B-QUIK THAILAND SUPER SERIES

TSS THE SUPER SERIES by B-Quik

TECHNICAL REGULATIONS

THAILAND SUPERCAR

2023

BANGSAEN GRANDPRIX FIA Grade 3

ORGANIZED BY

RACING SPIRIT

est COLA

Part B Technical Regulations of the 2023 Thailand Supercar Category

Part C Competition Numbers & Compulsory Signage on Cars

Part D Pit Garage Backdrops

Part B – Technical Regulations of the 2023 Thailand Supercar Category

B.1 Definition

The regulations written hereunder are the Technical Regulations of the 2023 Thailand Supercar Category. All Competitors shall comply with these regulations. Any modification not authorised by the current Technical Regulations may only be allowed if it complies with safety standard of the International Sporting Code of the FIA. All cars taking part in each event, including Official Practice, shall be well-presented and in suitable race condition. The Stewards may exclude from Official Practice, Qualifying or Races any car not complying with the regulations.

B.2 Scrutineering

B.2.1 Safety Requirements

At all times the safety of the driver is pinnacle.

The following equipment must comply with current/relevant Articles of the FIA International Sporting Code Appendix J with regards to: Fire Extinguishers, Safety Harness, Master Switches, Towing Eyes, Seats, Head Rests, Firewalls, Rollover Structure, Additional Fasteners, Rear View Mirrors-unless specifically approved by the Organizer.

The following equipment is mandatory and must comply with current/relevant Articles of the FIA International Sporting Code Appendix L (CHAPTER III - DRIVERS' EQUIPMENT) and Homologations Technical Lists (https://www.fia.com/regulation/category/761) with regards to: Helmets, HR Device.

B.2.2 Competitors shall present the following for inspection by the Scrutineers, together with their racing car:

Scrutineering Slip
Racing Suit
Overalls in accordance with FIA Standard 8856-2000 or 8856-2018
Balaclava in accordance with FIA Standard 8856-2000 or 8856-2018
Gloves in accordance with FIA Standard 8856-2000 or 8856-2018
Socks and Shoes in accordance with FIA Standard 8856-2000 or 8856-2018
Base Liner / Underwear (with long arms and legs in accordance with FIA Standard 8856-2000 or 8856-2018
A helmet including HANS clips in accordance with FIA Regulations
Frontal Head Restraint System (HANS, etc)

Any other safety equipment as specified in the regulations of The Royal Automobile Association of Thailand (under Royal Patronage) and fitted to the car.

N.B. All competition numbers and other signage must be correctly affixed to the car as specified by the Organizer.

Team Managers shall ensure that all items for inspection or re-inspection are presented at the Scrutineering venue on time. **Competitors who are too late to scrutineering, will be fined up to 10,000 THB**.

If a car, for any reason, is unable to be presented for inspection at its designated time, its Team Manager shall submit to the Chief Scrutineer, at least 30 minutes prior to that time, a request for approval to delay its inspection. If Scrutineering ends without any request being submitted, the car will be excluded from its Official Practice or Qualifying session.

B.2.3 Thailand Supercar GT3/GTM, Thailand Supercar GT4/GTC

All engines, transmissions and separate differentials used in Qualifying and the Races must be sealed in the presence of a Scrutineer. If any seal is found to be broken or untied (not in its original condition), the car involved may be given a penalty based on B-Quik Thailand Super Series Sporting Regulations. The driver & team involved may lose their accumulated points for the season and also forfeit all prizes and trophies, as determined by the Stewards.

B.2.4 Competitors must submit their car to each step of the scrutineering process. This may involve checks to determine compliance with the Technical Regulations and weighing to determine compliance with the minimum BoP weight limit for their car. Each team will be responsible for ensuring its car exceeds its current minimum BoP weight limit.

Cars may be weighed and checked for compliance with the Technical Regulations.

- After official practice for BoP reasons.
- During and after their Qualifying.
- After their Race.

B.2.5 In order to implement BoP (Balance of Performance) system, it is mandatory that the official data logger must be installed to any cars compete in GT3 / GTM / GT4 / GTC categories.

B.3 Technical Regulations of 2023 Thailand Supercar GT3 / GTM

B.3.1 Car specifications

B.3.1.1 The Organizer reserves the right to classify any car as eligible to race in GT3 or GTM**.** All cars must comply with B-Quik Thailand Super Series imposed BoP and all other regulations. The Organizer' decision shall be considered final in any protest hearing on this matter.

* **Any infringement of BoP on car performance will lead to disqualification. This decision will be made by the BoP committee and no appeal will be possible.**

B.3.1.2 Cars require a minimum of two doors.

B.3.1.3 Open bodywork cars are not permitted.

B.3.1.4 Each Competitor shall provide a detailed profile of his car for inclusion in its Logbook. Team Managers shall keep any hard copy of their Logbook and may read its electronic version. Hard copy logbooks, homologation papers and/or applicable technical documents must be presented to the Scrutineers when requested.

List of eligible cars for (GT3):

- All year model FIA GT3 Homologated cars can attend with approval from organizer; therefore, **before any teams purchasing a new car they must inform organizer (Racing Spirit) and get approval.** However, please note that all cars must comply with B-Quik Thailand Super Series imposed BOP and all other regulations.

Remark: Older generation FIA GT3 Homologated cars are subject to approval by organizer i.e. Ferrari 458 GT3 and Super GT300 are allowed.

List of eligible cars for GTM:

- Ferrari 458 Challenge
- Ferrari 488 Challenge (remap to reduce power according to BOP)
- Porsche 991 GT3 Cup Mk1 & Mk2
- Porsche 997 GT3 Cup Mk2
- Porsche 992 GT3 Cup
- Lexus RCF GTM V8

** **B-Quik Thailand Super Series reserve the right to classify any car that it deems fit.****

B.3.2 Bodywork

B.3.2.1 Cars of space frame construction are permitted provided the same model is sold in the marketplace in a minimum quantity of 2,500 cars a year.

B.3.2.2 The original exterior shape and dimensions must be fundamentally maintained. The edges of the wheel arches may be extended to ensure any wheels and tires are not exposed when viewed vertically from above.

B.3.2.3 The material of the body may be substituted but the properties of any replacement material should be comparable.

B.3.2.4 The front windscreen must be a 2-layer (laminated) glass type certified for normal road use. Teams may only use an alternate polycarbonate material windscreen that has been certified for motor sport use by the FIA or an ASN. Teams must provide proof of such certification.

B.3.2.5 The width of the body when measured vertically must not exceed 210 cm.

