



GROUP A

GTX CLASS TECHNICAL REGULATIONS

2026 / 2027 Edition

Issued by the Promoter

For Circulation – Pending FIA Approval

1. SCOPE AND ELIGIBLE CARS – CLASS GTX

- 1.1** The Series is organised in conformity with the provisions of the International Sporting Code and its appendices and the FIA General Prescriptions applicable to International Series. It will be run in conformity with the Sporting Regulations and these Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J.
- 1.2** These Technical Regulations apply to all Cars entered in Class GTX. They form one continuous set of articles; there are no separate class appendices.

In case of doubt, contradiction or dispute, the Sporting Regulations, the Supplementary Regulations of the specific Event, the Balance of Performance Publication of the specific Event and any bulletin issued by the Promoter prevail over this document.

- 1.3** Class GTX is the Class for Grand Touring Cars which do not match any of the other Classes of the Championship. It is in particular the Class for:

- Grand Touring Cars whose FIA GT3 homologation is no longer valid;
- manufacturer GT cup cars;
- Cars carrying modifications which make them ineligible for the other two Classes of Group A.

A Car which is eligible for the GT3 Class or for the Porsche Cup Class of the Championship is entered in that Class and not in Class GTX.

- 1.4** Class GTX is for Grand Touring Cars with a power to weight ratio of 2.0 to 3.0 kg/hp, subject to the Balance of Performance issued by the Organiser for the specific Event.
- 1.5** Only the Promoter decides about the admission of a Car and upon possible waivers. A list of eligible Cars is published in the Balance of Performance Publication of the specific Event. If a Car is not listed, an individual request must be made to the Promoter.
- 1.6** The Promoter may make the admission of a Car subject to additional technical requirements. Such requirements are notified to the competitor in writing before the admission of the Car and are recorded in the Car Data Sheet of the Car under art. 2.4 of these regulations.

2. ELIGIBLE VEHICLES – GENERAL REQUIREMENTS

- 2.1** Every Car entered in Class GTX is admitted on one of the following two bases, which follow from the Car itself:
- a Car which holds or has held an FIA GT3 homologation: FIA App J Art. 257A – Grand Touring Cars (Group GT3);
 - every other Car: FIA App J Art. 277 – Free Formula (Group E), Category II-SH (Silhouette-type Cars) as defined in FIA App J Art. 277-1b.

No other Category of FIA App J Art. 277-1 is eligible. The basis of admission is recorded in the Car Data Sheet of the Car under art. 2.4 of these regulations.

2.2 CARS WHICH HOLD OR HAVE HELD AN FIA GT3 HOMOLOGATION

These Cars are admitted on the basis of FIA App J Art. 257A. It is immaterial whether the GT3 homologation is currently valid.

Deviations from the GT3 homologation are permitted. A deviation which does not concern the safety equipment or the safety structures of the Car does not affect the standing of the GT3 homologation for the purposes of these regulations: the Car remains a Car homologated by the FIA in Group GT3.

For the purposes of these regulations, the safety equipment and the safety structures of the Car are: the safety cage; the seat and its mountings; the safety harness; the frontal head restraint mountings; the fire extinguishing system; the safety fuel tank together with its fillers, vents, lines and automatic cut-off; the firewall; the circuit breaker; the rain light; the towing eyes; the windscreen; the window and racing nets; and the accident or impact data recorder.

The GT3 homologation form and the FIA GT3 Data Sheet remain the reference documents of the Car. Art. 4.2 of these regulations applies to the Car.

2.3 ALL OTHER CARS

These Cars are admitted on the basis of FIA App J Art. 277, Category II-SH. The Car must have the appearance of a large production road car with at least two seats, in accordance with FIA App J Art. 277-1b.

The production road car whose appearance the Car carries is the reference vehicle of the Car. The reference vehicle is recorded in the Car Data Sheet of the Car under art. 2.4 of these regulations.

The Car must comply with FIA App J Art. 277-2 (safety), Art. 277-3 (minimum weight), Art. 277-4 (bodywork and cockpit) and Art. 277-5 (aerodynamic devices), as set out in art. 4 and art. 6 of these regulations.

2.4 CAR DATA SHEET

A Car Data Sheet is established by the Promoter for every Car or Car type admitted to Class GTX. It is issued before the first Event at which the Car is entered and is updated whenever the Car or its documentation changes.

The Car Data Sheet records:

- the identification of the Car: make, model, year of construction and chassis number;
- the basis of admission under art. 2.1 of these regulations;
- for a Car admitted under art. 2.2: the GT3 homologation number, and every deviation from the GT3 homologation, stating for each whether it concerns the safety equipment or the safety structures of the Car;
- for a Car admitted under art. 2.3: the reference vehicle;
- the technical documentation which applies to the Car: the GT3 homologation form and the FIA GT3 Data Sheet, or the manufacturer's specification of the Car together with the spare parts catalogues and workshop manuals which apply to it;
- the technical specification of the Car, including the data used for the Balance of Performance and the fuel tank capacity;
- any additional technical requirement imposed under art. 1.6 of these regulations.

