

## INTERNATIONAL GT 2026 RULES, REGULATIONS AND PROCEDURES UPDATED 02/12/2026

International GT is owned by Velocity Capital Management and is a division of Racing America. **Any reference to International GT herein will assume inclusion of:** Velocity Capital Management and Racing America and its subsidiaries including but not limited to MotorsportReg, Trans Am Series presented by Pirelli, Sportscar Vintage Racing Association, Formula Regional Americas Championship, Formula 4 United States Championship, Ligier Junior Formula Championship and Parella Motorsports Holdings, LLC.

### Notices and Disclaimer

- The rules and regulations of International GT as herein set forth are designed to provide for competitive and orderly auto racing activities and to maximize participant safety.
- Auto racing is, however, an inherently dangerous activity which can result in serious injuries or death. By participating in International GT activities, each participant acknowledges the risk inherent in auto racing.
- International GT specifically disclaims any and all warranties express or implied, including but not limited to warranties of safety or fitness for a particular purpose that may arise from the publications of International GT rules or participant compliance with International GT rules.
- International GT further makes no warranty as to the safety of its participants even if all safety precautions required by International GT rules are followed.
- Participant agrees that it shall be the sole responsibility of participant to comply with International GT rules as well as any installation and/or maintenance instructions of safety device or system manufacturers. It shall not be the responsibility of International GT to detect the absence of or improper installation of safety devices or systems.
- It shall be at the discretion of participants to incorporate any and all such devices and systems as they see fit for their personal safety. Personal safety in no way is to be considered or used as the ability to gain competitive advantages or to violate the spirit or intent of International GT rules. Only modifications to the vehicles specifically permitted by International GT rules as set forth in this document are allowed.
- By event registration, participants of International GT auto racing activities acknowledge the receipt of International GT rules and the contents of this notice and disclaimer, by downloading from the International GT website.

### Advertising and Promotions

- By registering to participate in an International GT event, each participant grants to International GT, its duly authorized agents and assigns, an exclusive license to use and sublicense his or her name, likeness and performance, including photographs, images, videos and sounds of such competitor and/or any vehicle(s) with respect to which the competitor competes in International GT events, in any way, medium or material (including but not limited to broadcast by and through television, cable television, internet streaming, radio, pay per-view, closed circuit television satellite signal, film productions, audiotape productions, transmissions over the internet, public and private online services authorized by International GT, sales and other commercial projects, and the like) for promoting, advertising, broadcasting, recording or reporting any International GT event before, during and after such event. Each participant hereby relinquishes to International GT exclusively and in perpetuity all rights thereto for such purposes.

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- Teams/drivers must have written permission from Scott Duncan, Racing America's Chief Partnership Officer prior to any sort of product sampling/promotion/in paddock or on track property displays by teams/drivers for their sponsors. For more information and/or permission contact Scott Duncan, Chief Partnership Officer at [sduncan@racingamerica.com](mailto:sduncan@racingamerica.com).

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# INTERNATIONAL GT 2026 RULES, REGULATIONS AND PROCEDURES

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### Part 1: General Rules

- 1.1) It is the expectation of International GT that all teams and race cars must be presented in a professional manner and proper level of preparation. Additionally, we require a neat and professional paddock presence.
- 1.2) All International GT competitors are required to run Pirelli tires which must be pre-ordered and purchased through Frisby Tires **exclusively**.
- 1.3) All competitors must display all required Series decals on their race cars prior to taking part in any Official event sessions. See diagram in Appendix A and on the International GT website for required decals and placement. All required series decals will be supplied by International GT with the exception of car numbers.
- 1.4) All International GT competitors must have the IGT, Pirelli and Sunoco patches on their driving suits to be included in any and all podium ceremonies.
- 1.5) All drivers and co-drivers must meet the Series requirements to obtain a racing license. Drivers and co-driver may compete with a valid and current racing license from a recognized race sanctioning body (i.e. SVRA, Trans Am, FIA, IMSA, USAC, PCA, HSR, SCCA, etc). All drivers and co-driver must have a current medical on file or listed clearly on their competition license.
- 1.6) All drivers and co-drivers must attend the MANDATORY International GT driver's meeting and if testing on the optional test day drivers must attend the SVRA test day driver's meeting.
- 1.7) There are no passengers (coaches or co-drivers) allowed in the race vehicle during International GT testing, practice, qualifying or races.
- 1.8) International GT is the sole authority for vehicle eligibility and series management.
- 1.9) Any and all vehicle modifications must be governed by the regulations in this document.
- 1.10) International GT may, but are not required to, accept any entry and reserved the right, at the discretion of the Series management, to reject any entrant for any action or conduct detrimental to automobile racing.
- 1.11) Any action or conduct deemed by the Series or the Competition Director as detrimental to automobile racing or the Series to include but not limited to, fraudulent or illegal proceedings, reckless or dangerous driving (either on course or in the pits or paddock), unsportsmanlike driving or conduct, or physical violence towards any other participant, Official or spectator, may result in immediate ejection of the premises or penalty.
- 1.12) If there is a disagreement or dispute regarding interpretation, meaning or application of the International GT rules, the decision of the Competition Director or Series Officials will prevail.
- 1.13) Litigation in order to reverse or modify official International GT rulings and determinations is prohibited.
- 1.14) All drivers and co-drivers are REQUIRED to sign an annual driver's liability release which includes wording that litigation against International GT, other competitors, Velocity Capital Management, Racing America, MotorsportReg, Parella Motorsports Holdings and all subsidiaries to the aforementioned is NOT PERMITTED.
- 1.15) Individuals who maintain litigation in violation of these General Rules agree to reimburse International GT, other competitors and Officials for all costs of such litigation, including travel expenses and attorney fees.
- 1.16) International GT will not tolerate the use of social media to voice grievances against the

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Series or other competitors. All issues with the Series, the race event or other competitors should be brought to the Series Officials or Competition Director.