B.3.2.6 A solid (i.e. without gaps or holes) firewall made of rigid, flameproof material must be fitted to prevent any fire passing between the engine room and the passenger compartment.

B.3.2.7 The floor of the driver's space and of the front passenger space must remain the original part and not be removed.

B.3.2.8 The rear seat space, the spare tire well and the panel under the rear windscreen may be removed, however a strong frame must be installed to maintain rigidity.

B.3.2.9 The central transmission tunnel may be enlarged from the firewall between the engine room and passenger compartment to the location of the rear axle location in order to accommodate a gearbox with no restriction in the height of the modified tunnel.

B.3.2.10 For GT3/GT300 cars, non-homologated body panels may be used, but their dimensions must be identical to and their weight not less than the original parts.

B.3.3 Weight

B.3.3.1 The minimum weights for cars will be issued by the Organizer in accordance with a Balance of Performance (BoP) specification for each car. Moreover, these minimum weights may be changed during the season. The Organizer will publish a list of minimum weights on the Official Notice Board.

B.3.3.2 The BoP weight is the dry weight. The minimum BoP weights listed will be exclusive of the weight of the driver and personal safety items (for example; helmet, gloves, balaclava, drinks, and any cooling system driver.)

B.3.3.3 It is permitted to increase a car's weight to achieve its required minimum weight only by the use of ballast material in the shape of blocks securely fastened between effective metal plates by at least 2 bolts of M12 size, unless the manufacturer provides the standard ballast mounting points with other size of bolts. The placement of these weights must be communicated to the Scrutineers for approval.

B.3.4 Engine

B.3.4.1 The engine must not intrude into the passenger compartment (see also B.4.2.6).

B.3.4.2 The use of nitrous-oxide or any other kind of gas in order to increase combustion efficiency of the engine is forbidden.

B.3.4.3 The air used to mix with the fuel must be taken locally from the atmosphere.

B.3.4.4 The Organizer reserves the right to specify air inlet restrictor size and boost pressure for each car in accordance with its BoP specification. Air inducted into the combustion chamber must pass solely through any inlet restrictor fitted.

B.3.4.5 For forced induction cars, Teams must prepare a mounting hole for a boost pressure sensor in a location after the throttle body. This hole must be easily accessible for installation and removal of the boost pressure sensor by a representative of the Organizer.

B.3.4.6 Competitors shall declare the exact capacity (Eg.4755cc) of their car's engine in the car's detailed profile (see B.4.1.4) provided to the Organizer. If any Competitor is found to have an engine with a capacity different from what is written in its Logbook, the Stewards will consider withdrawing all points accumulated by that car during the season.

B.3.5 Transmission and Drive

B.3.5.1 The type of transmission used is free.

B.3.5.2 Gear ratios and final drive ratios cannot be changed during the season. Competitors shall declare the exact ratio (Eg.4.75:1) of their car's gears (including final drive) in the car's detailed profile provided to the Organizer.

B.3.6 Suspension

The type of suspension used is free.

B.3.7 Brakes

B.3.7.1 The use of an ABS brake system is allowed.

B.3.7.2 The air used for heat exchange in the brake system must be taken locally from the atmosphere.

B.3.8 Wheels and Tires

B.3.8.1 The Designated tire supplier shall supply all tires. Tires produced by other manufacturers shall not be permitted unless approved by the Organizer at their absolute discretion.

Only tires from **Hankook**, approved and registered by the Promoter and sold at a B-Quik Thailand Super Series event, will be accepted. Tires must be ordered by the deadlines set by Hankook, and pay in advance, failing to do so tires will not be supplied.

For all meetings entered, the following sets of new tires may be purchased and used throughout the Qualifying and Race:

Only tires authorized by the Regulations and supplied by Hankook may be used for the Event (including Official Practice Session). It is not permissible to use tire of any other brands.

GT3 & GTM

- Maximum of 4 sets (16 pieces) of slick tires for Qualifying and Races.
- Allow changing tire during race.

These tires allowed for the event will be marked. Unmarked tires are not allowed. There is no restriction on the number of wet weather tires that may be used. It is compulsory to purchase 1 set (4 pieces) of wet tires per entry. Failing to do so will lead to the penalty from Stewards.

B.3.8.2 Teams must present these tires for marking at least two hours before the start of their Qualifying session. However, each set of tire must be the same size and the size of all tires must be as provided in the detailed profile of the car and written in its logbook. Tire size must be submitted to Organizer by team/driver prior the beginning of the racing season.

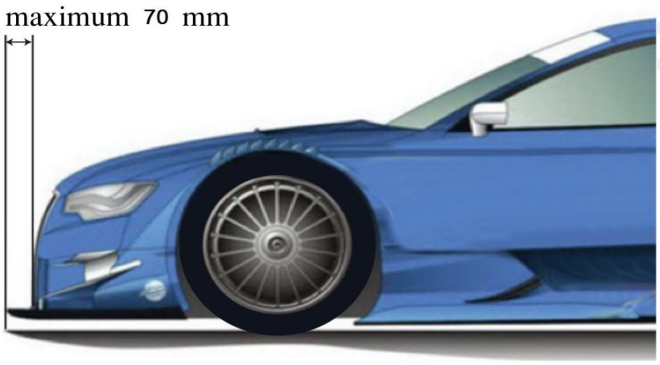
B.3.8.3 Any request to change tire size must be submitted in writing to the Organizer at least two weeks before the event.

B.3.8.4 In the event of a rain-affected track, the Race Director may declare a "Wet Race" Competitor s may then use tires suitable for a wet track (no tire marking will be required)

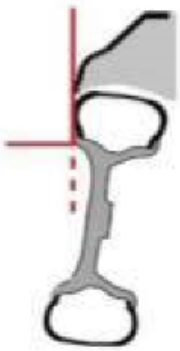
B.3.9 Aerodynamic Devices

B.3.9.1 Aerodynamic devices refer to any front/rear spoiler, canard, splitter, diffuser, wing, wing end - plate, gurney flap, vortex generator or side skirt fitted to the car.

