1/32 World Endurance Championship

by The Digital Slot Car Association

TECHNICAL REGULATIONS

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Contents

Preamble

These standards are applicable to 1/32 scale models of Le Mans, endurance, and sports racing cars competing in race distances of greater than three hours, or where a team of drivers is necessary. Provision is made for hand-put motors and tyres to ensure equality across the most sensitive performance variables for races of such duration.

The formula is designed for multi-category racing where cars on track are divisible into categories based on their type and/or technical specification, and that may be classified independently as such.

The regulations allow differing levels of technical freedom based on category, all while requiring a plastic chassis and 'hard' body shell. For all categories, particular focus is directed at the scale authenticity and appearance of models.

1. Categories

1.1. Cars will be grouped and classified by category based on their type, and are defined as such;
- **1.1.1.** DiSCA Hypercar – Le Mans Hypercar "HY" / IMSA LMDh "GTP" from 2022. An open category with the greatest technical freedom within the formula, where cars may be built from scratch or significantly modified market offerings
- **1.1.2.** DiSCA LM P2 – Commercially available slot racing cars with a limited number of tuneable upgrades from the model's manufacturer. Cars must feature original equipment featured on the official **DiSCA Homologation list** – 1:32 LM P2.
- **1.1.3.** DiSCA LM GT – Commercially available slot racing cars representing those with FIA Group GT3 homologation. Cars and components must be sourced from bonafide manufacturers using either original equipment and / or approved OE aftermarket chassis options featured on the official **DiSCA Homologation list** – 1:32 GT3.

1.2. The technical scope of categories are presented using visual methods by the following appendices;
- **1.2.1.** Appendix A – DiSCA Hypercar technical illustration
- **1.2.2.** Appendix A – DiSCA LM P2 technical illustration
- **1.2.3.** Appendix A – DiSCA LM GT technical illustration

2. Body

2.1. The body is defined as a removable cover for all mechanical components, such that if it were removed, the chassis and all components referred to in the technical appendix are capable of driving a lap of the circuit

2.2. Body shells must be 1/32 scale, ±3.0mm, in all measurable dimensions and directions

2.3. DiSCA Hypercar body shells must be made from one or more of the following approved 'hard body' technologies and materials;
- **2.3.1.** Injection moulded polymer
- **2.3.2.** SLS or FDM additive manufactured polymer
- **2.3.3.** Glass-fibre reenforced plastic
- **2.3.4.** Two-part resin casting

2.4. LM P2 body shells must be original equipment, listed on the official DiSCA Homologation list – 1:32 LM P2
- **2.4.1.** Any modification to the OE body shell must fully satisfy Section 2 of these regulations.

2.5. LM GT body shells must be original equipment, listed on the official DiSCA Homologation list – 1:32 GT3
- **2.5.1.** Any modification to the OE body shell must fully satisfy Section 1 of the DiSCA GT3 Euroseries Technical Regulations, and Section 2 of these regulations.
- **2.5.2.** Any BOP specified by the 1:32 GT3 homologation list is directly applicable to LM GT cars.

2.6. Paint schemes must be authentic. Any paint scheme that does not match a car entered into any organiser-recognised and/or specified event must be individually approved by the organisers.
- **2.6.1.** Sponsor logos may be changed
- **2.6.2.** In the case of a low-detail body, for example a one-piece moulding, any detail features must be painted and presented sympathetically to place emphasis on the detail
- **2.6.3.** Unpainted or undecorated bodies are illegal

2.7. In addition to the paint scheme, the body must be decorated as detailed in Appendix A. Decals for such decoration will be provided by the organization;
2.7.1. Official racing number, matching Digital ID, on the front and each side of the car
2.7.2. Any non-official racing number must be removed or covered
2.7.3. Category badge on each side of the car. Optional in other locations
2.7.4. DiSCA decal on the front of the car. Optional in other locations
2.7.5. If applicable, oXigen 24h or WEC decal on each side of the car