- 1.17) All International GT entrants must always have an operational Flagtronics safety system in their race car.

### **Part 2: Registration and Licensing**

- 2.1) All event registration will be processed through MotorsportReg.com. Competitors will create a profile and agree that profile information will be maintained and updated within the MotorsportReg.com system.
- 2.2) All fees are required to be paid at time of event registration.
- 2.3) Except where indicated, event registration will include official qualifying session(s), sprint and endurance races.
- 2.4) Test day (as indicated on the event schedule) will be a separate registration fee. Participants must enter the event (qualifying and all races) to be eligible to participate in the test day. **NO TEST DAY ONLY REGISTRATION IS PERMITTED.**
- 2.5) All race competitors (driver or co-driver) must be properly licensed through International GT or another pre-approved racing organization (such as FIA, IMSA, SCCA, SVRA, PCA, USAC, HSR, etc.). All drivers must meet the requirements for licensing outlined on the IGT license application.
- 2.6) The International GT Competition Director will have final approval (based on previous racing licenses, experience, racing school, competition record, etc.) before any new race license will be issued.
- 2.7) Medical exams must accompany all license applications. International GT will honor a medical exam for the duration of three years. Date of medical form must be valid through December 31 of the year of application.
- 2.8) All race drivers must be at least 16 years of age. Anyone under 18 years old (plus a parent) must sign a Minor Release at registration.

### **Part 3: Paddock Load In, Garages and Paddock Rules**

- 3.1) Paddock load-in is under the control of Racing America Officials. Paddock parking is typically done on a first come, first serve basis.
- 3.2) Paddock load-in times and staging will be clearly conveyed on the event schedule. Competitors must comply with the times listed.
- 3.3) Facility rules/policies will be enforced for golf carts, scooters, pit and paddock vehicles. Personal/rental car parking is not allowed in the paddock. **PADDOCK PARKING IS RESERVED FOR TOW RIGS ONLY.**
- 3.4) Personal RVs are not allowed to park in the paddock unless they are being used as the competitor's tow vehicle.
- 3.5) Some circuits have garages for rental during the International GT events. When such garages are available it will be conveyed to potential competitors prior to the event. Competitors can proactively contact the race facility for garage rental information.

### **Part 4: Race Officiation**

- 4.1) Official race control is through the International GT Competition Director and Series Officials, in coordination with SVRA/Trans Am Chief Steward, SVRA/Trans Am Officials or other recognized workers. It is imperative that you comply with all

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instructions. The International GT Competition Director will rule on all racecourse conduct infractions for official race sessions. Official test day (typically Thursday) will be under the control of the SVRA/Trans Am Race Officials. All decisions on test day – on or off course – will be under the direction of SVRA/Trans Am Officials.

- 4.2) Any competitors, drivers and co-drivers, team members and/or family/friends involved in an incident (on grid, on-track, in the paddock and/or victory circle) are required to report to the Competition Director or Series Officials within an appropriate time after such incident for further instruction. Drivers should bring in-car video to Competition Director.
- 4.3) Decisions of the Competition Director or Series Officials will be final and undisputable. This race series, its success and your enjoyment rely on rules compliance.
- 4.4) All competitors must follow pit lane speed and rules. Additionally, by entering an International GT event, competitors agree to follow all pit lane official's instruction immediately and efficiently as possible.

<b>Part 5: Technical Inspection/Helmets/Head and Neck Restraints/Race Gear</b>
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- 5.1) All International GT entries will go through annual tech inspection with SVRA. Tech inspection forms will be distributed at event registration (or emailed prior to the event). It is the driver-of-record's responsibility to ensure that the tech inspection forms are completed and taken with the race car and driver's gear to SVRA technical inspection prior to the first official on-track session of the race event (typically the first official IGT session will be qualifying – test day is not official). Technical Inspection is only required once in each calendar year for each race car. An annual tech sticker will be placed on the race car roll cage once successful tech has been completed.
- 5.2) It is required that all drivers wear an automotive rated racing helmet of SA2015 or newer or FIA specification 8860-2010 or 8860-2018. Helmets must be manufactured within the previous 10 years. All drivers must wear adequate eye protection.
- 5.3) Go-pros or similar personal cameras/recording devices may not be mounted to helmets or in the driver's field of vision.
- 5.4) All drivers must use a head and neck restraint system. The head and neck restraint system must be certified by either SFI certification 38.1 or FIA certification 8858-2002. Head and neck restraint systems shall be recertified every five (5) years after the date of original certification. Product inspection, maintenance, and/or replacement procedure is per individual manufacturer. Inspection must be done by an authorized recertification center. When a unit is determined by the manufacturer to be acceptable for continued service and in compliance with the current version of the specification, the original manufacturer shall place on the product a new SFI 38.1 conformance label marked with the inspection date along with new correctly dated tethers, the FIA device will need a new dated tether every 5 years. Devices that do not carry an SFI or FIA certification sticker will not be allowed for competition.
- 5.5) For HANS device users, harness shoulder belt webbing must be in direct contact with the yoke of the HANS. There shall not be any padding between the shoulder harness webbing and the yoke of the HANS.
- 5.6) All drivers are required to wear Nomex racing suits, underwear, gloves, socks, shoes and balaclava that are certified by SFI or FIA. SFI certified driving suites must have SFI

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3.2A/1 rating or higher. FIA certified driver's suits must have a homologation label of FIA 8856-2000.

