



2021 TECHNICAL REGULATIONS SUMMARY

Yokohama Drivers Cup USA

V.2

Ferrari 2021 Platforms

- F430
- F458
- F488

Sanctioned by

COMPETENT
MOTORSPORT

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Technical Regulations Summary

V.2

This is an important document. All Participants should read this Summary and the vehicle applicable Technical Regulations before completing the relevant entry form. Please contact Competent Motorsport if you have any questions in relation to these Regulations.

Principles of the Technical Regulations in accordance with:

- Art. 251 and 277 (Group EII-SH) of Appendix J (FIA ISC)
- Car Specific Technical Regulations
- This Technical Regulation Summary

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Parts Catalogue may be updated by Competent Motorsport Any requirements may be varied for any specific competition by means of a Stewards' Bulletin issued at that event.

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1. Introduction

Competent Motorsport LLC is proud to sanction the Yokohama Drivers Cup USA racing series.

The Series cars are featured in some of the most exciting racing around the world. Using these Porsche and Ferrari platforms, this series is aimed at amateur and semi-professional racers – drivers who do not make their living in motorsports.

The series is proudly sponsored by Yokohama Tires

This Series and these competitions are sanctioned by Competent Motorsport LLC under its Technical and General & Sporting Regulations.

In order to provide for the orderly conduct of these competitions, these Technical Regulations are provided, and in conjunction with the General & Sporting Regulations shall comprise the Regulations for the conduct of the Yokohama Drivers Cup USA series. All participants in these competitions and any part of this Series must be fully aware of and are subject to all these regulations and shall be bound by them, as they may be amended, supplemented or superseded from time to time, and all participants are responsible for compliance therewith.

2. Concept

The Ferrari Race Group series to be referred to herein as “FRG” is a series meant for the enjoyment of all its participants, and the regulations are written to support that intention. FRG drivers are expected to compete in a spirit of fair play, with respect for the regulations, their competitors, and the cars. Drivers are expected to be competitors rather than combatants, and to place the spirit of fair and safe competition ahead of finishing position. Drivers who fail to respect this “fair play” philosophy may be excluded from the series at any time.

The Series is designed to keep competition fair and low cost by minimizing the possible changes to the cars as delivered. Therefore, any technical action by competitors in contravention with these principals is subject to penalty.

- 2.1 ***All cars must be original Ferrari cars as delivered by Ferrari S.p.A. and the VIN number must reflect this. No aftermarket conversions to cars are permitted.***
- 2.2 Except where specifically permitted herein, there are no changes permitted to the cars from their original specifications. There must be no welding, cutting, machining, drilling, acid dipping or other chemical treatment of the car to change its mechanical properties. Any change to the car that is not specifically permitted in the Technical Regulations is expressly prohibited.
- 2.3 Except where specified, **all parts** must be stock, original equipment (OE) and in the original location as delivered. This means that they must be the Ferrari designated parts that were as the car was delivered and be listed in the Ferrari parts catalog for that car for that model year. Transposition of parts from one model year to another is not permitted except as specified herein. Modification of any supplied part, modifying their mounting or mounting position is prohibited.
 - 2.3.1 It is permitted to carry out work on a vehicle which is part of the regular maintenance of the vehicle or which serves for the replacement of parts that have become defective because of wear or accident.
- 2.4 If, in the sole judgment of the Technical Director, the cars do not meet the spirit or intent of these Technical Regulations, they may order them to be corrected to comply prior to any further participation in the Event.

Any waiver of any technical requirement by the Technical Director shall specify the length of time the waiver shall be in force and shall not constitute an ongoing waiver, or a waiver for any other cars for the same issue.
- 2.5 Limits of Adjustments: Except as may be specified or permitted in these Technical Regulations, the limit of any adjustment on the car shall be the range of adjustment permitted by the stock parts using the stock fixation points as supplied

by the manufacturer. No additional adjustment points within or outside the range may be created by altering parts from their as manufactured configuration.

- 2.6 It is the responsibility of the participant to read, understand and comply with The Technical Regulations. Failure to do so will not provide any relief from The Technical Regulations. Competitors will be notified by Competent Motorsport SR's and other means for Technical Regulation changes.

3. Eligible Cars for the 2021 Season

3.1 Cars shall be separated into classes:

Class F488	F488 Challenge as manufactured by Ferrari S.p.A. (Evo – if <u>not</u> running in Ferrari Challenge)
Class F458	F458 Challenge as manufactured by Ferrari S.p.A.
Class F430	F430 Challenge Challenge as manufactured by Ferrari S.p.A.

3.2 All bodywork must remain stock OE and no alternate parts (except as provided for herein) are permitted. No unauthorized modifications are permitted to the bodywork.

3.3 Under extraordinary circumstances, a competitor may apply to the Race Director and Technical Director, who shall consult with the Series Director, Competent Motorsport, for permission to replace an irrevocably damaged chassis tub with another of equal specification or another car not currently entered in the event. Any decision regarding the approval or non-approval of any replacement/substitution is not subject to protest or appeal.

4. Driver Safety Equipment

Drivers must wear the following safety equipment while taking part in Yokohama Drivers Cup USA competition:

4.1 Drivers must be equipped with full-face helmets of recognized high quality, which include a face shield to a standard below.

Helmets:

- FIA 8859-2015, and FIA 8860-2018 are permitted.
- FIA 8860-2010 helmets shall no longer be valid for use after December of the calendar ten (10) years after the manufacture date shown on the FIA label in the helmet.
- Snell SA2010, SAH2010, SA2015, SAH2015, EA2016, SA2020 are permitted.
- Snell SA2010 and SAH2010 helmets shall no longer be valid for use after December 31, 2021.
- Any exposed hair must be completely covered by fire-resistant clothing.
- Any damaged helmets may be retained by the series and forwarded to the certifying organization.
- Modification of helmets is prohibited (drilling of holes, etc.)

4.1.1 Drivers must have the “Eject Helmet Removal” kit, the Stand 21 “Lid Lifter Balaclava” or the ROUX helmet removal system as installed by the manufacture, in their helmets.

4.2 All drivers must wear overalls, gloves, underwear, balaclava, socks and shoes homologated to the FIA 8856-2000, 8856-2018, or SFI 3.2A/5 standard, required.

- Regardless of the number of layers of a suit, fire retardant NOMEX® or Carbon-X underwear is mandatory.