2.8. All windows and light lenses must be clear.
2.8.1. Black or black tinted rear windows on LM GT cars may be replicated faithfully, by exception
2.8.2. All windows must be present at the start of the race
2.8.3. Windows with any side equal to or longer than 15mm must be fitted at all times
2.8.4. Light lenses may be coloured translucent

2.9. Spoilers, wings, and wing mirrors must be made from a plastic or rubber material.
2.9.1. Silicone rubbers are allowed
2.9.2. Spoilers and wings must be fitted at all times
2.9.3. Wing mirrors must be fitted at the start of the race

2.10. The organizers reserve the right to request any detached body part be refitted or replaced

2.11. A driver's cockpit must be fitted.The driver's cockpit must feature, at the bare minimum;
2.11.1. Dashboard
2.11.2. Three-dimensional (3D) driver's head and/or helmet, bust and arms
2.11.3. Seat back
2.11.4. The driver and cockpit must be painted. Unpainted driver's cockpits are illegal

2.12. No mechanical parts of the car, except for the guide flag, wheels and tyres, should be visible from any angle when the car is placed on the circuit.
2.12.1. The guide flag must not extend beyond the front of the car. In other words, the guide flag must not be visible in plan view.
2.12.2. Wireless antenna may be visible
2.12.3. It is not necessary to cover gear teeth protruding from the bottom of the chassis

2.13. Any part of the real car, visible from any angle when the car is on the circuit, that does not include bodywork, must be present on the model. Examples include but are not limited to;
2.13.1. Floorpan
2.13.2. Splitter
2.13.3. Diffuser
2.13.4. Radiators/grilles
2.13.5. Exhaust pipe

2.14. Bodies may be mounted to the chassis using threaded screws, or peg-and-cup method (eg HRS) only.
2.14.1. There is no restriction on the number of threaded screws used for body mounting
2.14.2. All threaded screws must be covered with a non-conducting material to prevent a short-circuit with the circuit rails
2.14.3. It is illegal to mount bodies using pins, tape, velcro or other non-specified methods

2.15. The minimum allowed mass for body shells is as follows;
2.15.1. DiSCA Hypercar 20.0g
2.15.2.LM P2 cars 20.0g
2.15.3.LM GT cars 22.0g

2.15.4. Bodies are measured without screws

2.15.5. Any independent interface that permits movement between the chassis and body will not count towards the mass of the body when measured

2.16. The organisers reserve the right to request any modification(s) to any body in order to satisfy the spirit of the regulations, and the right to declare any unsuitable body illegal for contravening the spirit of the event

3. Chassis

3.1. Chassis must be made from plastic
3.2. The chassis is defined as; "The carrier of the motor, axels, and guide flag"
3.3. Any independent motor carrier, and/or associated bracket, is included in the definition of "chassis" and not considered a separate component, for the purposes of rule making

3.4. Chassis components for LM P2 cars must be unmodified original equipment, listed on the official DiSCA Homologation list – 1:32 LM P2

3.5. Chassis components for LM GT cars must be unmodified original equipment, or any specified and unmodified aftermarket option, listed on the official DiSCA Homologation list – 1:32 GT3
3.5.1. Any independent motor carrier from any listed homologated manufacturer may be fitted.
3.5.2. Any chassis modification covered by article 1.7 of the DiSCA GT3 Euroseries Technical Regulations is permitted.
3.5.3. Any BOP specified by the 1:32 GT3 homologation list is directly applicable.

3.6. No part of the circuit surface may be visible through any opening within the perimeter of the chassis, when the fully assembled car is viewed from any angle. Any exception will be subject to proof of faithfulness to the 1:1 racing car only.