#### **Part 6: Procedures**

- 6.1) International GT competitors will be given one (unless otherwise stated on the event schedule) official qualification session at most International GT events. The fastest lap posted during the official qualification session will determine starting position for Sprint Race 1 and the Enduro. If there are two qualifying sessions, the fastest lap in either session will be used to grid Sprint Race 1 and the Enduro.
- 6.2) Grids for Sprint Race 2 and Sprint Race 3 will be set by the fastest lap posted in the prior sprint race.
- 6.3) Gridding for qualifying sessions will be on a first come basis to the grid.
- 6.4) International GT reserves the right to slot cars into the grid in the interest of safety. However, for the most part if a competitor misses qualifying or has a mechanical failure, they will start at the rear of the grid. Additionally, if there is a driver change and a non-qualifying driver starts a race, he/she will start at the rear of the grid.
- 6.5) On-track session lengths (testing, qualifying and races) shown on the schedule are subject to change due to scheduling constraints, weather conditions, track inspections and/or clean up and unforeseen circumstances.
- 6.6) In the event of inclement weather during qualifying, grids will be determined by International GT officials based on test day times, car model performance and driver's experience.
- 6.7) Number of pace laps will be determined by the Competition Director and conveyed in the driver's meeting. Any changes after the driver's meeting will be posted on the IGT WhatsApp.
- 6.8) International GT driver's meetings are MANDATORY for all drivers and co-drivers. All competitors participating in test days must attend the SVRA test day driver's meeting in addition to the International GT drivers meeting. The event decal, which will be required for participation in the event, will be distributed at the driver's meeting.
- 6.9) Following any impact with another car, a tire barrier, a wall, etc. that necessitates transport to the track's medical center or outside hospital/medical facility, driver(s) must receive clearance from track medical or outside medical facility personnel prior to returning to competition. Medical clearance will be submitted to the Competition Director or a designee immediately upon return to the paddock.
- 6.10) Second seats in race cars or co-riders are not allowed.

#### **Part 7: Qualifying and Race Grids**

- 7.1) Unless otherwise noted on the schedule there will be one qualifying session for each race weekend.
- 7.2) The owner of record/entrant must qualify the race car.
- 7.3) Each entrant will use their fastest qualifying lap time for the start grid for both Sprint race 1 and the Enduro race.
- 7.4) The fastest lap posted in Sprint race 1 will determine the grid for Sprint race 2.
- 7.5) Should the owner-of-record/entrant be unable or prefer not to race in Sprint race 1,2,3 or start the enduro and another driver (who has met all racing requirements through Series Officials) will race instead, the race car will start at the rear of the grid for these races.

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- 7.6) The fastest lap posted in Sprint race 2 will determine the grid for Sprint race 3.
- 7.7) International GT Officials reserve the right to “slot” in any entry into the grid when appropriate.

<b>Part 8: Rule Infractions</b>
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- 8.1) Rule infractions will not be tolerated.
- 8.2) At the discretion of the Series, a competitor violating any International GT rule(s) is subject to penalty.
- 8.3) The penalty for rule infractions may be on-track penalty (black flag/stop and go), change to final results, financial, partial or total loss of accrued series points, immediate probation or suspension of competition privileges, or in the case of severe or blatant violations, exclusion from multiple competition events, or all future events.
- 8.4) Multiple penalties may be imposed.
- 8.5) Interpretation and application of International GT rules by the Series, or its Competition Director shall be final, binding and non-litigable.
- 8.6) Malicious, frivolous, or bad faith complaints may be penalized.
- 8.7) Blowing the checkered or black flag will result in the potential of the following penalties: practice = lose laps next session – notify/ hold on grid, qualifying = lose fast lap of session, race = lose 1 lap on results. Penalties will be determined by the Competition Director.
- 8.8) Pit lane speeding violations may result in the following penalties: pit lane speeding, 41-44 MPH = stop and go, 45-49 MPH = 30-second hold, 50-54 MPH = 1-minute hold, 55+ MPH = 2-minute hold and required to see the Competition Director.
- 8.9) Typically, there is a 5-minute mandatory pit stop during a 1-hour enduro. Pit stop times are recorded automatically through the track’s timing loops and official timing and scoring. A short pit stop will result in a time penalty post-race, unless a competitor elects to complete a full 5-minute stop later in the same race within the time constraints outlined for pit stops (see Endurance Rules in Section 22).
- 8.10) Pitting after the approved pit window (see Endurance Rules in Section 22) in the enduro will result in a time penalty assessed to the final results.
- 8.11) Hot pit safety/fueling, crew violation will result in a black flag, stop and go or stop and hold (to be determined by the Competition Director).
- 8.12) Blend line violation will result in a black flag and stop and go penalty.
- 8.13) Unsafe pit entry requires a visit to the Competition Director post-race and potential penalty.
- 8.14) Unsafe release from pit stall may result in a potential penalty (to be determined by the Competition Director).
- 8.15) Jumping the start (or restart) could result in a black flag or stop and go whether position is improved or not (to be determined by the Competition Director).
- 8.16) Hanging back at the start may result in black flag and stop and go penalty (to be determined by the Competition Director).
- 8.17) Failure to pack up or line up for the start or restart can result in black flag and stop and go penalty for the offending car/driver as determined by the Competition Director.
- 8.18) ALL competitors are reminded that International GT is a “no contact” competition. Any competitor coming into contact with another race car (whether at fault or not) must visit