- 4.3 All racers must use a Head and Neck Restraint (HANS) meeting standards of SFI 38.1, FIA 8858-2002, FIA 8858-2010.
- 4.3.1 All drivers must wear an approved Head and Neck Restraint (HANS) device during all phases of the Event. Drivers are strongly recommended to use helmets with tether-anchorage fitted by the manufacturer as original equipment. These helmets are identified by a glossy silver holographic FIA label. It is also strongly recommended to use homologated tethers, identified by a FIA 8858 label.
- 4.3.2 Sternum straps are not allowed for use with the HANS due to possible interference issues. HANS-specific two-inch hybrid shoulder straps must be used in conjunction with this system providing they meet harness certifications from FIA, SFI 16.1, or SFI 16.5.
- 4.3.3 Any HANS device must have a Silver and Blue SFI 38.1 Sticker and/or a Silver and Black FIA 8858-2002/ 2010 sticker. The SFI sticker is punched with month and year.
- 4.3.4 Head and Neck Restraint Devices which only carry a Black FIA 8858-2002/ 2010 sticker (no SFI sticker) must have the tethers replaced five (5) years after the date of manufacturer.
- 4.3.5 Head and Neck Restraint Devices which are certified to SFI Spec. 38.1 must be inspected and re-certified every five (5) years, effective January 1, 2012. The device must be sent back to the Original Manufacturer for inspection after five (5) years from the date of manufacture punched out on the label. When a device is determined by the original manufacturer to be acceptable for continued use, a new SFI 38.1 conformance label marked with the inspection date will be affixed and the device will be valid for use for another five (5) years from that date.
- 4.3.6 Any head and neck restraint system must be inspected after a serious incident. If any cracking, delaminating or elongation has occurred, the unit must be replaced.
- 4.3.7 Devices that meet or claim to meet SFI or FIA specifications but do not actually carry an SFI or FIA certification sticker are not approved.
- 4.3.8 A cooling system with cooling vest and or helmet air may be used. The installation according to the manufacturer's instructions is the sole responsibility of the participant.
- Installations must meet the following conditions.
 - A. Driver cooling systems must use non-flammable refrigerant (e.g. R134a, water)
 - B. The system must be mounted in the passenger seat area adjacent to the authorized ballast location.
 - C. The mounting may serve no purpose other than retaining the cooling system in the event of a collision.
 - D. All driver cooling system components must be securely mounted using metal hardware and be able to withstand an impact of 30G.
 - E. The use of open hook strap and loop fasteners (Velcro) is prohibited.

4.3.9 Drivers' complete safety equipment must be presented at Technical Inspection for inspection by Competent Motorsport's technical department.

4.3.10 Driver suit and Team uniform Series patches locations. See Appendix 4

5. Technical Inspection/Mandatory Safety Requirements

Competitors are obliged to present their cars for Technical Inspection at the request of the series Technical officials, at any time during the event. Failure to do so may result in penalties up to and including exclusion.

Each entered car must be inspected and approved by the Technical Director or their delegated assistant(s) before it will be allowed to participate in competition or qualifying. There will be a sign-up sheet for Technical Inspection appointments.

No expressed or implied warranty of safety shall result from this inspection or approval. It is always solely the responsibility of the Entrant to have their car free from mechanical defects and in safe racing condition.

Cars damaged or altered after they have been approved at inspection are subject to re-inspection and approval. Competent Motorsport officials will make the final decision on the safety and eligibility of an accident-damaged vehicle.

Major body components must be maintained in normal position throughout the competition. Questionable cars are subject to approval by the Technical Director.

Cars shall present a neat, clean, and professional appearance.

5.1 Technical Inspection (Scrutineering)

5.1.1 Competent Motorsport at its sole discretion, retains the right to impound any car for Technical Inspection at any point in the Event and in case of doubt, may retain any car after the Event until such matters have been resolved. Such Technical Inspection may include the disassembly of various parts of the car, including the engine. Competitors accept that in order to complete such inspection, the mandatory seals may be broken, and it is the sole responsibility of the competitor to have any broken seals replaced prior to further competition. Failure to comply may result in Exclusion.

Competent Motorsport may reject, at its sole discretion, any system that either does not meet the requirements, or appears to be defective or inappropriate in any way. No warranty of safety, express or implied, shall result from inspection or approval of any system by Competent Motorsport.

5.1.2 The timing, location, method and type of car inspection, and the number of vehicles to be inspected at any Event will be determined by the Technical Director.

- 5.1.3 When instructed by the officials to go to the inspection (Impound/Parc Ferme) area, cars must proceed directly and without delay, with a team representative. A car not driven directly and immediately to Impound is subject to penalty. No Data downloads or tire pressure checks allowed in pit lane. The car may not be touched by the team representative(s) until directed by a series Technical official.
- 5.1.3.1 A team representative(s) must be present at Impound/Parc Ferme to be informed of any decisions taken regarding possible technical checks. Three (3) team representatives' maximum per car are permitted at any time unless otherwise directed by a series Technical official.
- 5.1.3.2 Team equipment is prohibited in Impound unless otherwise directed by a series Technical official.
- 5.1.3.3 Computers and/or electronic equipment are prohibited in Impound/Par Ferme unless otherwise directed by a series Technical official.
- 5.1.4 It is the responsibility of the Driver or Entrant to prepare a car for inspection when requested to do so by the Technical Director or their assistant(s). Any expense incurred, except in the case of a protest, shall be the liability of the Entrant. Preparation of a vehicle for inspection must be performed in a timely manner as determined by the Technical Director. Any part that does not comply with these Technical Regulations may be indefinitely retained by Competent Motorsport.
- 5.1.5 Admittance to any area in which inspections are being made is controlled by the Technical Director.
- 5.1.6 Each car entered must submit to Technical Inspection during scheduled hours.
- a. All driver safety equipment (fire suits, helmets, HANS device, helmet lift systems etc.) will also be inspected for compliance.
 - b. A minimum of 2 team members and the Driver are required at Technical Inspection.
- 5.1.7 Measurements under these Technical Regulations:
- a. Both metric and English dimensions may be given. In such cases, when the two systems do not equate exactly, measurements for compliance during inspection will normally use the system most advantageous to the Entrant.
 - b. The Technical Director may establish tolerances for measurements taken during inspection; may require components on the car to fit Competent Motorsport templates, fixtures; may require Competent Motorsport monitoring/data collection devices to be fitted to a car.
- 5.1.8 Appearance: Clean and neat, no old damage.
- 5.1.9 Identification numbers must be placed on both sides, front and rear bumper. And must be legible to the satisfaction of the Race Director. Specific

requirements may be provided in Event Supplementary Regulations. See Appendix 5

5.1.10 Fluid Leakage: Not allowed.

5.1.11 Driver Safety Equipment: see section 4.

5.1.12 Compliance with series sponsor advertising requirements is mandatory.

5.1.13 Mandatory Stickers:

a. All stickers must be applied in accordance with Appendix 5 prior to participation in the first on-track session.

b. All stickers must comply with the standards established by Competent Motorsport for the Yokohama Drivers Cup USA Series.

c. Cars found without Series required stickers during the event will not be eligible for competition. Stickers of other tire manufacturers must be removed prior to the first on-track session.

5.2 Mandatory Safety Requirements

5.2.1 OE belts are required. Competitors are responsible for ensuring that any seat, seat belt and mounting are compatible, properly installed, appropriate and safe for competition. Competent Motorsport may reject, at its sole discretion, any system that either does not meet the requirements or appears to be defective or inappropriate in any way. No warranty of safety, express or implied, shall result from inspection or approval of any system by Competent Motorsport.

Shoulder harness belts must be crossed for HANS device when not mounted directly behind the seat.