4. Motor

4.1. Motors for endurance racing events are provided by the organization;
4.1.1. Slotit MN09ch "Flat 6" 20,5000 rpm
4.1.2. Slotit MX16 "V12/4" 23,000rpm

4.2. Motor orientation for each category is limited to the following;
4.2.1. LM P1 – motor orientation is free, with MN09ch closed side facing upwards
4.2.2. LM P2 – motor and orientation is fixed, with MN09ch open side facing upwards
4.2.3. LM GT – motor orientation is free, with MN09ch open side facing upwards

4.3. Motor cans must be insulated from the circuit rails
4.4. Motor shafts may be shortened under the supervision of a race official
4.5. Any other modification to a supplied motor is illegal

5. Tyres

5.1. Front tyres must be rubber.
5.1.1. On front tyres only, the application of varnish (or alternative hard-setting fluid only) is allowed
5.1.2. Dimensions of front tyres are restricted to the following;
5.1.2.1. Minimum width 8.0mm
5.1.2.2. Minimum diameter 18.5mm
5.1.2.3. Maximum width 10.0mm

5.2. Rear tyres for endurance racing events are supplied by the organizers;
5.2.1. Slotit 1171 G25

5.3. The tyre manufacturer's marking must be present on the sidewall of rear tyres
5.4. Fixing rear tyres to wheels with glue is illegal
5.5. The surface of any tyre may be cleaned with tape or lighter petrol only

6. Light installation

6.1. Cars must start the race with two (2) working headlights and two (2) working taillights.
6.1.1. A working brake light, even when not lit under acceleration, is considered to be a working taillight
6.1.2. A minimum of one (1) working headlight and one (1) working taillight must remain functional at all times
6.2. There is no maximum number of headlights or taillights, providing that the light installation mimics the real car

6.3. Light from headlights must be coloured as follows;
6.3.1. GT category; Yellow
6.3.2. Prototype categories; White or bright xenon white (blue tint)
6.3.3. White light may be filtered through a coloured lens

6.4. Light from all taillights must be red

6.5. LEDs fitted to the car for identification purposes are allowed, but must meet the following conditions;
6.5.1. ID LEDs may be any colour
6.5.2. A single LED 3mm in diameter or smaller may be fitted inside the driver's cockpit
6.5.3. A maximum of three LED lights of the specified colour may be fitted to each side of the car. The installation must sympathetic to the purpose of mimicking the "top 3" position light indicators used in the Le Mans 24 Hours, as illustrated in Appendix A.
6.5.4. Any ID light installation other than those described above may be declared illegal.

6.6. Any manufactured lighting kit is allowed
6.7. Custom lighting circuits are allowed

6.8. Lights must remain visible on the car for fifteen (15) seconds after the car has stopped or lost power

6.9. LEDs do not effect the eligibility of the chassis or body in any way and are not considered illegal when considering regulations that govern either

6.10. The organizers reserve the right to declare any light installation illegal on the basis it provides insufficient illumination
6.11. The organizers reserve the right to declare any light installation illegal on the basis that it is not installed in a manner which is sympathetic to it's purpose

7. General

7.1. The minimum allowed overall mass is as follows;
7.1.1. DiSCA Hypercar 72.0g
7.1.2. LM P2 80.0g
7.1.3. LM GT 72.0g

7.2. The maximum allowed track widths are as follows;
7.2.1. DiSCA Hypercar 64.0mm
7.2.2. LM P2 63.0mm
7.2.3. LM GT 63.0mm

7.2.4. When viewed from above, tyre edges must be contained within the widest point of the wheel arch.
7.2.5. Body shell maximum sizes stated and tolerances stated in 2.2 still apply.

7.3. Traction magnets are illegal

7.4. Ballast is allowed.
7.4.1. Ballast must not be visible from any view of the car, including when viewed from the bottom
7.4.2. Ballast must be securely fixed in place at all times
7.4.3. All ballast must be contained within the boundaries of the chassis
7.4.4. Ballast must not be used in a manner that it acts as a structural component

7.5. Axels and bearings are free, with the exception of LM P2;
7.5.1. LM P2 cars must be fitted with steel axels of uniform diameter.
7.5.2. LM P2 bearings must be listed on the official DiSCA Homologation list – 1:32 LM P2.