B.3.9.2 Any aerodynamic devices fitted may not extend forward more than 70mm from the leading edge of the front bumper. (See diagram below)



Any aerodynamic devices fitted forward of the mid-point of a car's wheelbase may not protruded beyond the widest part of the front mudguards (fenders) **above centre wheel**, when viewed from the front. (See diagram below). **In exceptional cases, as described in homologation papers.**

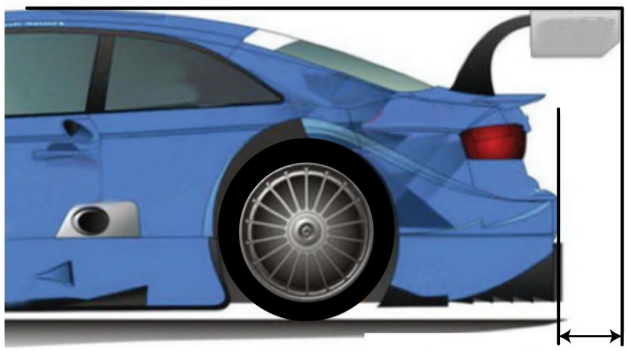


B.3.9.3 Any rear wing or spoiler fitted may not extend rearward more than 160 mm from the trailing edge of the standard rear bumper, mounted in its original position. It may be no higher than the roof when viewed horizontally from the side **except cars with FIA Homologation, or manufacturer specification where this is permissible.**

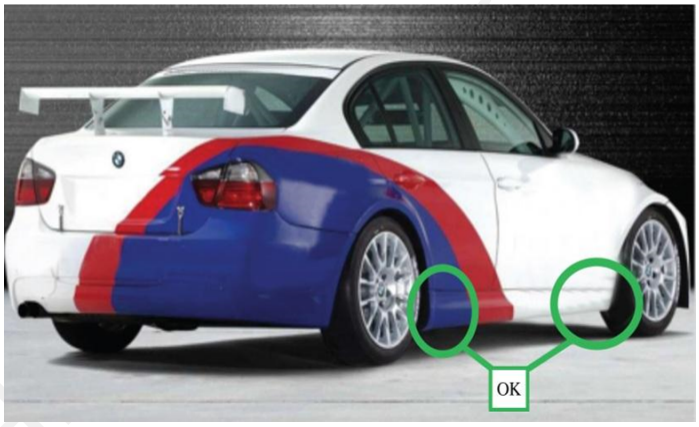
It may not protrude beyond the widest part of the rear mudguards (fenders) when viewed from the rear. Any aerodynamic devices fitted rearward of the mid-point of a car's wheelbase may not protruded beyond the widest part of the rear mudguards (fenders)

when viewed from the rear. (See diagram below)

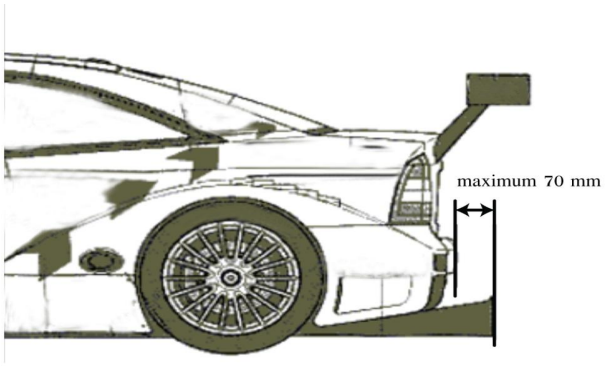
One make "cup" cars which have small rear wings fitted as standard may apply to the organizer in writing for a variance, which may be granted at the discretion of the organizer. However, the rule regarding the height of the rear wing in relating to the roofline must be observed. The design must be attached with the application.



B.3.9.4 Any wheel arch extension and side skirt fitted must be incorporated in to one piece. Widened mudguards (fenders) incorporating wheel arch extensions may be fitted provided they have no sharp edges likely to cause injury or damage to tires and that the bodywork conforms with B.3.2.2 and B.3.2.5. (See diagram below)



B.3.9.5 Any rear diffuser fitted may not extend rearward more than 70mm from the trailing edge of the standard rear bumper, mounted in its original position. (See diagram below) (Except Homologated Cars)



B.3.9.6 Any aerodynamic devices fitted must be made from fibrous (wood), plastic composite (fibreglass, carbon fibre, Kevlar, etc.) or thin-gauge aluminium honeycomb material.

B.3.9.7 They must be securely mounted with nuts & bolts or rivets. All edges should be rounded with no sharp points likely to cause injury.

B.3.9.8 Rear wing supports may be made from any kind of material.

B.3.10 Exhaust

B.3.10.1 The area of the bodywork surrounding the exit of an exhaust pipe must have fireproof material attached to it.

B.3.10.2 Freedom is permitted to locate the exit of exhausts at the side or rear of the car.

B.3.10.3 No noise measuring will be undertaken.

B.3.11 Ride Height

B.3.11.1 All suspended parts of the car must be at least 50mm above ground level when measured with tires inflated to 1.5 Bars, unless a different height is specified in its BoP.

B.3.11.2 Static minimum ride heights for cars may be issued by the Organizer in accordance with the Balance of Performance (BoP) specification for each car. Moreover, these minimum heights may be changed during the season. The Organizer will publish a list of minimum heights on the Official Notice Board.

B.4 Technical Regulations of 2023 Thailand Supercar GT4 / GTC

B.4.1 Car specifications

B.4.1.1 The Organizer reserves the right to classify any car as eligible to race in GT4/GTC. All cars must comply with B-Quik Thailand Super Series imposed BoP and all other regulations.

The Organizer's decision shall be considered final in any protest hearing on this matter.

- **Any infringement of BoP on car performance will lead to disqualification. This decision will be made by the BoP committee and no appeal will be possible.**

List of eligible cars for GT4:

- All GT4 homologated cars

List of eligible cars for GTC:

- All GT4 homologated cars
- Porsche 997 GT3 Cup Mk1
- Porsche 996 GT3 Cup
- Porsche Cayman GT4 Clubsport

- Ginetta G55
- Ferrari 430 Challenge
- Toyota Supra
- TAV8

List of eligible cars for GTC Non Homologated:

Any cars models and variance that will enter this category **must** be approved by the Organizer.

** **B-Quik Thailand Super Series reserves the right to classify any car that it deems fit** **

B.4.1.2 Cars require a minimum of two doors.

B.4.1.3 Open bodywork cars are not permitted. Convertible bodywork cars with their original hardtop correctly fitted are permitted.

B.4.1.4 Each Competitor shall provide a detailed profile of his car for inclusion in its logbook. Team managers shall keep any hard copy of their logbook and may read its electronic version. Hard copy logbooks must be presented to the Scrutineers when requested.

B.4.2 Bodywork

B.4.2.1 Cars of space frame construction are permitted provided the same model is sold in the marketplace in a minimum quantity of 2500 cars a year.

B.4.2.2 The original exterior shape and dimensions must be fundamentally maintained. The edges of the wheel arches may be extended to ensure any wheels and tires are not exposed when viewed vertically from above.

B.4.2.3 The material of the body may be substituted but the properties of any replacement material should be comparable.