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- the Competition Director at the end of the session – alone (no coaches, spouses, friends, team members, etc.) with video.
- 8.19) Blatant intimidation of another driver is not accepted. Blatant intimidation is defined as intentional contact or intentional intimidation maneuver. These maneuvers will result in potential black flag, stop and go, loss of lap, time penalty, probation and/or suspension (to be determined by the Competition Director).
  - 8.20) Overdriving a corner to gain a position and repeated running off the track will not be tolerated. Under these circumstances competitors will be considered out of bounds and black flagged with loss of lap time (to be determined by the Competition Director).
  - 8.21) Ignoring the black flag during practices will result in required reporting to the Competition Director, possible loss of next session, notify/hold on grid.
  - 8.22) Ignoring a black flag under race conditions will result in discontinuation of race scoring after the second pass by the black flag. Further punitive action will be determined by the Competition Director.
  - 8.23) Passing under the yellow flag is always PROHIBITED. In non-race sessions ignoring a local yellow may result in: first offence - black flag and stop and go. Second offence - parked for the day. Third offence - on trailer – probation and possible exclusion (to be determined by the Competition Director).
  - 8.24) Passing under yellow in race sessions, ignoring the yellow flag may result in: local yellow - first offence - stop and go. Second offence - after race, parked for the day, if at day end possible probation. Third offence - on trailer, probation (to be determined by the Competition Director).
  - 8.25) Passing under double yellow flags could result in the follow penalties: black flag, parked for the day, disqualification and/or revision of results pending video review with the Competition Director.
  - 8.26) When a red flag is displayed (during any on-track session) the competitor must first check mirrors, slow pace and then come to a safe stop preferably within sight of a flag stand. No passing is allowed once the red flag is displayed. Red flag violation in any session could result in disqualification and exclusion from the event and/or probation (to be determined by Competition Director).
  - 8.27) A driving incident which includes metal hitting metal will result in the offender receiving a penalty based on the severity of the damage and aggression of the impact. The attitude and acceptance of the penalty by the guilty driver will also factor into the penalty (to be determined by the Competition Director). Any competitor involved in metal-to-metal contact must report to the Competition Director post-race with video.
  - 8.28) Blocking is defined as first move accepted, second move (or multiple moves) is prohibited. Penalties for blocking in any session could result in black flag, loss of next session, loss of position and/or probation (to be determined by the Competition Director).
  - 8.29) Four wheels off course (not exceeding track limits, but all four wheels out of bounds) or spin could result in the following penalties: warning, black flag and/or see Competition Director for further penalties (to be determined by Competition Director).
  - 8.30) Unsafe return to track which causes other competitors to veer or go off track to avoid could result in a visit to the Competition Director, loss of next session and/or possible probation (to be determined by the Competition Director).
  - 8.31) Dive bomb passing is described as a late breaking attempt to pass a competitor after the commitment zone is past. The driver in front cannot see the overtaking car to take

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avoidance action but the aggressive passer can see the whole car. If the competitor is up to the A pillar of the front car, before the apex, the line of vision is equally shared. If contact is made at the apex, the overtaking car came in too late and hit the first car, the fault is the overtaking car. A late breaking pass attempt resulting in an avoidable contact incident will result in a visit to the Competition Director and further penalties including loss of next session, probation and/or disqualification (to be determined by the Competition Director).

#### **Part 9: Vehicle Classification**

9.1) Vehicles are classified as follows:

##### Mission Foods GT3 Cup Trophy

GT3 Cup - GT4.R (Displacement 4.0 or greater) These cars can be modified within the guidelines below.

997.2 GT3R

991.1 GT3R

991.2 GT3R

991.1 GT3 Cup MR

991.2 GT3 Cup MR

991 GT2RS Clubsport

##### **GT3 Cup 992 – GT992**

This category is specific and limited to Porsche 992 Cup cars – 4.0 displacement motor AS DELIVERED from the factory with the following allowed modifications:

Exhaust

ABS and TC

##### **GT3 Cup - GT4.0**

GT3 Cup cars - 4.0 displacement motor AS DELIVERED from the factory with the following allowed modifications:

Exhaust

ABS and TC

Adjustable shocks

##### **GT3 Cup - GT3.8**

GT3 Cup cars 3.8 liter displacement motor AS DELIVERED from the factory with the following allowed modifications:

Exhaust

ABS and TC

Adjustable shocks

Paddle shift for 997

##### **GT3 Cup - GT3.6**

GT3 Cup cars 3.6 liter displacement motor AS DELIVERED from the factory with the following allowed modifications:

Exhaust

ABS and TC

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Adjustable shocks  
Paddle shift for 997

All GT3 Cup cars must comply with the respective year-range specifications as delivered from Porsche for competition in GT3 Cup Challenge, Carrera Cup, Super Cup competition. **Any modification to the intake, throttle body, ECU, (including any changes to the factory program settings whatsoever) or aero changes will automatically require the car to be up-classed to the GT4.R class, or as determined by the Technical Director.**

Permitted exceptions to AS DELIVERED requirement for GT3 Cup cars

- Clutch
- Wheels
- Brakes
- Suspension components may be substituted, provided that mounting points remain in the production location.
- Axles
- Sway bars
- Brake ducts may be moved
- Driver comfort systems are allowed
- Battery can be relocated
- AC system and components can be removed
- Engine air filter provided factory dimensions remain

Stuttgart Cup

CAY 3.4 (displacement 3.4) (GTB1 PCA)  
CAY 3.8 (displacement 3.8) (981)  
CAY 3.8I (for 718 Clubsport cars)  
CAY 4.0 (displacement 4.0)

Maranello Cup

F430  
F458 - F458 EVO (both will compete in the F458 category)  
F488 – F488EVO (both will compete in the F488 category)  
F296

These models must be prepared and run exactly as delivered by Ferrari for Challenge events with exception of items in Section 12.

GTX

GTX– (formally known as Exhibition) Any GT3 or GT4 sportscar racer is eligible for the GTX category. Additionally, Maserati GT2 has been given approval to compete in the International GT GTX category. GTX cars universally race in competition with each other and will be on the podium. GTX cars do not receive championship points.

9.2) International GT reserves the right to reclassify any vehicle upon further inspection.