5.2.1.1.1 FIA CERTIFICATION - FIA harnesses have tags printed by each manufacturer. FIA harness certifications are good for a period of 5 years from the date of manufacture. FIA harnesses may be used until December 31st of the year printed (or stamped) on the tag. There should be one FIA tag on each element of the harness.

For example, a harness FIA-tagged with an expiration year of 2018 would expire and the end of December 2018.

5.2.2 All cars must be equipped with two master electrical circuit breakers, one accessible from inside (accessible by the Driver when normally seated and fitted with the mandatory safety harness), and the second outside the car, that control all electrical power (except electrically actuated fire systems).

The preferred outside location is the Drivers side cowl area. The circuit breakers must be clearly marked by a spark in a blue triangle.

- 5.2.3 All cars must have at least two operating red brake lights and two taillights. Amber brake lights will not be permitted. (During a competition, the Race Director may accept one functioning headlight, one functioning taillight and one functioning brake light due to damage or equipment failure).
- 5.2.4 Safety fuel cell meeting FIA Spec FT-3 is permitted and highly recommended.
Note: FIA-FT3 specification requires that the fuel cell bladder be certified every 5 years.
 - 5.2.4.1 If fitted, the fuel cell must be mounted outside the Driver's compartment, separated by firewalls, flame and leak proof, and protected as far as practicable by the roll cage. Steel or steel braided fuel lines with appropriate fittings, fuel cell check valve, and vent line check valve are mandatory.
- 5.2.5 Hoods, deck lids and movable body sections must be secured with OE supplemental pins or fasteners.
- 5.2.6 Supplemental pins used to secure movable body sections (such as hoods, doors, fenders, lids and removable tops) must have attaching cables to prevent accidental loss of pin.
- 5.2.7 No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable.
- 5.2.8 Full roll cages of approved design are mandatory. Material and construction specifications and recommended designs are contained in FIA Sporting CODE, Appendix J, Article 253, Section 8 and in these rules. Competitor must be prepared to drill inspection hole(s) in the roll structure for verification.
- 5.2.9 A fire suppression system is required and must be in certified working order at all times. The on-board fire suppression system must be Ferrari stock or of a size and an approved extinguishing material that is in accordance with the FIA Sporting CODE, Appendix J, Article 258A.15.1, or equivalent Competent Motorsport approved equivalent. Trigger must be marked with a red circle with the letter "E" and be operable by the Driver and, also from outside the car. Outlets must be directed into the Driver, engine, and fuel compartments. Fire system batteries to be "Fresh". To be inspected at Technical Inspection.
- 5.2.10 All cars must be fitted with one front and one rear towing eye, painted red, accessible without the use of tools, and be clearly marked with a red arrow on a white background. They must be securely fitted to the chassis of the car by means of a metallic rigid element (cable loops are forbidden). They must be strong enough to allow recovery of a car lying on its flat bottom in a gravel bed. Should the towing eye break, the track marshals will pull the car to a safe position using any element of the chassis or of the bodywork whatsoever, which they consider strong enough, and the car may be excluded from the race. If a car is damaged as a result of these actions, Competent Motorsport will accept no responsibility for any damage caused, however it may have been caused.

- 5.2.11 In all cases, the Driver must be able to easily exit the car through both the Driver side and the passenger side in an emergency.
- 5.2.12 An on-board starter and energy source must remain functional at all times, except when deactivated in an emergency by the master electrical circuit breaker.
- 5.2.13 An "arrow" sticker denoting tow hook location.
- 5.2.14 If the Technical Director determines prior to the race that a car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Technical Director, the deficiency
- Will not affect safety,
 - Cannot be corrected in time for qualifying or the race (if no qualifying),
 - Will not provide the competitor a significant competitive advantage over other competitors,
 - Is so insubstantial as not to warrant a determination that the car is ineligible to race.
- 5.2.15 If the Race Director permits the car to compete under these circumstances, the Technical Director will apprise the competitor in writing of the deficiency, and the car will be prohibited from competing in any future Events if the deficiency has not been corrected.

6. Eligible Engines & ECU's

- 6.1 The engine must be stock. As delivered from a Ferrari Dealership.
- 6.1.1 The engine must be originally sealed by a Ferrari Dealership.
- 6.1.2 Engines must remain sealed and retain all markings affixed by a Ferrari Dealership.
- 6.1.3 All rebuilt engines must be performed and sealed by a Ferrari Dealership.
- 6.1.4 The competitor is responsible for the state of the seals and their presence at all times.
- 6.1.4.1 Missing or deteriorated seals will be considered an infringement of these Regulations.
- 6.1.5 All repairs and internal maintenance operations must be performed by a Ferrari Dealership. Any intrusion into the engine is forbidden.
- Engine oil: no specific lubricants are required. All engine oil additives are strictly PROHIBITED.
- 6.2 The entire exhaust system must remain OE as delivered, including interior and tail pipes. **Reference Class/Car Technical Regulation**
- 6.3 Replacement of the engine must be reported immediately to the Technical Director in writing. If the engine is changed following Qualifying, the car must start the race from the back of the grid.
- 6.4 Engine Control Units OE as supplied by a Ferrari Dealership ECUs are subject to random seizure and replacement at any time by Series officials. Competent Motorsport reserves the right prior and during the event to seize the ECU and provide a replacement; after the event, the original ECU will be returned to the original owner.
- 6.5 Only the stock Engine Control Units (ECUs) with Ferrari programming are permitted. Tampering with or re-programming of the ECU is strictly prohibited. Except as provided for herein, no additional electronics may be installed between the ECU and the engine. The wiring harness must remain stock.
- 6.5.1 ECUs may be sealed to the connectors at Technical Inspection Tampering with or breaking the affixed seals is prohibited. Only Series officials or authorized Ferrari Dealership technicians may break the seals, which must then be replaced by the Series.
- 6.5.2 Authorized Ferrari Dealership and Series officials may access and inspect the ECU programming at any time during the Event.

7. Drivetrain

7.1 Transmission/Gearbox – Stock.

7.1.1 Transmission gear oil:

- **Reference Class/Car specific Technical Regulation**
- All transmission gear oil additives are strictly PROHIBITED.

7.1.2 Gear Ratios

- Stock OE.

7.2 Differential - Stock OE.

- **Reference Class/Car Technical Regulation**
- Torque break testing at the discretion of the Technical Director at events.

7.3 Clutch – Stock OE.

7.4 CV Joints and Axle – Stock OE.

8. Suspension

8.1 May be adjusted within existing tolerances except where these Regulations specifically prohibit. All original parts must be retained in their original mounting positions.

8.2 Shock Absorbers (dampers)

- **Reference Class/Car specific Technical Regulation**
 - Cars must use stock OE Front and Rear shock absorbers (dampers)

8.3 Anti-Roll Bars

- **Reference Class/Car specific Technical Regulation**
 - Cars must use stock OE Front and Rear Anti-Roll Bars.
 - May be disconnected but no parts removed.
 - May be adjusted using only OE range of adjustment holes.

8.4 Springs

- **Reference Class/Car specific Technical Regulation**
 - Stock OE main and helper must be used. All parts must be retained in their original mounting positions.