B.4.2.4 The front windscreen must be a 2-layer (laminated) glass type certified for normal road use. Teams may only use an alternate polycarbonate material windscreen that has been certified for motor sport use by the FIA or an ASN. Teams must provide proof of such certification.

B.4.2.5 The width of the body when measured vertically must not exceed 210 cm.

B.4.2.6 A solid (i.e. without gaps or holes) firewall made of rigid, flameproof material must be fitted to prevent any fire passing between the engine room and the passenger compartment.

B.4.2.7 The floor of the driver's space and of the front passenger space must remain the original part and not be removed.

B.4.2.8 The rear seat space, the spare tire well and the panel under the rear windscreen may be removed, however a strong frame must be installed to maintain rigidity.

B.4.2.9 The central transmission tunnel may be enlarged from the firewall between the engine room and passenger compartment to the location of the rear axle location in order to accommodate a gearbox with no restriction in the height of the modified tunnel.

B.4.3 Weight

B.4.3.1 The minimum weights of cars will be issued by the Organizer in accordance with a Balance of Performance (BoP) specification for each car. Moreover, these minimum weights may be changed during the season. The Organizer will publish a list of minimum weights on the Official Notice Board.

B.4.3.2 The BoP weight is the dry weight. The minimum BoP weights listed will be exclusive of the weight of the driver and personal safety items (for example; helmet, gloves, balaclava, drinks, and any cooling system driver.)

B.4.3.3 It is permitted to increase a car's weight to achieve its required minimum weight only by the use of ballast material in the shape of blocks securely fastened between effective metal plates by at least 2 bolts of M12 size, unless the manufacturer provides the standard ballast mounting points with other size of bolts. The placement of these weights must be communicated to the Scrutineers for approval.

B.4.3.4 Success weights will be added to cars' for their next race based on the results of the current race, as follows:

Result of race:	1st place	2nd place	3rd place
Weight to add:	+ 30 Kg.	+ 20 Kg.	+ 10 Kg.

B.4.3.5 Success Ballast weight must be installed in the cockpit on the passenger side area. It must be mounted between effective metal plates by at least 4 bolts of M12 size, unless the manufacturer has provided a ballast box and the standard ballast mounting points with other size of bolts. It must be installed so it can be separately identified from any other ballast fitted. The scrutineer may check and seal success ballast prior to the Qualifying or Races.

B.4.3.6 The maximum success weight is **60** Kg.

B.4.3.7 A driver who finishes lower than 3rd place or who does not start (DNS) or finish (DNF) a race, may remove the heaviest of any success weight ballast from his car prior to its next race.

N.B.: Any competitor joining the Series after Race 1 (new Entry) must add ballast equal to the current heaviest success ballast weight added to a car in its class.

B.4.4 Engine

B.4.4.1 The engine must not intrude into the passenger compartment (See also B.4.2.6).

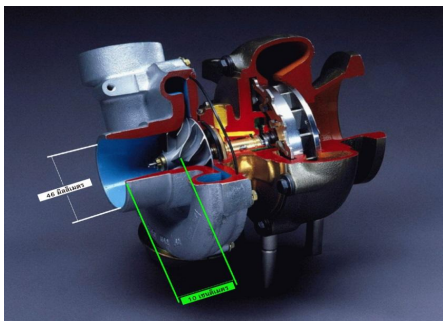
B.4.4.2 The use of nitrous-oxide or any other kind of gas in order to increase combustion efficiency of the engine is forbidden.

B.4.4.3 The air used to mix with the fuel must be taken locally from the atmosphere.

B.4.4.4 The Organizer reserve the right to specify air inlet restrictor size and boost pressure for each car in accordance with its BoP specification. Air inducted into the combustion chamber must pass solely through any inlet restrictor fitted.

B.4.4.5 The narrowest part of the inlet must be situated no more than 10cm from the

impeller blades. All engine inlet air must pass through this point (See diagram below).



B.4.4.7 For forced induction cars, teams must prepare a mounting hole for a boost pressure sensor in a location after the throttle body. This hole must be easily accessible for installation and removal of the boost pressure sensor by a representative of the Organizer.

B.4.4.8 Competitors shall declare the exact capacity (i.e.4755 cc) of their car's engine in the car's detailed profile (see B.4.1.4) provided to the Organizer. If any Competitor is found to have an engine with a capacity different from what is written in its logbook, the Stewards will consider withdrawing all points accumulated by that car during the season.

B.4.5 Transmission and Drive

B.4.5.1 The type of transmission used is free.

B.4.5.2 Gear ratios and final drive ratios cannot be changed during the season. Competitors shall declare the exact ratio (i.e.4.75:1) of their car's gears (including final drive and drop gear) in the car's detailed profile provided to the Organizer.

B.4.6 Suspension

The type of suspension used is free.

B.4.7 Brakes

B.4.7.1 The use of an ABS brake system is allowed.

B.4.7.2 The air used for heat exchange in the brake system must be taken locally from the atmosphere.

B.4.8 Wheels and Tires

B.4.8.1 **Only B-Quik Thailand Super Series controlled tires "Hankook"**

B.4.8.2 Competitors will be allowed to use a maximum of eight tires per two-rounds event. Teams must present these tires for marking at least two hours before the start of their Qualifying session. However, each set of tire must be the same size and the size of all tires must be as provided in the detailed profile of the car and written in its logbook. Tire size must be submitted to Organizer by team/driver prior the beginning of the racing season.

B.4.8.3 Any request to change tire size must be submitted in writing to the Organizer at least

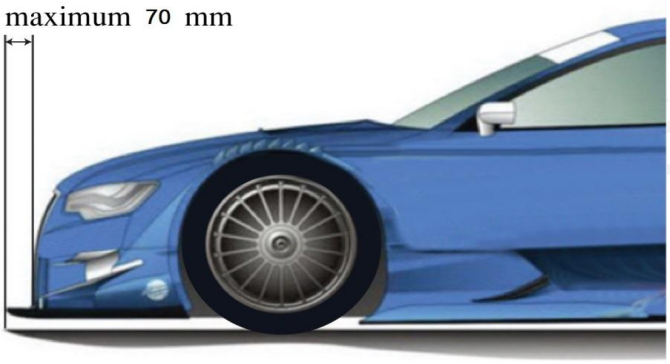
two weeks before the event.

B.4.8.4 In the event of a rain-affected track, the Race Director may declare a "Wet Race" Competitors may then use tires suitable for a wet track (no tire marking will be required).