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### **Part 10: Owner-of-record/Driver/Prep Shop Responsibility**

- 10.1) Vehicle safety and rules compliancy will be determined during technical inspection.
- 10.2) It is the individual obligation of the owner-of-record, the driver and the prep shop to assure compliance with any and all International GT rules.
- 10.3) It is equally and independently the responsibility of the owner-of-record, driver and prep shop to always maintain their International GT race car in safe working order, and in compliance with the rules.
- 10.4) The Series and its Officials may determine that unsafe and/or non-compliant conditions exist and require remediation.
- 10.5) Changes made without knowledge of any one or more of the owner-of-record, the driver and the prep shop are not defense for penalty and remediation.
- 10.6) Any and all cost incurred by the Series, or its designee, to examine or dismantle any pieces or parts (i.e. engine, transmission, etc.) to determine legality, will be at the expense of the owner-of-record. If a dispute is brought by another competitor, any costs for examination/dismantling will be compensated by the competitor if found out of compliance. These costs will be paid by the competitor bringing the complaint if the competitor in question is found to be in compliance.
- 10.7) One working two-way radio with vehicle-to-pit communication capability is always required when vehicles are on track. At least one team member must be stationed in the assigned pit box with radio communication to the driver any time the driver is on course. The team member is responsible for providing directives from race control to the driver. These directives can include track status changes (green, red and yellow), black flag all and notification that scoring has been stopped on the vehicle, etc.
- 10.8) The International GT channel frequency will be available at the track from IGT Officials and Speedcom Communications. To be sure that all teams hear vital information from race control, teams must be monitoring this channel starting 15 minutes before the grid opens, during any track sessions and ending 10-minutes after the checkered flag for the session has been displayed. It is forbidden for teams to have the ability to broadcast on this channel at any time.
- 10.9) Should a team need to notify race control of any issues or concerning conditions on track during a session, there are pit lane officials who will take the information and convey it to race control.
- 10.10) It is the responsibility of the owner-of-record, driver, or prep shop to provide radio frequencies if requested by the Series.
- 10.11) All International GT entrants must always have an operational Flagtronics safety system in their race car.

### **Part 11: Vehicle Eligibility**

Only modifications specifically defined “allowed” in the following parts (or Section 8) are permitted. Unless these rules specifically say it is allowed to make the change or add the item, DON’T.

#### Mission Foods GT3 Cup Trophy

- 11.1) Eligibility is limited to any generation of a Porsche 911 GT3 Racing Car types 996, 997, 991 and 992 and any variant, GT3, GT3R, GT3 Cup MR, GT3 RSR and otherwise.

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- 11.2) All vehicles will be classified in accordance with their respective engine displacement and modifications, 3.6, 3.8, 4.0, 4.0(992), 4.R unless otherwise stated.

Stuttgart Cup

- 11.3) Stuttgart Cup vehicle eligibility is limited to any U.S. specification Boxter or Porsche Cayman, any GT4 variant (CS, MR, GT4RS or otherwise)
- 11.4) All vehicles are classified in accordance with their respective engine displacement and model 3.4, 3.8, 3.8I (718 Clubsport) or 4.0. Modifications may warrant reclassification.

Maranello Cup

- 11.5) Maranello Cup vehicle eligibility is limited to any Ferrari Challenge race cars. Categorized as 430, 458, 488 or 296.

All International GT categories

- 11.6) International GT Officials exclusively will determine a vehicles eligibility to meet specifications for competition in the Series including any equipment or parts.
- 11.7) Only paint schemes or wraps approved by the Series are allowed.

<b>Part 11: Engines</b>
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Mission Foods GT3 Cup Trophy

- 12.1) Changing the induction system air filter element is allowed but must retain dimensions and location.
- 12.2) Any engine exhaust and header system beginning in the head is allowed.
- 12.3) Removal of air conditioning hoses, condenser and compressor is allowed.
- 12.4) Any radiator installed in the stock location is allowed.
- 12.5) Only water and water wetters in the cooling system are allowed.
- 12.6) Any steel or aluminum flywheel with heavy duty multi-disc clutch assembly minimum diameter of 5.5 inches is allowed. Carbon clutches are allowed on cars which were original equipment.
- 12.7) Only data acquisition which records and stores data for driving coaching is allowed.

Stuttgart Cup

- 12.8) Update or backdate with year, make and model is allowed.
- 12.9) Factory Porsche 3.8 throttle body, PN997-605-116-01 and manifold PN 9A1-110-020-02 AS resonance D, is allowed, if factory equipment.
- 12.10) Modifying the air cleaner inlet is allowed. Air box body must retain in original location.
- 12.11) Changing the induction system air filter element is allowed but must retain OE dimensions and location.
- 12.12) Any engine exhaust and header system beginning in the head is allowed.
- 12.13) Removal of air conditioning hoses, condenser and compressor is allowed.
- 12.14) Any radiator installed in the stock location is allowed.
- 12.15) Only water and water wetters in the cooling system are allowed.
- 12.16) Any steel or aluminum flywheel with heavy duty multi-disc clutch assembly with minimum diameter of 5.5 inches is allowed. Carbon clutches are NOT allowed.
- 12.17) Only data acquisition which records and stores data for driving coaching is allowed.
- 12.18) Only the Porsche factory OE DME of year, make and model is allowed.
- 12.19) Any engine pulley is allowed.

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Maranello Cup

- 12.20) No internal engine modifications are allowed that would increase the engine stroke from original.
- 12.21) Changing the induction system air filter element is allowed but must retain OE dimensions and location.
- 12.22) Any engine exhaust and header system beginning at the head is allowed on F360. For F430, F458 and F488 exhaust and header are allowed with a potential weight penalty.
- 12.23) Any radiator installed in stock location is allowed.
- 12.24) Only water and water wetters in the cooling system are allowed.
- 12.25) Only data acquisition which records and stores data for driver coaching is allowed.
- 12.26) Only the Ferrari factory OE DME for year, make and model is allowed.
- 12.27) Any flash is allowed.
- 12.28) Any engine pulley is allowed.