7.6. Gearing and transmission is free
7.7. AWD systems are only permitted on models of cars which feature AWD systems

7.8. Wheels are free, but must be fitted to an axel.
7.8.1. Wheels must have either a moulded, machined, or two-dimensional (2D) colour printed face appropriate to the wheel style of model. Plastic inserts are considered to be a moulded face
7.8.2. All wheel inserts must be mounted in a position considered 'original' by the organisation and not be mounted inboard our outboard of the original position.

7.9. Suspension is free.
7.9.1. Suspension may contain metallic parts, but is otherwise considered part of the chassis
7.9.2. No magnetic force must be felt through the bottom of the chassis from any suspension kit

7.10. Guide blade is free, but must be compatible with the circuit and lane changing mechanism

7.11. Cables, braid and connectors are free.
7.11.1. Braid must be trimmed to a length shorter than the guide flag

7.12. All cars must be compatible with all relevant requirements detailed by the appendices

8. Change Log

2025 v1.0	LM P1 replaced by DiSCA Hypercar. Total revision of regulations to update the scope of LM P2 and LM GT as commercially available categories. Weights of all categories updated. Max with of DiSCA Hypercar extended. Technical Illustrations and Appendices updated
2024 v1.0	LM Hypercar & LMDh included as part of the LM P1 category
2023 v1a/b	Corrections to minor errors in appendices, no technical changes
2023 v1.0	Revisions to section 4, introducing free motor orientation for LM P2 cars Appendix A has been updated to reflect this change

1.2.1 Appendix A: DiSCA World Endurance Championship

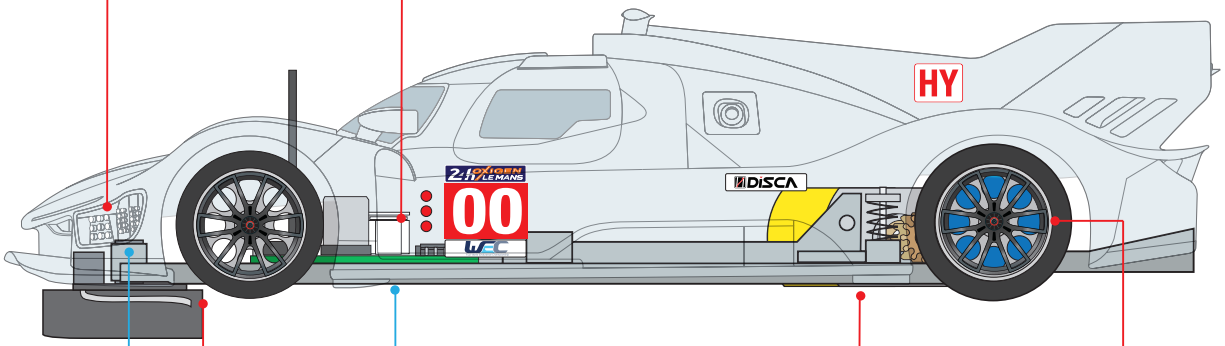
1.1.1 Category definition DiSCA Hypercar & Technical illustrations

DiSCA Hypercar - Le Mans Hypercar “HY” / IMSA LMDh “GTP” from 2022. An open category with the greatest technical freedom within the formula, where cars may be built from scratch or significantly modified market offerings.

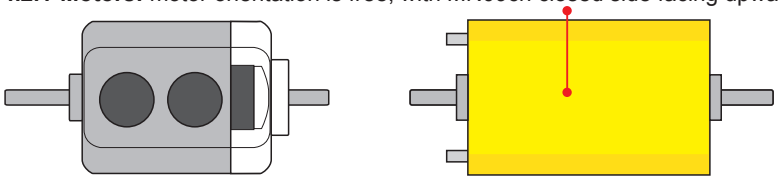
HY

2.7 Official sticker placement
2.7.1 Official racing number on front and each side of the car.
2.7.2 Any non official racing number must be removed or covered.
2.7.3 Category badge on each side of the car. Optional on other locations.
2.7.4 DiSCA decal on front of the car. Optional on other locations.
2.7.5 If applicable oXigen 24hrs or WEC decal on each side of the car.