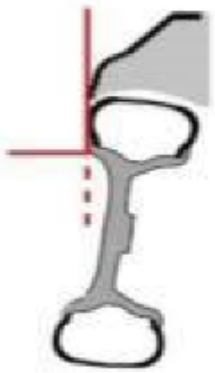
B.4.9 Aerodynamic Devices

B.4.9.1 Aerodynamic devices refer to any front/rear spoiler, canard, splitter, diffuser, wing, wing end-plate, gurney flap, vortex generator or side skirt fitted to the car.

B.4.9.2 Any aerodynamic devices fitted may not extend forward more than 70 mm from the leading edge of the front bumper. (See diagram below)



Any aerodynamic devices fitted forward of the mid-point of a car's wheelbase may not protruded beyond the widest part of the front mudguards (fenders) **above centre wheel**, when viewed from the front. (See diagram below).

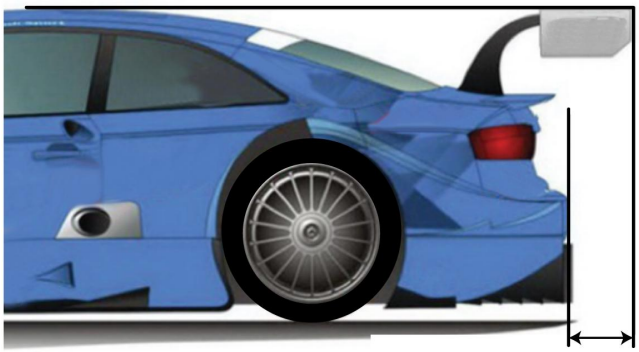


B.4.9.3 Any rear wing or spoiler fitted may not extend rearward more than 160mm. from the trailing edge of the standard rear bumper, mounted in its original position. It may be no higher than the roof when viewed horizontally from the side except cars with FIA Homologation, or manufacturer specification where this is permissible.

It may not protrude beyond the widest part of the rear mudguards (fenders) when viewed from the rear. Any aerodynamic devices fitted rearward of the mid-point of a car's wheelbase may

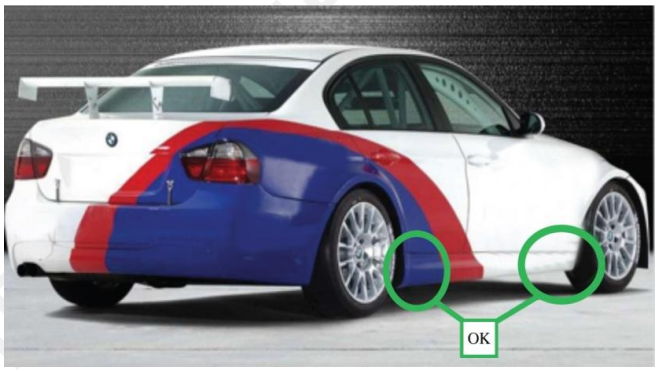
not protruded beyond the widest part of the rear mudguards (fenders) when viewed from the rear. (See diagram below)

One make "cup" cars which have small rear wings fitted as standard may apply to the organizer in writing for a variance, which may be granted at the discretion of the organizer. However, the rule regarding the height of the rear wing in relation to the roofline must be observed. The design must be attached with the application**.**

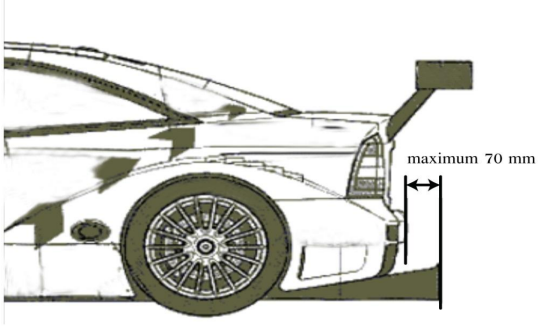


B.4.9.4 Any wheel arch extension and side skirt fitted must be incorporated in to one piece.

Widened mudguards (fenders) incorporating wheel arch extensions may be fitted provided they have no sharp edges likely to cause injury or damage to tires and that the bodywork conforms with B.4.2.2 and B.4.2.5 (See diagram below).



B.4.9.5 Any rear diffuser fitted may not extend rearward more than 70mm from the trailing edge of the standard rear bumper, mounted in its original position. (See diagram below) (Except Homologated Cars)



B.4.9.6 Any aerodynamic devices fitted must be made from either fibrous (wood), plastic composite (fibreglass, carbon fibre, Kevlar, etc.) or thin-gauge aluminium honeycomb

material.

B.4.9.7 They must be securely mounted with nuts & bolts or rivets. All edges should be rounded with no sharp points likely to cause injury.

B.4.9.8 Rear wing supports may be made from any kind of material.

B.4.10 Exhaust

B.4.10.1 The area of the bodywork surrounding the exit of an exhaust pipe must have fireproof material attached to it.

B.4.10.2 Freedom is permitted to locate the exit of exhausts at the side or rear of the car.

B.4.10.3 No noise measuring will be undertaken.

B.4.11 Ride Height

B.4.11.1 All suspended parts of the car must be at least 50mm above ground level when measured with tires inflated to (1.5 Bars or 26 psi), unless a different height is specified in its BoP.

B.4.11.2 Static minimum ride heights for cars may be issued by the Organizer in accordance with the Balance of Performance (BoP) specification for each car. Moreover, these minimum heights may be changed during the season. The Organizer will publish a list of minimum heights on the Official Notice Board.

B.5 Safety systems

B.5.1 During Official Practice, Qualifying and Races, Drivers shall wear all safety equipment complying with the 2023 FIA International Sporting Code Appendix L.(see: https://www.fia.com/regulation/category/123)

A short-sleeve, non-synthetic undershirts may be worn in place of the FIA homologated, long-sleeve undershirt. The wearing of a Frontal Head Restraint (FHR) homologated to FIA standard 8858 is compulsory.

B.5.2 Cars must be equipped with an electrically operated and plumbed-in fire extinguishing system.

B.5.3 The automatic system must have outlet nozzles suitable for the extinguishant used and be installed in such a way that they are not pointed directly at the driver's head.

B.5.4 The fire extinguisher container must be filled to the correct pressure with a minimum of 2.4 litres or 2 kg. of extinguishant chemical and must not be expired. The expiry date for checking/re-filling must be able to be clearly seen by a Scrutineer. The system including container must be replaced if not in good condition or is damaged.

B.5.5 The fire extinguisher nozzle and piping passing through the passenger compartment must be made of fireproof materials and secured by flameproof material, such as metal.