<b>Part 13: Fuel</b>
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- 13.1) Only unleaded non-oxygenated street, or race gasoline is allowed.
- 13.2) Only non-oxygenated bearing additives, like Z-Max, for lubrication are allowed.
- 13.3) Only Sunoco fuels are allowed. All fuel must be purchased from Sunoco at track. Sunoco fuels will be available at either the track's fuel pumps or a tanker located near the track's pumps. Sunoco fuels do not need to be pre-ordered.
- 13.4) Fuel samples may be taken or spot tests administrated.

<b>Part 14: Suspension</b>
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Mission Foods GT3 Cup Trophy

- 14.1) Any two-, three- or four-way adjustable shock and valving are allowed. Except for the GT992 category.
- 14.2) Replacement of suspension bushing materials is allowed. Original axis of the bushing must be maintained.
- 14.3) Replacement springs are allowed.
- 14.4) Replacement of toe-links/bump steer links are allowed.
- 14.5) Replacing suspension bushings with mono-balls is allowed.
- 14.6) Porsche OEM GT2/GT3 type two-piece lower control arms are allowed.
- 14.7) Wheelbase will be measured from the center of the front stub axle to the center of the rear stub axle. Wheelbase must be factory measured per cup rules.
- 14.8) Replacing the front or rear sway-bar with aftermarket sway-bars affixed to OEM sway-bar mounting points is allowed.
- 14.9) Cockpit adjustable sway-bars are allowed as delivered, however if not original this could cause an up-class for the vehicle.
- 14.10) Front upper camber plates are allowed.
- 14.11) Rear mono-ball shock plates are allowed.

Stuttgart Cup

- 14.12) Any two- or three-way adjustable shock and valving are allowed.
- 14.13) External reservoirs are allowed.

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- 14.14) Replacement of suspension bushing materials is allowed. Original axis must be maintained.
- 14.15) Replacement springs are allowed.
- 14.16) Replacement of toe links/bump steer links are allowed.
- 14.17) Replacing suspension bushings with mono-balls is allowed.
- 14.18) Porsche OEM GT2/GT3 type two-piece lower control arms are allowed.
- 14.19) A 96.4 in (2,451.1mm) Maximum wheelbase for Porsche Caymans and Boxsters 1996-2012 is allowed.
- 14.20) Wheelbase will be measured from the center of the front stub axle to the center of the rear stub axle.
- 14.21) Replacing the front or rear sway-bar with aftermarket sway-bars affixed to OEM sway-bar mounting points is allowed.
- 14.22) Cockpit adjustable sway-bar mounting points is allowed.
- 14.23) Front upper camber plates are allowed
- 14.24) Rear mono-ball shock plates are allowed.

Maranello Cup

- 14.25) Aftermarket shocks are allowed on with potential weight penalty.
- 14.26) Replacement springs are allowed.
- 14.27) Replacing the front or rear sway-bar with aftermarket sway-bars affixed to OEM sway-bar mounting points is allowed.

<b>Part 15: Tires and Wheels</b>
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- 15.1) All International GT competitors are required to run Pirelli tires which must be pre-ordered and purchased through Frisby Tires exclusively. Pre-orders should be to Frisby Tires three weeks prior to the race event. See Frisby Tire website for tire size information.
- 15.2) Replacement of wheel bolts with studs are allowed unless vehicle has center locks.
- 15.3) Wheel selection is at the discretion of the competitor in compliance with Pirelli tire requirements.
- 15.4) Non-factory drive pins allowed.

<b>Part 16: Brakes</b>
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- 16.1) Replacement of OEM flexible brake lines with stainless steel brake lines is allowed and is MANDATORY.
- 16.2) Ducting air to rotors is allowed.
- 16.3) Removal or modification of dust shields (backing plates) is allowed.
- 16.4) Any brake fluid that meets or exceeds DOT 2 Spec is allowed.
- 16.5) Any brake pad and materials that fit rules compliant rotors are allowed.
- 16.6) Any 14-inch steel brake rotor is allowed.
- 16.7) Front caliper pistons which do not exceed six (6) calipers are allowed.
- 16.8) Rear caliper pistons which do not exceed four (4) calipers are allowed.
- 16.9) Any Porsche factory single/dual master cylinder(s) is allowed.
- 16.10) Use of ferrous rotors is allowed.

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<b>Part 17: Transmission</b>
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- 17.1) Only Porsche transmissions of year, make and model as delivered from the factory are allowed.
- 17.2) Any differential is allowed.
- 17.3) Any modification to or substitution of a shifter mechanism to reduce range of motion is allowed.
- 17.4) An external oil cooler and pump is allowed.
- 17.5) For Maranello Cup: Only stock manual Ferrari transmissions and differentials of year/make/model as delivered from the factory are allowed.

<b>Part 18: Body/Chassis/Interior</b>
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- 18.1) A fuel cell is highly recommended but not required.
- 18.2) Sheet metal modifications required for installation of a fuel cell in the spare compartment is allowed.
- 18.3) Only fuel cells that meet or exceed FIA certification are allowed.
- 18.4) Through the hood dry break fueling systems, or dry break instillation behind the stock fuel flap are allowed.
- 18.5) Any driver seat that meets FIA safety standards is allowed. If requested, documentation must be supplied.
- 18.6) Passenger seat removal is allowed.
- 18.7) Any steering wheel and shift knob, with exception of wood, is allowed.
- 18.8) Steering wheel quick release is allowed.
- 18.9) Retention of the front lip spoiler as delivered from the factory is allowed.
- 18.10) Modification of the main dash, only for roll cage installation is allowed.
- 18.11) Additional gauges are allowed but stock dash gauges must be retained
- 18.12) Battery replacement, retained in stock location, is allowed
- 18.13) Batteries may be relocated. A battery strap shall be attached securely to the chassis by a bracket independent of the factory battery mounting system. The battery strap/bracket shall snugly cradle the battery on two sides and across the top. The hot terminal of the battery shall be properly insulated at all times. Batteries may be relocated.
- 18.14) Installation of driver service equipment to the race car is allowed (i.e. cool suits, helmet radio, cameras, etc.).
- 18.15) Crash bars installed fully hidden behind the front and rear bumper facia area allowed.
- 18.16) A working defrost system must be in place. Any system is allowed.
- 18.17) A working fire system with driver accessible activation is MANDATORY.
- 18.18) Front and rear tow hooks are MANDATORY.
- 18.19) Replacing all window glass with Lexan or equivalent is allowed.
- 18.20) Only OEM exterior door handles are allowed.
- 18.21) Replacing exterior mirrors is allowed.