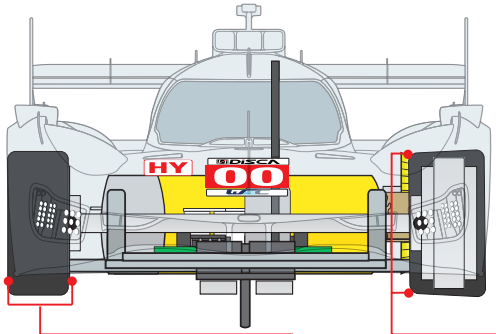
6.3.2 Headlights for Prototype cars must be white or bright xenon white.(blue tint)
6.5.3 A maximum of three red LED lights may be fitted to each side of the car.



4.2.1 Motors: motor orientation is free, with MN09ch closed side facing upwards.



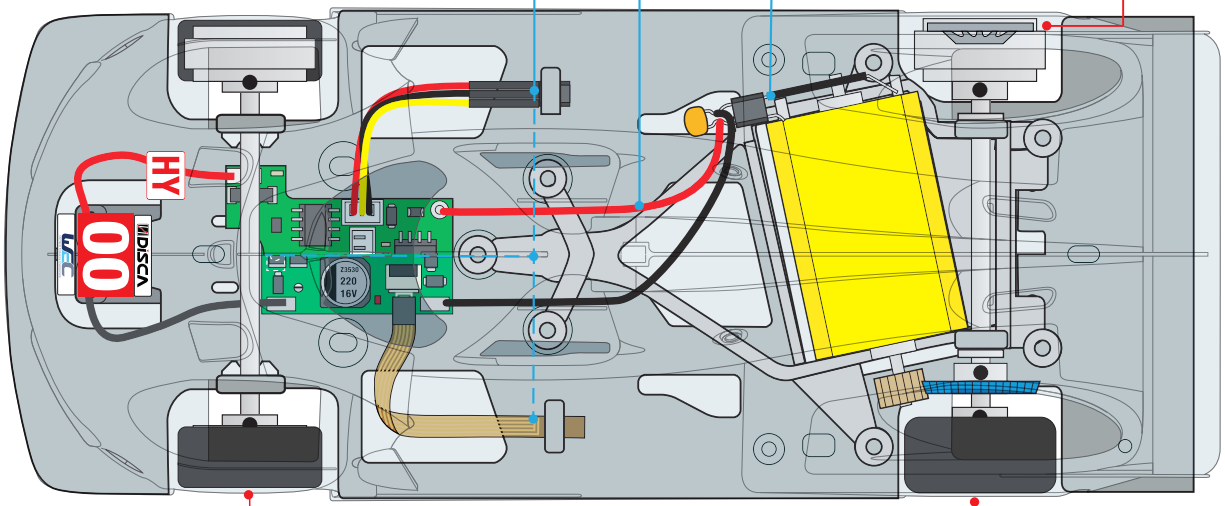
4.3 Motor cans must be insulated from the circuit rails.



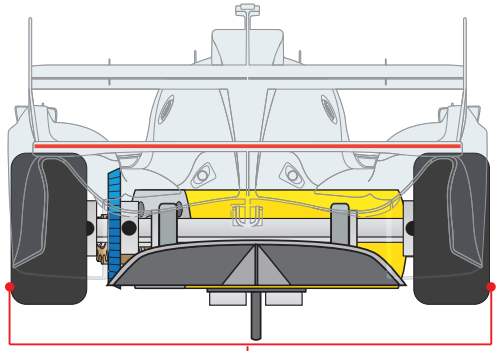
7.8.2. All wheel inserts must be mounted in a position considered ‘original’ by the organisation and not be mounted inboard our outboard of the original position.