B.5.6 All cars must be equipped with extinguisher and electrical cut-off switches operable from

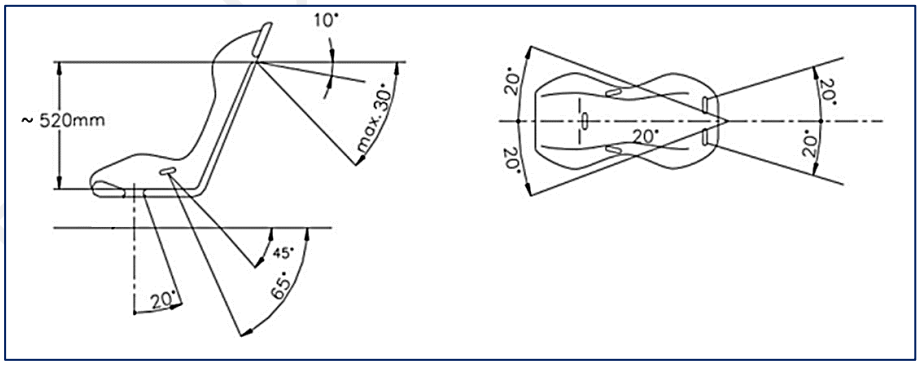
both the passenger compartment and outside. The switches in the passenger compartment must be operable by the Driver while in the driving position. The location of the switches must be clearly indicated by an electric cut-off sign not smaller than a triangular base of 3 inch with red arrow and blue background.

Or

and an extinguisher sign not smaller than 3-inch diameter with red letter 'E' and white background.

B.5.7 All fluid piping, passing through the passenger compartment, must be made of metal and must be secured and fastened so as to avoid being dented, scratched or broken.

B.5.8 The safety belt must be mounted at a minimum of 5 points, must be homologated to FIA 8853/98 standard and its life span must comply with the regulations of FIA. Mounting points of the belts must be secured to chassis, though shoulder belts may also be mounted on roll cage. Shoulder belts must be mounted between 10 to 30° below horizontal line from where they pass through the back of the driver's seat. (See diagram below)

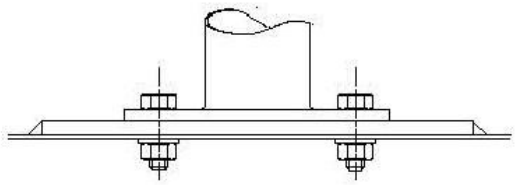


B.5.9 The Driver's seat must be specially designed for racing and incorporate side safety head protection. It must comply with FIA 8855-1999 or a higher standard.

B.5.10 At least two additional safety fasteners (e.g. Bonnet pins) must be fitted to the bonnet and boot lids.

B.5.11 Cars must be equipped with at least a 6-point safety roll cage with a diagonal bar welded from one of the top corners of the main hoop to the lower mounting point on the opposite side (or other approved diagonal position). Homologation papers for safety cages certified by an

ASN must be presented to Scrutineers when requested. Non-homologated safety cages must be constructed of seamless steel tube with a minimum outside diameter of 40mm. The basic cage must be correctly welded together and bends must be smooth. The main roll bar hoop must be attached to the B-pillars by either welded brackets or brackets bolted to the original seat belt mounts. In the case of a bolt-in roll cages used, the mounting points must be reinforced with at least 4 mm thick metal plates, which have 30% bigger area than the roll cage mounting foot. (See diagram below)



These metal plates must be installed both inside and outside of the passenger compartment under each mounting foot, which must be securely fastened to the body shell by at least 4 bolts of M10 size. The driver's side door must be equipped with an impact anti-intrusion bar.

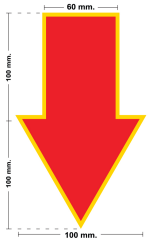
B.5.12 The battery must be firmly fixed and covered by a fireproof & heatproof material. If the battery is located inside the passenger compartment, it must be installed on the front passenger side and must be of a maintenance free type.

B.5.13 A starter motor must be installed and remain operative during the event. This applies to electric starters only.

B.5.14 All lighting equipment (except reverse lights, which must be disabled) must remain operative during the event. The exterior shape of headlights and rear lights must conform with the shape of the bodywork.

B.5.15 All inflammable materials must be completely removed from the passenger compartment.

B.5.16 All cars must be equipped with a tow ring or loop, both at the front and the rear of the car. The internal diameter must be between 80 mm and 100mm. Towing hook signs must be in a red background. In the case of a red- coloured car, the edge of the arrow must be in yellow.



B.5.17 The fuel tank must comply with the specification certified by the FIA and must not be expired alternatively, the original tank in its original location may be used.

B.5.18 If the location of the fuel tank is changed, it must be protected by a rigid structure to prevent impact damage.

B.5.19 Moreover, in the case where the fuel tank is located in the passenger compartment, a firewall of flameproof, rigid material must be placed between the fuel tank and passenger compartment so as to isolate the driver from the fuel tank. This firewall must be securely fastened.

B.5.20 Side windows and Racing Nets:

B.5.20.1 The original side windows may be replaced with polycarbonate ones with window openings conforming the FIA regulations.

B.5.20.2 The driver's side door window may be opened or removed. In either case, a window net conforming with FIA specification (FIA Appendix J-Article 253.11 or https://www.fia.com/regulation/category/123) must be fitted.

B.5.20.3 The front passenger side door window may be removed.

B.5.21 All cars must be equipped with racing net that confounding with FIA specification 8863-2013 for both sides of the driver.

B.5.22 Headlight of a racing car in Pro, Pro-Am must have a clear colour headlight and Am must have amber yellow colour headlight.

B.5.23 Red solid rain lights may not blink.

B.6 Fuel

B.6.1 **Only B-Quik Thailand Super Series controlled fuel for all classes.**

B.6.2 For all Classes, except the Thailand Super Car Class, only commercially-available fuel sold nationally in commercial fuel outlets or fuel supplied by the Organizer for the event, is permitted for use.

** The Specification of this unleaded fuel will be available from the Series Organizer but will be in accordance with FIA International Sporting Code Appendix J regulations. FIA website listed below: https://www.fia.com/regulation/category/123

B.6.3 Fuel Tanks

GT3: These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organizer discretion.

GTM: These cars will run strictly to GTM technical regulations as per their relevant class in the European Series and their current respective technical forms.

GT4/GTC: As an alternative to the FIA homologated tank, Other tank need approval from scrutineers. Fitting of an FIA coupling need.

B.6.4 Fuel

GT3, GTM, GT4, GTC: The sole supplier of fuel allowed in the Series is the designated fuel supplier. The specification of this unleaded fuel will be available from the Series Organizer but will be in accordance with FIA International Sporting Code Appendix J regulations.