<b>Part 19: Performance Devices Affecting Airflow</b>
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- 19.1) A ¼ inch only Gurney bill on the rear wing is allowed. ¼ inch will be measured in height from the top rear most trailing edge of the wing.
- 19.2) A wing height no higher than the top of the roof is allowed.
- 19.3) 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.



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- 19.4) Bypassed or removal of PSM/PSAM and ABS is allowed.
- 19.5) Dive planes and Gurney bills are acceptable aero but would warrant a reclassification.
- 19.6) A rear wing upgrade, which in turn and for safe aero balance requires a bigger or different front splitter, or vice versa and/or the addition of a rear diffuser, will reclassify the car up to the next classification.
- 19.7) A GT3RSR, GT3R or Manthey Racing (MR) aero kit will reclassify the car.

### **Part 20: Vehicle Weight**

- 20.1) Weight is measured equipped-as-raced with driver and all personal safety equipment. Minimum weight is 2975 pounds with driver.
- 20.2) Frequent flyer consequences: A performance equalizing system based on ballast to vehicles that consistently out-pace the field. The goal is to provide greater equality in on-track competition, therefore the International GT Competition Director has sole discretion to impose a weight penalty as he determines, on any competition vehicle that displays a noteworthy speed disparity, visually or in lap time.
- 20.3) All competitors are required to have weights available if added weight is required once in technical inspection.

### **Part 21: Spot Inspection**

- 21.1) Series cars may be inspected at any time during an event by Series Officials.
- 21.2) The first three finishers, and at least two random finishers may be weighed and inspected after practice, qualifying or race at the discretion of the Competition Director. During these inspections, the race cars must meet or exceed minimum weight and be in compliance with all Series rules.
- 21.3) Refusal of any spot inspection places the owner-of-record, the driver and the prep shop in breach of International GT rules and may result in disqualification or a penalty.

### **Part 22: Championship Points**

The best finish in 5 of the 10 races (15 sprint races, 5 enduros) will count toward the 2026 championship.

- 22.1) International GT will award points at each event culminating with year-end champions and two runners up in Stuttgart Cup, Missions Foods GT3 Cup Trophy and Maranello Cup.
- 22.2) The registered race entrant must qualify the race car and drive in all sprint races for points eligibility for that race. Registered race entrant must start the enduro and complete 50% of the endurance race time (plus the 5-minute mandatory pit stop) prior to driver change. Non-driver-of-record competitors who drive a sprint race will not receive points.
- 22.3) Points will be awarded in both sprint and endurance races. Championship points will be scored and awarded on entry into five events in 2026. The best five endurance race finishes combined with the best fifteen sprint race finishes will account for the final championship points tally.
- 22.4) Five points will be awarded for entering and starting (taking the green flag) any race.
- 22.5) Points will be allocated for finishing position as follows: 1<sup>st</sup> = 10, 2<sup>nd</sup> = 8, 3<sup>rd</sup> = 6, 4<sup>th</sup> = 4, 5<sup>th</sup> = 3, 6<sup>th</sup> = 2, 7<sup>th</sup> and above = 1 point. 50% of class winners' laps must be completed to receive finishing position points.

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- 22.6) Ten finishing points will be awarded for completing 50% of the overall winners' laps.
- 22.7) The car does not have to be running at the checkered flag to be awarded finishing points.
- 22.8) Half (.5) of a point will be awarded to the top five finishing positions for every car in their respective class that each competitor finishes ahead of. Maximum bonus points are 2.5.
- 22.9) Additional half (.5) points can be awarded to each entrant who finishes ahead of any car which is of higher displacement. For example, a Porsche GT3 Cup 3.6 liter car would receive an additional .5 point for every 3.8, 4.0, 4.0, GT992 or 4.R liter car finished in front of. Maximum bonus points are 2.5 for any entrant per race – this includes rules outlined in 22.8 and 22.9.
- 22.10) Any competitor not racing on Pirelli tires will not be eligible for championship points.
- 22.11) Championship awards are made to the driver-of-record. Championship awards are given at the awards ceremony typically held the first race of the following season.
- 22.12) Drivers can change cars once within the season and accumulate points as long as it is in the same championship (Mission Foods GT3 Cup must change to another vehicle eligible in the Mission Foods GT3 Cup category). If the driver changes to another vehicle (for example: into Stuttgart Cup Cayman from Mission Foods GT3 Cup) the points cannot be transferred between championships.
- 22.13) Rules violations may result in a loss of some or all championship points.
- 22.14) Ties in final championship points totals will be resolved, if necessary, using the following priority guidelines in 2026:
  - a) First – most class wins in order of earliest date
  - b) Second – best average finishing position
  - c) Third - most events entered in order of earliest date
- 22.15) All cars must display series sponsor graphics as supplied in the designated areas of the race car to receive championship points, race podium or contingency awards (Appendix A).

