 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

13.1 MINIMUM WEIGHT OF THE CAR

The required minimum weight of each car with driver and his equipment, but without fuel, shall be determined as follows: Minimum weight of the car according to the 2026 Technical Regulations. The cars must comply with the regulations on minimum weight at any time during a GT CUP SERIES event. The minimum weight can change during the season according to the BoP.