Competitors must use the specification of fuel detailed. It is not permitted to mix the fuel or adjust the specification supplied in any way. The onus will be on the Competitor to ensure that there are no residual traces of non–approved fuels remaining in tanks/ fuel systems at an event.

The use of this control fuel is mandatory during all event practice, qualifying sessions and races. The supplier will hold an identifying sample of the fuel and the Organizer reserve the right to take fuel samples from competitors' race cars at any time before, during or after practice, qualifying or racing, to be analyzed for conformity with this identifying sample. The control fuel tests will be carried out at the race meeting on the day. Should tests prove that the fuel sampled is not that specified for the Series, then the competitor will be deemed to be in breach of the Series Technical Regulations and be penalized accordingly.

B.6.5 Fuel Testing

It is the responsibility of the competitor to ensure the fuel system is thoroughly cleaned after any use of fuel, which is other than the Series fuel as specified above, in advance of an event.

To facilitate the fuel sampling operation, each car **must** be fitted with a self-sealing connector, as detailed below, and the team must supply a drain tube. When a sample is taken, at least 100ml of fuel will be drained prior to the sample to ensure that the tube is flushed.

At the end of all track sessions the car must contain at least 1 kg of fuel for the taking of samples. The fuel must be taken in parc fermé through an FIA approved self-sealing connector as detailed below.

The sample taking must be done prior to any check requiring the engine to be started. The sample weight must be achieved whatever the ambient temperature or atmospheric pressure that exist on the day.

B.6.6 Fuel Fittings & Piping

Any breather pipe connecting the tank to atmosphere must exit on the outside of the bodywork, must be fitted with a non-return valve and must be designed in such a way as to avoid any liquid leakage when the car is in any position.

All cars must be fitted with a self-sealing connector, which can be used by the scrutineers to obtain fuel samples. This connector must be a type approved by FIA, listed on their relevant technical list and must be fitted immediately before the injectors.

B.6.7 Fuel Capacity

The maximum amount of fuel, which may be carried on board is as per cars homologation, maximum allowance for GTC is 100 Litres.

Any device, system, procedure, construction or design, the purpose and/or effect of which is to increase, even temporarily, the total fuel storage capacity beyond the maximum permitted is forbidden.

No refueling or removing of fuel is permitted during any qualifying practice session or race, or prior to the completion of post qualifying or race scrutineering. Refueling during the free practice sessions or during the installation laps before proceeding to the starting grid is only permitted in the pit garage using equipment complying with FIA safety regulations. The fuel attendants must wear flameproof overalls, gloves, balaclavas and footwear and one person, suitably dressed, must hold a fire extinguisher.

B.7 On-board Video Cameras

B.7.1 An On-board video camera **must be** installed inside the car and must always record the view in front of the car.

B.7.2 The Team Manager or Driver is responsible for preparation of his car's on-board video camera and for ensuring it always records the races.

B.7.3 When a Team Manager or Driver is called by the Stewards, Chief Track Marshal or Race Director to do so, he must show the video record from his on-board video camera to them. If a Team Manager or Driver cannot show the record from his car's on-board video camera by the time require, **the Team or Driver will receive a 10,000 THB penalty.**

B.7.4 Camera have to be mounted on the roll cage and not in the driver view in accordance with the scrutineers.

B.8 Transponders

B.8.1 All Teams or Drivers **must have** their own lap time transponders.

Part C: Competition Numbers & Compulsory Signage on Cars

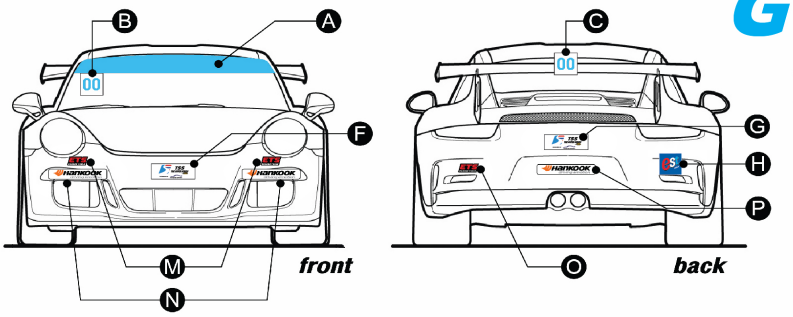
* Main sponsor and co-sponsor stickers must be in position before a car can be scrutineered.

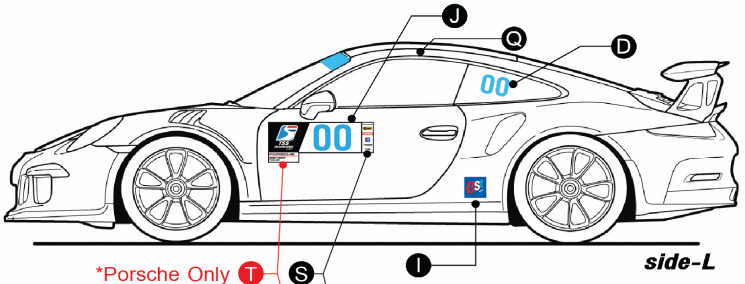
C.1 Layout diagram for Thailand Supercar GT3 / GTM

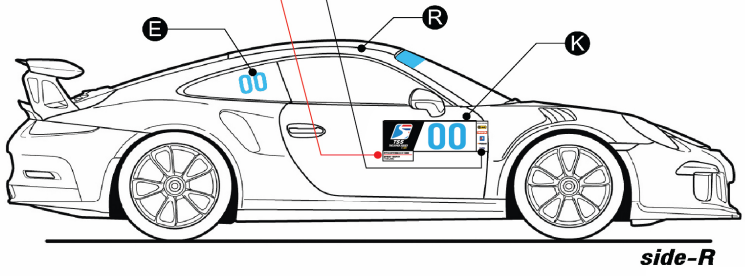
TSS THE SUPER SERIES by E-Quik | TSS THE SUPER SERIES