8.5 Ride Height

- **Reference Class/Car specific Appendix and Technical Regulation**

8.5.1 Ride height of vehicle is measured “ready to race” including driver’s weight and Dry-Type (slick) tires. The ride height must only be changed within the existing OE adjustment range.

8.5.2 Ride height may be measured at any time during the Event. The steering wheel must be straight when measuring ride height.

8.5.3 Ride height is measured with required Dry- Type (slick) tires with a tire pressure of 29 psi ± 1.5 psi.

- 8.5.4 Ride height is measured for the front axle at: See **Class/Car specific Appendix Technical Regulation**
- 8.5.5 Ride height is measured for the rear axle: See **Class/Car specific Appendix Technical Regulation**
- 8.6 Suspension Adjustment: The suspension may be adjusted within the scope of the specified OE settings. All genuine OE parts must be retained without modification.
- 8.7 Camber/ Tire Pressure
- **Reference Class/Car specific Appendix Technical Regulation**
 - Camber and/ or Tire pressure guidelines may be communicated by the tire manufacturer or series officials at any time during an event.
- 8.8 Wheelbase: Measured from the center of the Front hub to the center of the Rear hub at Ride Height
- **Reference Class/Car specific Appendix and Technical Regulation**

9. Dash and Data Collection

- 9.1 Data collection permitted, however:
- Permitted sensors are those listed in Ferrari technical manual: The sensors delivered on the car from Ferrari or a Ferrari Dealership, are the **only** ones allowed. No additional sensors
 - GPS sensors are permitted.
 - All other sensors are prohibited, including, but not limited to shock pots. No other sensors are permitted, connected, or disconnected, attached to the car.
 - Wireless (radio, IR, mobile device, or any other method) transmission of telemetry data to or from the car is prohibited.

10. Fuel

- 10.1 All cars must use unleaded fuel as prescribed by Ferrari.
- The allowed fuel is 91 octane to 101 octane unleaded race fuel (examples: Sunoco 260 GTX, VP 100 and VP 101).
 - Refer to Event Supplemental Regulations for specific fuels that will be available at a given event/venue.
 - All fuel additives are strictly Prohibited.
- 10.2 All additives are prohibited. Fuelling and refuelling of the cars during free practice (unless specified in the Supplemental Regulations), qualifying and the race is forbidden. All chemical changes to the fuel are forbidden.
- 10.3 The Technical Scrutineers shall be entitled to take fuel from a participant's car at any time during the event. At any time of the event until the end of the protest

deadline (subject to removal of fuel for the weighing procedure), the competitor must ensure that a minimum amount of 2 kg of fuel can be taken from the corresponding removal point (fuel removal valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the petrol pumps designated above. If the Technical Scrutineers order that a car be defueled (for example to check the minimum weight of the car without residual fuel), a fuel sample must be taken prior to defueling the car.

- 10.4 Any fuel operations must be performed outside the team tent. All personnel working in this area must wear full fireproof clothing (including shoes, gloves, goggles, balaclavas, etc.). The car and all equipment must be grounded to earth properly and at least one 9kg ABC Dry Powder or alternatively one 5kg CO2 fire extinguisher with at least one stand-by personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, competitors, team guests or unauthorised personnel be permitted in this area at any time during the fuelling operation; it is the responsibility of the team (entrant) to ensure that such persons are excluded from the area.
- 10.5 Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell and with appropriate protection and fire extinguishers being present at the respective workplace.
- 10.6 Smoking and hot works are prohibited when any operation involving fuel, or the fuel cell is in progress.

11. Windows

Reference Class/Car specific Appendix

- 11.1 Front and rear windows must remain stock OE. Damaged or Cracked windshields must be approved by the Technical Director prior to track use.
- 11.2 Side door windows must remain stock OE, with the following exceptions:
 - A NACA duct may be installed on the side window for the purpose of cooling the driver as long as no modifications to the window except for required mounting hardware are made. Maximum of 1 per side with 2 ducts permitted per car. Ducts must be translucent.

12. Brakes and Brake Pads

12.1 Reference Class/Car specific Appendix

- 12.2 Ferrari OE brake systems, including **calipers, and master cylinders** must be stock OE parts as delivered for the model year of the car.
 - 12.2.1 The use of any brake pad and the use of steel rotors instead of carbon rotors is **ALLOWED**.
 - 12.2.2 Cars must utilize the stock OE master cylinder(s) in the stock OE position(s) (front and rear).

13. Weight

13.1 The minimum weight of car, with driver properly attired in required racing equipment, will be as follows at all times during the Event:

- **Reference Class/Car specific Appendix**

14. Wheels

- **Reference Class/Car specific Appendix and Technical Regulation**

15. Tires

15.1 The specified (spec) tire of the Series is the Yokohama “ADVAN A005 Slick” and the “ADVAN A006 Wet”. Tires for the Series may only be obtained from the authorized distributor.

15.2 Tires used during any official Event session must be the spec tire of the Series. Allowed are four (4) sets of Dry tires “Slicks” for a three (3) day three (3) race event and five (5) sets of Dry tires “Slicks” for a four (4) day three (3) race event (any event with an Official Thursday test day). All tires for the event to be used for Qualifying and Race must be Stamped and scanned by series officials. Practice session tires do not require Stamping. Replacement tires must be approved by the Technical Director.

15.3 The number of wet tires used during an Event is not limited; however, competitors must use only the approved Yokohama wet tire. Tires are subject to inspection for compliance at any time, at the option and sole discretion of the Technical Director.

15.4 If a race is officially declared a “wet race” prior to the start, competitors must use only the approved Yokohama wet tire for the race unless otherwise instructed by the Race Director. This also applies to a declared “wet” qualifying session.

15.5 Tire warmers are prohibited; grooving of or otherwise modifying dry or wet tires is prohibited; Chemical treatment of tires is prohibited; tire pressure control valves are prohibited.

15.6 Any action designed to alter the tires as supplied, or to use alternate tires, is prohibited.

16. Miscellaneous

16.1 Towing eyes

Front and rear towing eyes supplied with the car must be properly mounted and marked.

16.2 Steering wheel

Aftermarket steering wheels are acceptable.

16.3 Exhaust

- **Reference Class/Car specific Appendix and Technical Regulation**
- Stock OE required for all classes.

- Additional mufflers may be required to meet local ordinances. Turn outs are allowed.

16.4 In-Car Cameras

- Mandatory. Only the following cameras are allowed: AIM Smartycam HD or GP HD, VBOX Video HD2, GoPro Hero 3 or newer, MoTec V2 (video only)
- Single camera systems must be mounted facing forward, in the center of the car, behind the driver. Multiple camera systems must include both the driver and forward-facing center field of view. Mounting directly to a Roll Bar or with GoPro style glue on mount is required. No suction cup mounts are allowed.
- Camera system must be mounted with metal hardware and be able to withstand a 30g impact.
- Competent Motorsport has right to impound footage from competitors at the discretion of the Race Director at any time during the event.
- Cameras must be able to record a complete race distance.