7.11.1. Braid must be trimmed to a length shorter than the guide flag.

Advised for installation of the O2 chip:
Max. 35 mm distance between centre guide & sensor LED.
Insulate ferrite man from contact with motor can.
Route lead, motor and light wires away from hall sensor and antenna.
Min. 20 mm distance between centreline chassis & hall sensor.



5.1.2 Front tyre min. width 8mm, max. width 10mm, min.ø 18,5mm.



7.2.1 The maximum allowed track width for DiSCA Hypercar is 64.0mm.
7.2.4 When viewed from above, tyre edges must be contained within the widest point of the wheel arch
7.2.5 Body shell maximum sizes stated and tolerances stated in 2.2 still apply.

1.2.2 Appendix A: DiSCA World Endurance Championship

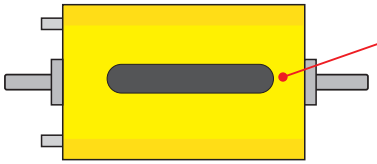
1.1.2 Category definition Le Mans Prototype 2 & Technical illustrations

The P2 category is a second prototype category for Commercially available slot racing cars that may be raced “out of the box” with a limited number of tuneable upgrades from the model’s manufacturer. Cars must feature original equipment featured on the official DiSCA Homologation list - 1:32 LM P2.

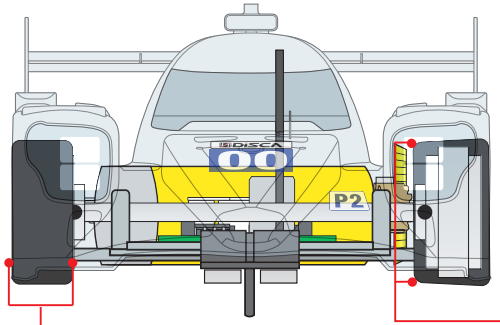
P2

2.7 Official sticker placement
2.7.1 Official racing number on front and each side of the car.
2.7.2 Any non official racing number must be removed or covered.
2.7.3 Category badge on each side of the car. Optional on other locations.
2.7.4 DiSCA decal on front of the car. Optional on other locations.
2.7.5 If applicable oXigen 24hrs or WEC decal on each side of the car.

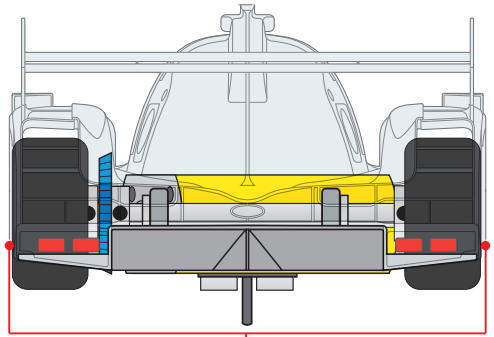
4.2.2 Motors: motor and orientation is fixed, with MN09ch open side facing upwards