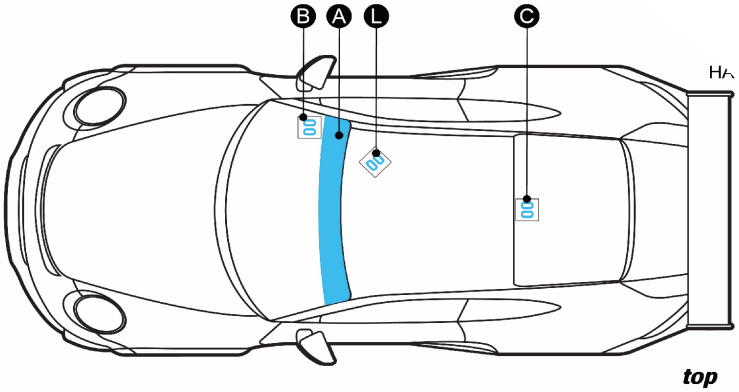
RACECAR LAYOUT

GT3 / GTM









No.	Position	Size
A.	Windscreen stripe (est cola)	150x25 cm
B.	Front Window Number	15x15 cm
C.	Rear Window Number	15x15 cm
D.	Rear Side Window Race Number (Left)	15x15 cm
E.	Rear Side Window Race Number (Right)	15x15 cm
F.	Front Plate (TSS The Super Series)	25x9 cm
G.	Rear Plate (TSS The Super Series)	25x9 cm
H.	Rear Right panel (est cola)	13x13 cm
I.	Door Sill Area Left and Right (est cola)	13x13 cm
J.	Front Door Race Number Plate (Left) (TSS The Super Series)	60x20 cm
K.	Front Door Race Number Plate (Right) (TSS The Super Series)	60x20 cm
L.	Roof car number	23x16 cm
M.	Front Panel Left and Right (ETS Logo)	15x7 cm
N.	Front Panel Left and Right (Hankook Logo)	30x6 cm
O.	Rear Left Panel (ETS Logo)	15x7 cm
P.	Rear Center Panel (Hankook Logo)	38x6.8 cm
Q.	Drivers' name, Nationality and Blood Type (Left)	
R.	Drivers' name, Nationality and Blood Type (Right)	
S.	Partners Logo (After Number Plate)	7x20 cm
T.	Logo Porsche Sprint Trophy Thailand *Porsche Only	7x20 cm

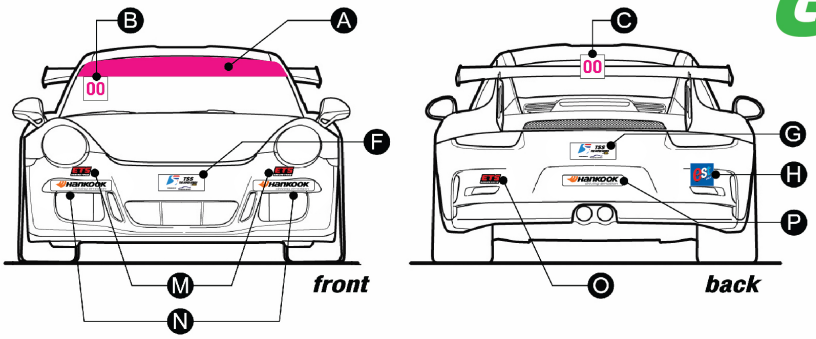
C.2 Layout diagram for Thailand Supercar GT4 / GTC

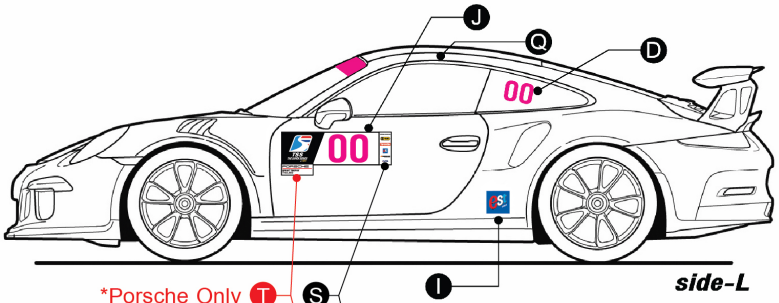
TSS THE SUPER SERIES by E-Quik

TSS THE SUPER SERIES

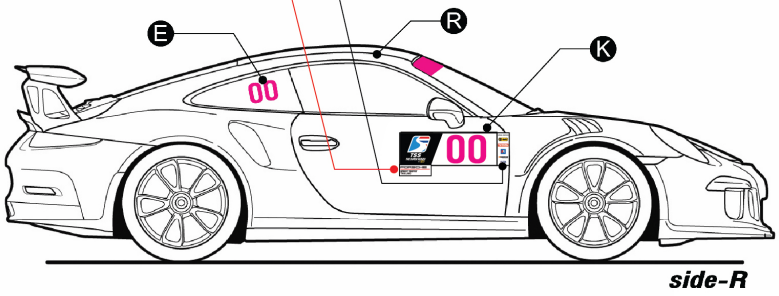
RACECAR LAYOUT

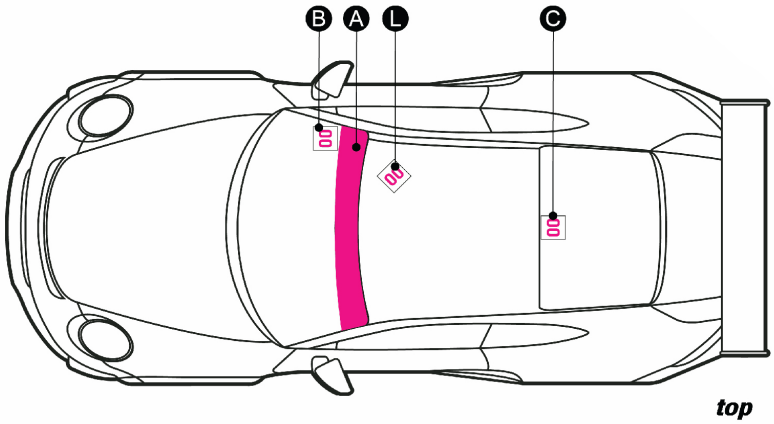
GT4 / GTC





*Porsche Only T S





No.	Position	Size
A.	Windscreen stripe (Idemitsu)	150x25 cm
B.	Front Window Number	15x15 cm
C.	Rear Window Number	15x15 cm
D.	Rear Side Window Race Number (Left)	15x15 cm
E.	Rear Side Window Race Number (Right)	15x15 cm
F.	Front Plate (TSS The Super Series)	25x9 cm
G.	Rear Plate (TSS The Super Series)	25x9 cm
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P.	Rear Center Panel (Hankook Logo)	38x6.8 cm
Q.	Drivers' name, Nationality and Blood Type (Left)	
R.	Drivers' name, Nationality and Blood Type (Right)	
S.	Partners Logo (After Number Plate)	7x20 cm
T.	Logo Porsche Sprint Trophy Thailand *Porsche Only	7x20 cm

DRIVER'S SUIT

Part D: Pit Garage Backdrops

D.1 Layout diagram for Pit Garage Backdrops