16.5 Pit to Car Voice Radios

- Required in all phases of competition.
- See car Specific Technical regulations for required mounting locations.
- Car radio must be mounted with metal hardware and be able to withstand a 30g impact.
- All competitors are required to monitor Competent Motorsport Race Control frequency, 461.2000 DPL 432 (Appendix 6)
- At all times that the Car is on the racetrack, a minimum of one (1) team member in the Pit Box must have radio communication with the Driver. At all times during a Session, a minimum of one (1) team member in the Pit Box must monitor the published Race Control frequency.

16.6 Battery: Stock OE

- See Car Specific Parts Catalog for specific legal battery.
- Must remain in stock location.
- Must be securely mounted.

16.7 Wheelbase

- Wheelbase may be measured; this measurement will be from the center of the rear hub to the center of the front hub at Ride Height.

16.8 Transponders

- Transponders must be mounted inside the front right fender.

16.9 Driver Comfort Systems:

- A. A drinking system may be used. Installation needs to be fixed using metal hardware and be able withstand a crash of 30G.
- B. A cooling system with cooling vest and or helmet air may be used. The installation according to the manufacturer's instructions is the sole responsibility of the participant.

1. Driver cooling systems must use non-flammable refrigerant (e.g., R134a, water)
2. The system must be mounted in the passenger seat area adjacent to the authorized ballast location.
3. The mounting may serve no purpose other than retaining the cooling system in the event of a collision.
4. All driver cooling system components must be securely mounted using metal hardware and be able to withstand an impact of 30G.
5. The use of open hook strap and loop fasteners (Velcro) is prohibited.

17. APPENDIX 1 – 488 Challenge Class

Class: F488 **Description:** F488 Challenge as manufactured by Ferrari S.p.A. (Evo –if not running in Ferrari Challenge)

ITEM	DESCRIPTIPON
Engine	<ul style="list-style-type: none"> • Engine: OE as delivered • The engine must be strictly Standard. For this reason, engines will be sealed directly by Ferrari so that no work can be carried out on them. Any maintenance work on the engine must be carried out under the direct responsibility of the Dealership who shall have to: <ul style="list-style-type: none"> • Send to Ferrari (addressed to the attention of the Technical Assistance Service) a report on the work carried out using the special form provided by Ferrari for this purpose. • b) Affix new seals different to the original Ferrari ones, or to those used up to that point by the Dealership.
Intake System	The original OE complete intake system must be used without modification.
Injection – Ignition System	The socket for connecting diagnosis equipment must always be operational so that tests can be conducted upon Ferrari’s request, in agreement with the Technical Scrutineers. Tampering with or modifications to any of the sensors and/or wiring resulting in the alteration of the signals to the ECU is prohibited.
Engine Control Unit	<ul style="list-style-type: none"> • Only the OE Engine Control Unit (DME) and the OE programming are permitted. Tampering with or re-programing of the ECU is strictly prohibited. • Except where provided herein, additional components must not be installed between the ECU and the engine. • The wiring harness must remain OE. • ECU’s are subject to seizure and replacement at any time during the event by Series officials. • Series Officials may access and inspect the ECU program at any time prior, during and after an event. • The series may request the ECU or ECU data at any time.
Gearbox Specification	Only stock manual Ferrari transmissions and differentials of year/make/model as delivered from the factory are allowed.
Differential Specification/ Final Drive	There are no restrictions on the layout of the plates of the limited slip differential. Calibration may be performed using only the original parts.

<p>Brake Package</p>	<ul style="list-style-type: none"> • The braking system (including calipers and master cylinders) must be OE parts. Master Cylinders must be maintained in their original front and rear hydraulic circuit position. • The use of any brake pad and the use of steel rotors instead of carbon rotors is ALLOWED. • Cars must utilize the stock OE master cylinder(s) in the stock OE position(s) (front and rear). • The only method permitted for the cooling of the brake system components is the channeling of ambient air to components.
<p>Tires</p>	<p>488 Challenge: Spec Yokohama Tires mandatory</p> <ul style="list-style-type: none"> • Front slick tires 300/690R19 • Rear slick tires 330/710R19 • Front rain tires 300/690R19 • Rear rain tires 330/710R19
<p>Wheel Size, Offset, Manufacture and Part #'s. Are there specific wheel brands?</p>	<p>488 Challenge: The wheel rims are Rotiform in the following dimensions:</p> <ul style="list-style-type: none"> • Front 9.5" x 19" • Rear 12" x 19"
<p>Fuel</p>	<ul style="list-style-type: none"> • The allowed fuel is 91 octane to 101 octane unleaded race fuel (examples: Sunoco 260 GTX, VP 100 and VP 101). • Refer to Event Supplemental Regulations for specific fuels that will be available at a given event
<p>Fuel Tank</p>	<ul style="list-style-type: none"> • Current up-to-date fuel cell is required. <ul style="list-style-type: none"> • Only fuel cells that meet or exceed FIA certification are allowed. • OE filler locking cap or OE Dry Break allowed.
<p>Lubricants</p>	<ul style="list-style-type: none"> • All Competitors may use any brand of lubricants
<p>Minimum Weight</p>	<ul style="list-style-type: none"> • Weight is measured equipped-as-raced, with driver and all personal safety equipment: <ul style="list-style-type: none"> • 3,296 lbs. (1,495 kg.) [Without fuel]
<p>Minimum Ride Heights</p>	<p>488 Challenge: <u>Front</u> - minimum height 488 Challenge (both sizes must be respected) 103 mm from Master Point to ground 52 mm from the lower part of the aerodynamic profiles (DAM) to ground. <u>Rear</u> – minimum height: 141 mm from rear Master Point to ground 100 mm form the lower part of the rear diffuser to ground</p>
<p>Rear Wing (Performance Devices Affecting Airflow)</p>	<ul style="list-style-type: none"> • Rear Wing and Front Splitter is allowed. • A ¼ inch only Gurney Flap on the rear wing is allowed. ¼ inch will be measured in height from the top rear most trailing edge of the wing.

	<ul style="list-style-type: none"> • A wing height no higher than the top of the roof is allowed. • A wing set back no further than the rear most point of the bumper is allowed. The rear most point of the bumper will be measured from its center line.
Cambers	<p>488 Challenge:</p> <ul style="list-style-type: none"> • Note: Cambers subject to Tire manufacturer's recommendation. Under no circumstances the camber shall exceed the maximum levels of: • Front: -4.4 degrees • Rear: -3.3 degrees
Suspension	<ul style="list-style-type: none"> • Only the Ferrari factory OE DME for year, make and model is allowed. • Replacement springs are allowed. • Replacing the front or rear sway bar with aftermarket sway bars affixed to OEM sway bar mounting points is allowed.
Exhaust System	The entire exhaust system must remain OE, including the tail pipes. Catalytic converter may be removed.
Water Radiator Radiators	Only water and water wetters in the cooling system are allowed.
Window Net	<ul style="list-style-type: none"> • Installation of the net must be in contact with the head and attached slightly inboard at the rear. Net must be installed with some tension. • The Upper strap of the net must be at or above the center of gravity of the helmet of the Driver. • The net(s) must be dated by the manufacture and must be replaced per the manufacturer's specifications.
Center Nets	Highly recommended but not mandated.
Body/Chassis/Interior (need input)	<ul style="list-style-type: none"> • Any driver seat that meets FIA safety standards is allowed. If requested, FIA documentation must be supplied. • Passenger seat removal is allowed. • Installation of driver service equipment is allowed (e.g., cool suit/helmet blower, radio, cameras, etc.). • A working fire system with driver accessible activation is MANDATORY. • Front and rear tow hooks are MANDATORY. • Replacing all window glass with Lexan or equivalent is allowed. • Replacing hood, doors and rear deck lid with factory appearing fiberglass, or carbon fiber, is allowed. • Replacing exterior mirrors is allowed.