The Car Data Sheet forms part of these regulations for the Car concerned. Where it conflicts with the technical documentation it names, the Car Data Sheet prevails.

The competitor must be able to produce the documents named in the Car Data Sheet on request.

3. GENERAL REGULATIONS

- 3.1** The Promoter reserves the right to amend the present Regulations with the approval of the ASN before the start of the Event.
- 3.2** To be eligible, all Cars must comply with the prescriptions of the present Regulations.
- 3.3** Only the Organiser decides about the admission of a Car before the start of the Event. During the Event the Stewards decide about the admission of a Car after consultation with the Race Director.
- 3.4** Any Car damaging the reputation of automobile sport by its presentation may be rejected, and the Promoter is not obliged to reimburse the entry fee or any other costs or fees.

- 3.5** The Car Data Sheet of art. 2.4 of these regulations must be carried with the Car at every Event and produced to the scrutineers on request, together with any document it names.
- 3.6** In order to keep entry fees at an affordable level, the Promoter reserves the right to oblige competitors to use a certain make and/or supplier for parts of their Car.
- 3.7** Anything which is not expressly authorised by the present Regulations, by the Car Data Sheet of the Car, by FIA App J Art. 257A or by FIA App J Art. 277 for the basis on which the Car is admitted is forbidden.

4. SAFETY REGULATIONS

- 4.1** The safety requirements applicable to a Car are those of the basis on which it is admitted under art. 2.1 of these regulations.

4.2 CARS ADMITTED ON THE BASIS OF FIA APP J ART. 257A

FIA App J Art. 257A applies.

Deviations from the GT3 homologation which do not concern the safety equipment or the safety structures of the Car are recorded in the Car Data Sheet of the Car under art. 2.4 of these regulations.

4.3 SAFETY LIST — CARS ADMITTED ON THE BASIS OF FIA APP J ART. 277, CATEGORY II-SH

The following table reproduces the safety list of FIA App J Art. 277-2 for Category II-SH.

SUBJECT	FIA APPENDIX J ARTICLE	REMARKS
Brake system safety	253-4	
Circuit breaker	253-13	
Safety tank	General case: 259-6.3 GT-type Cars: 257A-6.3 of the 2015 Appendix J Ventilation: 253-3.4	
Automatic fuel cut-off	253-3.3	GT-type Cars only
Fuel pipes, pumps and filters	253-3.1 and 253-3.2	
Tank fillers and caps	259-6.4	
Fuel	252-9 · 266-B	
Oil catch tank	259-7.4	
Safety belts	259-14.2.1	
Longitudinal location of the oil system	275-7.2	Except rear-engine Cars
Reverse gear	275-9.4	
Suspension arm	275-10.3 and 275-10.4.1	
Wheel material	275-12.2	
Extinguishers	253-7	
Rear-view mirrors	253-9	
Rear light	259-8.4.2	
Towing eye	259-14.6	
Firewall	259-16.6	
Seats	253-16	

SUBJECT	FIA APPENDIX J ARTICLE	REMARKS
Windscreen	279-10.2.2	A windscreen wiper in working order and an efficient demisting system are mandatory
Ground clearance	252-2.1	
Approved rain lights to FIA Standard 8874-2019	Technical List n°76	Compulsory — the Championship is an international Series
Battery(ies)	No Article reference	Each battery must be securely fixed and covered to avoid any short-circuiting or leak
Data recorder for accidents	253-20	See art. 4.8

4.4 SAFETY STRUCTURES

FIA App J Art. 277-2.1 and 277-2.2 apply. For Cars of Category II-SH of the track-car type with more than one seat, FIA App J Art. 253-8 applies, whatever the date of construction of the Car.

For electrically-powered Cars built as from 01.01.2016, the safety cage must in addition be Homologated or Certified by an ASN according to the FIA homologation regulations for safety cages.

For Cars which do not hold a homologation form, the reference to the date of homologation in FIA App J Art. 253-8 is to be understood as the date on which the technical passport of the Car was first issued.

4.5 BODYWORK AND COCKPIT

FIA App J Art. 277-4 applies to Cars of Category II-SH:

- Windscreen: the shape of the windscreen must be that of the windscreen of the reference vehicle.
- Bodywork: with the front wheels aligned to proceed straight ahead, the bodywork must project over the wheels so as to cover efficiently at least one third of their circumference and at least the entire width of the tyre.

4.6 AERODYNAMIC DEVICES

FIA App J Art. 277-5 applies to Cars of Category II-SH built as from 01.01.2000: the rear wing end plates may touch the bodywork but must not transfer any load to it, and the rear wing must be rigidly attached to the main structure of the Car and not only to the bodywork.

4.7 REFUELLING DURING THE RACE

FIA App J Art. 277-2.3 applies. Where the circuit does not provide a centralised refuelling system, refuelling must be carried out in accordance with FIA App J Art. 257A-6.1, using leak-proof dry break couplings complying with the dead man principle.