#### **Part 23: Endurance Rules**

- 23.1) Endurance races will allow either a sole driver-of-record or shared with a co-driver.
- 23.2) Most enduros will be 60 minutes in length except were otherwise noted on the event schedule. Enduro timing starts at the green flag at the end of the first pace lap. Any additional pace laps will be counted as part of the 60-minute race length unless otherwise stated in the driver's meeting. Enduros will have a 5-minute mandatory pit stop.
- 23.3) Entrants must complete the 5-minute mandatory pit stop before 15 minutes remaining in the race (pit entry must occur no later than 20 minutes remaining in the race). The mandatory stop can occur at any time, a full lap of green does NOT have to be completed before the 5-minute stop can occur. All other stops may be completed at any time and without any time constraints. Example, your 1<sup>st</sup> stop could occur to refasten seatbelts with a quickly executed stop.
- 23.4) Penalty for short pit stops are as follows: 1 to 10 seconds = the time short plus 10 seconds, 11 to 20 seconds = the time short plus 20 seconds, 20 to 30 seconds = the time short plus 30 seconds, 30 to 60 seconds = the time short plus 60 seconds, more than 60 seconds short = time short plus 5 minutes.
- 23.5) Participants must declare the car owner/primary driver on their entry and co-drivers

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must be named no later than 5pm the day prior to the enduro race. Further, the primary/qualifying driver should start the race and complete a mandatory drive time of 30 minutes (which includes any yellow flag laps) plus the 5-minute mandatory pit stop prior to co-drivers taking over driving duties. Should a driver change occur prior to the 30 minutes the entry will be assessed a 1 (one)-position finishing place penalty in class and will not be eligible for bonus finishing points (see details of bonus points under Championship Points, Section 22).

- 23.6) If the driver of record is unwilling or unable to start the race and a previously declared co-driver starts, the car will start at the rear of the field. Further the driver-of-record must take over driving duties no later than the 20-minute mark into the race.
- 23.7) Each time a car makes a pit stop that includes fueling, the engine must be shut off, and the driver must be out of the car before fueling begins. If fueling is not necessary, the car can stay on and driver can stay in the car.
- 23.8) During fueling, only the fueler and fire extinguisher person will be over the wall. When necessary, a vent person may also be over the wall. After fueling the driver and four additional people may be over the wall. Driver's window and front passenger window must be open at all times. Everyone over the wall must wear long pants and closed toe shoes. Some circuits require long pants and closed toe shoes for everyone in the pit lane – check with pit officials. Everyone in pit lane must be at least 16 years of age. NO EXCEPTIONS! Anyone under age 18 (and a parent) must sign a Minor Release at registration to enter pit lane.
- 23.9) Fueling must be conducted by a driver or crew person wearing Nomex-type clothing with full face protection (helmet recommended). Everyone over the wall during fueling MUST wear full Nomex and eye protection. Each team must provide a 10-pound minimum fire extinguisher and someone with full Nomex and eye protection to man it during pit stops. IMSA-approved overhead refueling rigs or safety-type cans may be used.
- 23.10) Fire extinguisher of 10 pounds minimum within compliance of expiration date on the extinguisher must be present in all pit boxes at all times whether the team plans to fuel or not.
- 23.11) Pit stops will be timed by Timing and Scoring personnel. Pit lane speed limit is 40 MPH (unless otherwise conveyed in the driver's meeting). Pit stop timing line for entry and exit will be clearly marked at all tracks. Competitors must comply with all pit lane official's instructions immediately.
- 23.12) Drivers must follow the directions of the pit marshal when exiting the pits and move quickly out of pit boxes and into the travel lane. You may not stop at pit-out or impeded another driver by slowing the pit out pace in an effort to allow your 5-minute stop to expire.
- 23.13) Enduro start grids will be determined by qualifying session(s). There will be two pace laps behind the pace car for all endurance races unless otherwise specified at the driver's meeting. The race time starts as the lead car crosses the starting line after the first pace lap. Additional pace laps may be scheduled however the race time will be in play after pace lap one. The race ends at the checkered flag.
- 23.14) In the event of an incident, the pace car may be used with either local yellow flags or double yellow flags displayed at all stations around the course. THE PITS WILL REMAIN OPEN during yellow flag laps.

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- 23.15) No passing is permitted while yellow flags are displayed, and no driver may pass the pace car unless waved by. Procedures will be discussed at the mandatory driver's meeting.
- 23.16) When black flag is displayed during competition, the competitor receiving the black flag must stop at the black flag station on pit lane for consultation. Black flag stops WILL NOT count as a mandatory stop. The competitor must return to the circuit after consultation or do at least one lap before making a mandatory stop. Cars receiving a mechanical black flag must stop at their assigned pit for repairs. This repair stop may count as the mandatory 5-minute stop.
- 23.17) If an entrant withdraws from an enduro event, there are no refunds or credits.

<b>Part 24: Sanctioning Body</b>
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- 24.1) All International GT competitors will be governed by the rules of the sanctioning body under which the competition is run, to include but not be limited to, the vehicles' technical inspection and driver's personal safety equipment.
- 24.2) In event of policy conflict, the rules of the sanctioning body will govern (i.e. safety equipment).

<b>Part 25: Drug and Alcohol Use Policy</b>
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- 25.1) The consumption of alcohol beverages by any participant is expressly prohibited until all practice, qualifying and race activities have been completed for the day.
- 25.2) The use of any narcotic or dangerous drugs, as defined by Federal Law or by the law of the state where the event is being held, by any participant is specifically prohibited.
- 25.3) The owner-of-record is responsible for any co-driver, crew or guest participating in the operation of the team found in violation of this Drug and Alcohol Use Policy.
- 25.4) Any participant found in violation of this Drug and Alcohol Use Policy may immediately be excluded from the competition, removed from the event, excluded from future events and/or penalized for infractions.

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**APPENDIX A**



**2026 Required Series Decals and Placement**