18. APPENDIX 2 – 458 Challenge Class

Class: F458 **Description:** 458 Challenge as manufactured by Ferrari S.p.A. (Non-Evo)

ITEM	DESCRIPTIPON
Engine	<ul style="list-style-type: none"> • Engine: OE as delivered • The engine must be strictly Standard. For this reason, engines will be sealed directly by Ferrari so that no work can be carried out on them. Any maintenance work on the engine must be carried out under the direct responsibility of the Dealership who shall have to: <ul style="list-style-type: none"> • Send to Ferrari (addressed to the attention of the Technical Assistance Service) a report on the work carried out using the special form provided by Ferrari for this purpose. • b) Affix new seals different to the original Ferrari ones, or to those used up to that point by the Dealership.
Intake System	The original OE complete intake system must be used without modification.
Injection – Ignition System	The socket for connecting diagnosis equipment must always be operational so that tests can be conducted upon Ferrari’s request, in agreement with the Technical Scrutineers. Tampering with or modifications to any of the sensors and/or wiring resulting in the alteration of the signals to the ECU is prohibited.
Engine Control Unit	<ul style="list-style-type: none"> • Only the OE Engine Control Unit (DME) and the OE programming are permitted. Tampering with or re-programing of the ECU is strictly prohibited. • Except where provided herein, additional components must not be installed between the ECU and the engine. • The wiring harness must remain OE. • ECU’s are subject to seizure and replacement at any time during the event by Series officials. • Series Officials may access and inspect the ECU program at any time prior, during and after an event. • The series may request the ECU or ECU data at any time.
Gearbox Specification	Only stock manual Ferrari transmissions and differentials of year/make/model as delivered from the factory are allowed.
Differential Specification/ Final Drive	There are no restrictions on the layout of the plates of the limited slip differential. Calibration may be performed using only the original parts.

<p>Brake Package</p>	<ul style="list-style-type: none"> • The braking system (including calipers and master cylinders) must be OE parts. Master Cylinders must be maintained in their original front and rear hydraulic circuit position. • The use of any brake pad and the use of steel rotors instead of carbon rotors is ALLOWED. • Cars must utilize the stock OE master cylinder(s) in the stock OE position(s) (front and rear). • The only method permitted for the cooling of the brake system components is the channeling of ambient air to components.
<p>Tires</p>	<p>458 Challenge: Spec Yokohama Tires mandatory</p> <ul style="list-style-type: none"> • Front slick tires 260/660R19 • Rear slick tires 310/690R19 • Front rain tires 260/660R19 • Rear rain tires 310/690R19 <p><u>OR</u></p> <ul style="list-style-type: none"> • Front slick tires 300/690R19 • Rear slick tires 330/710R19 • Front rain tires 300/690R19 • Rear rain tires 330/710R19
<p>Wheel Size, Offset, Manufacture and Part #'s. Are there specific wheel brands?</p>	<p>458 Challenge: The wheel rims are BBS in the following dimensions:</p> <ul style="list-style-type: none"> • Front 9" x 19" • Rear 11" x 19"
<p>Fuel</p>	<ul style="list-style-type: none"> • The allowed fuel is 91 octane to 101 octane unleaded race fuel (examples: Sunoco 260 GTX, VP 100 and VP 101). • Refer to Event Supplemental Regulations for specific fuels that will be available at a given event
<p>Fuel Tank</p>	<ul style="list-style-type: none"> • Current up-to-date fuel cell is required. <ul style="list-style-type: none"> • Only fuel cells that meet or exceed FIA certification are allowed. • OE filler locking cap or OE Dry Break allowed.
<p>Lubricants</p>	<ul style="list-style-type: none"> • All Competitors may use any brand of lubricants
<p>Minimum Weight</p>	<p>458 Challenge:</p> <ul style="list-style-type: none"> • Weight is measured equipped-as-raced, with driver and all personal safety equipment: <ul style="list-style-type: none"> • 2,800 lbs. (1,270 kg.)
<p>Minimum Ride Heights</p>	<p>458 Challenge:</p> <ul style="list-style-type: none"> • Front - 75 mm from Master Point to ground • Rear – 116 mm from rear Master Point to ground
<p>Rear Wing (Performance Devices Affecting Airflow)</p>	<ul style="list-style-type: none"> • Rear Wing and Front Splitter is allowed. • A ¼ inch only Gurney Flap on the rear wing is allowed. ¼ inch will be measured in height from the top rear most trailing edge of the wing.

	<ul style="list-style-type: none"> • A wing height no higher than the top of the roof is allowed. • A wing set back no further than the rear most point of the bumper is allowed. The rear most point of the bumper will be measured from its center line.
Cambers	<p>458 Challenge:</p> <p>Note: Cambers subject to Tire manufacturer's recommendation. Under no circumstances the camber shall exceed the maximum levels of:</p> <ul style="list-style-type: none"> • Front: -4.7 degrees • Rear: -3.7 degrees
Suspension	<ul style="list-style-type: none"> • Only the Ferrari factory OE DME for year, make and model is allowed. • Replacement springs are allowed. • Replacing the front or rear sway bar with aftermarket sway bars affixed to OEM sway bar mounting points is allowed.
Exhaust System	<p>The entire exhaust system must remain OE, including the tail pipes. Catalytic converter may be removed.</p>
Water Radiator Radiators	<p>Only water and water wetters in the cooling system are allowed.</p>
Window Net	<ul style="list-style-type: none"> • Installation of the net must be in contact with the head and attached slightly inboard at the rear. Net must be installed with some tension. • The Upper strap of the net must be at or above the center of gravity of the helmet of the Driver. • The net(s) must be dated by the manufacture and must be replaced per the manufacturer's specifications.
Center Nets	<p>Highly recommended but not mandated.</p>
Body/Chassis/Interior (need input)	<ul style="list-style-type: none"> • Any driver seat that meets FIA safety standards is allowed. If requested, FIA documentation must be supplied. • Passenger seat removal is allowed. • Installation of driver service equipment is allowed (e.g., cool suit/helmet blower, radio, cameras, etc.). • A working fire system with driver accessible activation is MANDATORY. • Front and rear tow hooks are MANDATORY. • Replacing all window glass with Lexan or equivalent is allowed. • Replacing hood, doors and rear deck lid with factory appearing fiberglass, or carbon fiber, is allowed. • Replacing exterior mirrors is allowed.