The refuelling equipment and the refuelling procedure are otherwise laid down in the Sporting Regulations. The maximum refuelling amount per refuelling session is that stated in the Balance of Performance Publication of the specific Event; where the fuel tank capacity of a Car is larger than that amount, it is permitted to start the race with more fuel in the tank.

4.8 IMPACT DATA RECORDER

An Impact Data Recorder (IDR) in compliance with FIA App J Art. 253-20 is recommended for all Cars, as provided by the safety list of FIA App J Art. 277-2.

For Cars fitted with an Accident Data Recorder (ADR) homologated to FIA Standard 8872-2018, the IDR is optional.

Where an IDR is fitted, it has a validity of two years and must be replaced before the end of its validity. In the event of an accident the recorded data may be taken only by an authorised representative of the FIA or of the ASN.

4.9 COCKPIT ACCESS AND EGRESS

This Article applies to every Car, whatever the basis on which it is admitted under art. 2.1 of these regulations.

All closed Cars must have at least one opening on each side in order to allow access to the cockpit and its occupants.

The driver, seated in his normal driving position, must be able to get out from the cockpit in 7 seconds through the driver's door and in 9 seconds through the passenger's door. For the purposes of these tests, the driver must be wearing all normal driving equipment, the safety harness must be fastened, the steering wheel must be in place in the most inconvenient position, and the doors must be closed.

The Chief Series Scrutineer may require a timed demonstration at scrutineering.

5. NOISE LIMITATIONS

5.1 The noise limits and requirements of the circuit and of the local authorities always take precedence over the present Article. Where they are stricter, they are stated in the Supplementary Regulations of the specific Event.

5.2 The following noise limit may not be exceeded at any Event: 120 dB(A) at 0.5 m, measured according to art. 5.3 of these regulations, together with any further requirement stated in the Supplementary Regulations of the specific Event.

At selected Events a stricter limit may be enforced. To meet such a limit the Promoter may prescribe specific models of silencer for certain or all models of Car.

5.3 Measurements are made at 0.5 m from the end of the exhaust pipe, with the microphone at exhaust outlet level, at an angle of 45 degrees $\pm$ 10 degrees from the vertical surface containing the exhaust outlet. Where more than one exhaust outlet is present the test is repeated for each outlet and the highest reading is used.

Where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0 m from the centre line of the Car, with the microphone 1.2 m above the ground.

Measurements are made outdoors with no large reflecting object within 3.0 m in the 0.5 m test or within 10.0 m in the 2.0 m test. Background sound levels must be at least 10 dB(A) below the measured level.

The noise generated by the Car must not exceed the prescribed level at 3 800 rpm, or at three-quarter maximum revs if this is less. The engine must be at racing operating temperature.

5.4 Checks may be carried out throughout the entire duration of the Event by means of the static test described in art. 5.3.

5.5 Penalties for noise infringements:

During any practice or qualifying — first offence: the practice or qualifying lap times achieved until the moment the infringement is discovered are cancelled and the Car must be made to conform. The black flag with orange disc together with the race number is displayed to the driver at the Line and the Car must return immediately to the pits. Second offence: all further practice or qualifying lap times are cancelled, the Car may be refused permission to continue, and the Race Director may decide not to admit the Car to the race.

During the race — first offence: the black flag with orange disc together with the race number is displayed to the driver at the Line. The Car must return immediately to the pits, be made to conform and be presented to the scrutineers; it may re-join the race after confirmation of the Race Director. Repeated

offence: the Race Director may refuse the team permission to continue, in which case the black flag together with the race number is shown to the driver at the Line and the Car must return immediately to the pits and stop.

6. MINIMUM WEIGHT AND BALLAST

- 6.1** Unless a minimum weight for the Car is specified in the Supplementary Regulations or in the Balance of Performance Publication of the specific Event, the minimum weight of FIA App J Art. 277-3 for the cylinder capacity concerned applies:

CYLINDER CAPACITY	MINIMUM WEIGHT	CYLINDER CAPACITY	MINIMUM WEIGHT
Up to 1 000 cm ³	500 kg	Over 2 000 up to 3 000 cm ³	700 kg
Over 1 000 up to 1 400 cm ³	550 kg	Over 3 000 up to 4 000 cm ³	780 kg
Over 1 400 up to 1 600 cm ³	580 kg	Over 4 000 up to 5 000 cm ³	860 kg
Over 1 600 up to 2 000 cm ³	620 kg	Over 5 000 cm ³	960 kg

This is the real weight of the Car, with no crew and no crew equipment. At no time during a Competition may the Car weigh less than the minimum weight.

- 6.2** Where ballast is used, it must comply with FIA App J Art. 259-4.2: it must be secured in such a way that tools are required for its removal, and it must be possible to affix seals if this is deemed necessary by the scrutineers.
- 6.3** For Cars admitted on the basis of FIA App J Art. 257A, the minimum weight of the Balance of Performance Publication of the specific Event applies and ballast is governed by FIA App J Art. 257A.