19. APPENDIX 3 – 430 Challenge Class:


Class: F430 Description: 430 Challenge as manufactured by Ferrari S.p.A. (Non-Evo)

ITEM	DESCRIPTIPON
Engine	<ul style="list-style-type: none"> • Engine: OE as delivered • The engine must be strictly Standard. For this reason, engines will be sealed directly by Ferrari so that no work can be carried out on them. Any maintenance work on the engine must be carried out under the direct responsibility of the Dealership who shall have to: <ul style="list-style-type: none"> • Send to Ferrari (addressed to the attention of the Technical Assistance Service) a report on the work carried out using the special form provided by Ferrari for this purpose. • b) Affix new seals different to the original Ferrari ones, or to those used up to that point by the Dealership.
Intake System	The original OE complete intake system must be used without modification.
Injection – Ignition System	The socket for connecting diagnosis equipment must always be operational so that tests can be conducted upon Ferrari’s request, in agreement with the Technical Scrutineers. Tampering with or modifications to any of the sensors and/or wiring resulting in the alteration of the signals to the ECU is prohibited.
Engine Control Unit	<ul style="list-style-type: none"> • Only the OE Engine Control Unit (DME) and the OE programming are permitted. Tampering with or re-programing of the ECU is strictly prohibited. • Except where provided herein, additional components must not be installed between the ECU and the engine. • The wiring harness must remain OE. • ECU’s are subject to seizure and replacement at any time during the event by Series officials. • Series Officials may access and inspect the ECU program at any time prior, during and after an event. • The series may request the ECU or ECU data at any time.
Gearbox Specification	Only stock manual Ferrari transmissions and differentials of year/make/model as delivered from the factory are allowed.
Differential Specification/ Final Drive	There are no restrictions on the layout of the plates of the limited slip differential. Calibration may be performed using only the original parts.


<p>Brake Package</p>	<ul style="list-style-type: none"> • The braking system (including calipers and master cylinders) must be OE parts. Master Cylinders must be maintained in their original front and rear hydraulic circuit position. • The use of any brake pad and the use of steel rotors instead of carbon rotors is ALLOWED. • Cars must utilize the stock OE master cylinder(s) in the stock OE position(s) (front and rear). • The only method permitted for the cooling of the brake system components is the channeling of ambient air to components.
<p>Tires</p>	<p>430 Challenge: Spec Yokohama Tires mandatory</p> <ul style="list-style-type: none"> • Front slick tires 240/660R19 • Rear slick tires 310/690R19 • Front rain tires 240/660R19 • Rear rain tires 310/690R19
<p>Wheel Size, Offset, Manufacture and Part #'s. Are there specific wheel brands?</p>	<p>430 Challenge: The wheel rims are BBS in the following dimensions:</p> <ul style="list-style-type: none"> • Front 8" x 19" • Rear 10.5" x 19"
<p>Fuel</p>	<ul style="list-style-type: none"> • The allowed fuel is 91 octane to 101 octane unleaded race fuel (examples: Sunoco 260 GTX, VP 100 and VP 101). • Refer to Event Supplemental Regulations for specific fuels that will be available at a given event
<p>Fuel Tank</p>	<ul style="list-style-type: none"> • Current up-to-date fuel cell is required. <ul style="list-style-type: none"> • Only fuel cells that meet or exceed FIA certification are allowed. • OE filler locking cap or OE Dry Break allowed.
<p>Lubricants</p>	<ul style="list-style-type: none"> • All Competitors may use any brand of lubricants
<p>Minimum Weight</p>	<p>430 Challenge:</p> <ul style="list-style-type: none"> • Weight is measured equipped-as-raced, with driver and all personal safety equipment: <ul style="list-style-type: none"> • 2,800 lbs. (1,270 kg.)
<p>Minimum Ride Heights</p>	<p>430 Challenge:</p> <ul style="list-style-type: none"> • There is no limit for set on the height from the ground but in no case shall the vehicle touch the ground while all tires are deflated.
<p>Rear Wing (Performance Devices Affecting Airflow)</p>	<ul style="list-style-type: none"> • Rear Wing and Front Splitter is allowed. • A ¼ inch only Gurney Flap on the rear wing is allowed. ¼ inch will be measured in height from the top rear most trailing edge of the wing. • A wing height no higher than the top of the roof is allowed.

	<ul style="list-style-type: none"> • A wing set back no further than the rear most point of the bumper is allowed. The rear most point of the bumper will be measured from its center line.
Cambers	<ul style="list-style-type: none"> • 430 Challenge: Note: Cambers subject to Tire manufacturer's recommendation. Under no circumstances the camber shall exceed the maximum levels of: • Front: -4 degrees • Rear: -3 degrees
Suspension	<ul style="list-style-type: none"> • Only the Ferrari factory OE DME for year, make and model is allowed. • Replacement springs are allowed. • Replacing the front or rear sway bar with aftermarket sway bars affixed to OEM sway bar mounting points is allowed.
Exhaust System	The entire exhaust system must remain OE, including the tail pipes. Catalytic converter may be removed.
Water Radiator Radiators	Only water and water wetters in the cooling system are allowed.
Window Net	<ul style="list-style-type: none"> • Installation of the net must be in contact with the head and attached slightly inboard at the rear. Net must be installed with some tension. • The Upper strap of the net must be at or above the center of gravity of the helmet of the Driver. • The net(s) must be dated by the manufacture and must be replaced per the manufacturer's specifications.
Center Nets	Highly recommended but not mandated.
Body/Chassis/Interior (need input)	<ul style="list-style-type: none"> • Any driver seat that meets FIA safety standards is allowed. If requested, FIA documentation must be supplied. • Passenger seat removal is allowed. • Installation of driver service equipment is allowed (e.g., cool suit/helmet blower, radio, cameras, etc.). • A working fire system with driver accessible activation is MANDATORY. • Front and rear tow hooks are MANDATORY. • Replacing all window glass with Lexan or equivalent is allowed. • Replacing hood, doors and rear deck lid with factory appearing fiberglass, or carbon fiber, is allowed. • Replacing exterior mirrors is allowed.


20. APPENDIX 4 – Series Driver and Team Overall Patches



2021 Series Mandatory Driver Suit Patch and Embroidery Placement Guide





4-1/2"W x 2-1/2"H



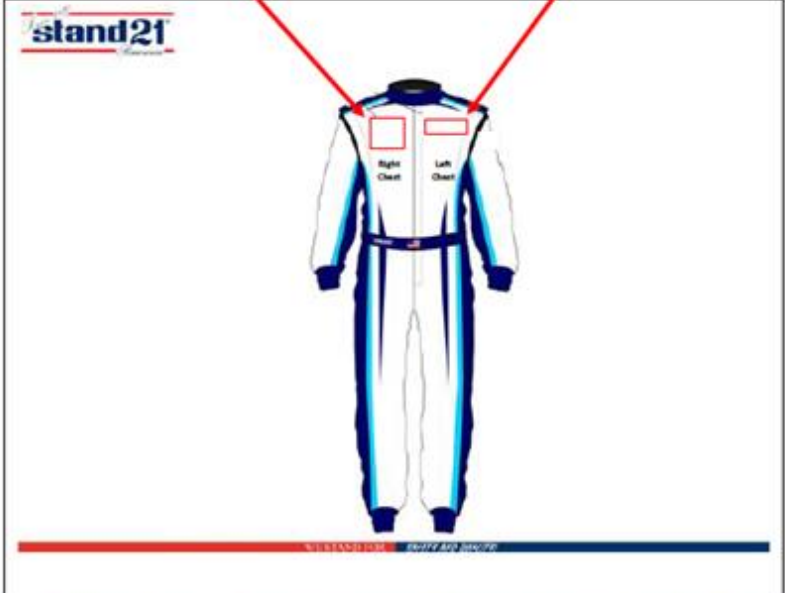
Positive OR negative logo acceptable

5-1/2"W x 1-3/8"H





Black background; white type required



* If there are conflicting mandatory driver suit logo placement guidelines from two separate Series – it is required to purchase two separate driver suits to follow each Series logo placement guidelines. If there is not a driver suit logo placement conflict from two separate series, then it is mandatory to professionally cover all other Series logos and competitive manufacturers not included in such Series.

Notes:

1. Series patch and Yokohama patch are mandatory to be sewn on or embroidered on suit
2. Other Tire Manufacturer's patches must be removed or covered at all times
3. Podium Drivers must wear driver's suit during all podium ceremonies
4. Drivers not in compliance with Drivers Suit Placement Guide will NOT be allowed on podium during trophy presentations

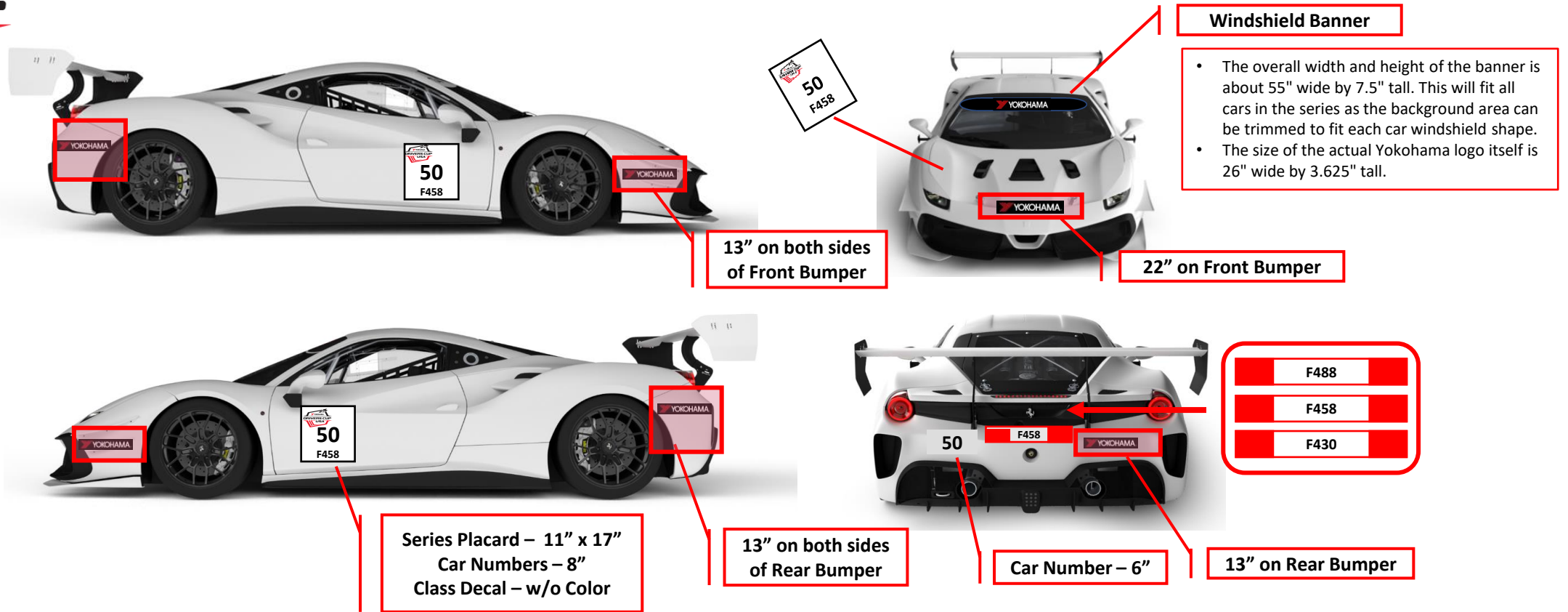
21. APPENDIX 5 - Mandatory Class/Car Sticker Locations Graphics

All cars must carry the mandatory Series Stickers in the locations detailed below and on the corresponding illustrations.

SEE NEXT PAGE FOR DECAL PLACEMENT



2021 Decal Placement



NOTE: Yokohama employees will be at tech inspection to make sure the teams are using the correct decals. They will also be checking the placement of the decals. The only Yokohama decals that can be used are the ones the Series provides. All other custom Yokohama decals will be removed at tech inspection and replaced with the proper decals. **The placement diagram for Yokohama decals is above, general area outlined by red box.**

22. APPENDIX 6 - Mandatory Radio Frequencies

- CHANNEL RX-FREQ TPL CODE
- Race Control (Primary) **461.2000 DPL432**

23. APPENDIX 7 - Equivalence Formula

- 1 inch = 2.54 centimeters = 25.4 millimeters
- 1 millimeter = 0.1 centimeters = 0.03937 inches
- 1 foot = 12 inches = 0.3048 meters
- 1 meter = 3.28 feet = 1.0936 yards
- 1 mile = 1760 yards = 5280 feet = 1.60934 kilometers
- 1 kilometer = 1000 meters = 1093.6 yards = 0.62137 miles
- 1 square inch = 6.45 square centimeters
- 1 cubic inch = 16.387 cubic centimeters
- 1 cubic centimeter = 0.061 cubic inches
- 1 U.S. gallon = 4 U.S. quarts = 231.18 cubic inches = 3.785 liters
- 1 liter = 1000 cubic centimeters = 61.0255 cubic inches = 0.264 U.S. gallons
- 1 pound = 16 ounces = 453.592 grams
- 1 kilogram = 1000 grams = 2.2046 pounds
- 1 mile per hour = 1.467 feet per second = 1.60934 kilometers per hour
- 1 kilometer per hour = 0.62137 miles per hour
- Cylinder volume (displacement) = $3.1416 \times \text{bore}^2 \times \text{stroke} \times 4$
- Engine displacement = Cylinder volume x number of cylinders
- Weight of gasoline = 6.3 pounds per gallon Sunoco 260GTX
- Atmospheric pressure = 29.92" HG = 14.7 P.S.I. = 1.01 Bar
- 1 Bar = 14.5 P.S.I.
- Average speed formula = $\frac{3600 \times \text{length of track} \times \text{number of laps}}{\text{Total time in seconds}}$
 - Total time in seconds