4.3 Motor cans must be insulated from the circuit rails.

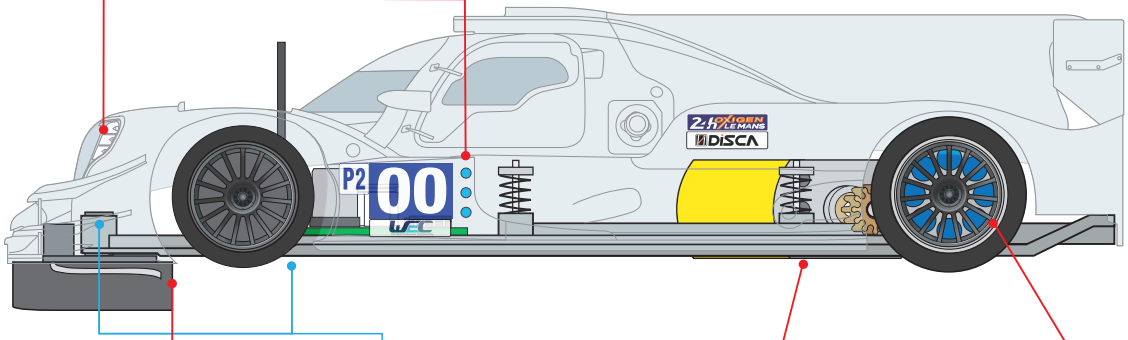


5.1.2 Front tyre min. width 8mm, max. width 10mm, min ø 18,5mm.



7.2.2 The maximum allowed track width for LM P2 cars is 63.0mm.
7.2.4 When viewed from above, tyre edges must be contained within the widest point of the wheel arch
7.2.5 Body shell maximum sizes stated and tolerances stated in 2.2 still apply.

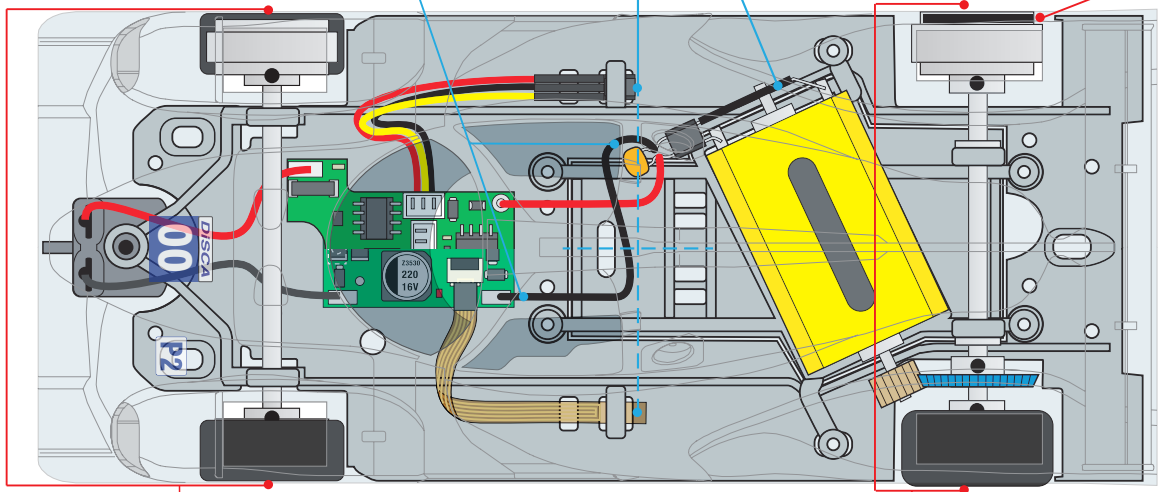
6.3.2 Headlights for Prototype cars must be white or bright xenon white.(blue tint)
6.5.3 A maximum of three blue LED lights may be fitted to each side of the car.



7.8.2. All wheel inserts must be mounted in a position considered ‘original’ by the organisation and not be mounted inboard our outboard of the original position.

7.11.1. Braid must be trimmed to a length shorter than the guide flag.

Advised for installation of the O2 chip:
Max. 35 mm distance between centre guide & sensor LED.
Insulate ferrite man from contact with motor can.
Min. 20 mm distance between centreline chassis & hall sensor.
Route lead, motor and light wires away from hall sensor and antenna.



1.2.3 Appendix A: DiSCA World Endurance Championship

1.1.3 Category definition Le Mans Grand Tourisme & Technical illustrations

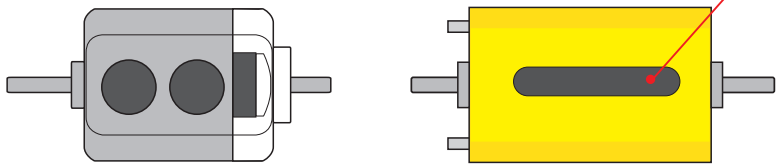
DiSCA LM GT - Commercially available slot racing cars representing those with FIA Group GT3 homologation. Cars and components must be sourced from bonafide manufacturers using either original equipment and / or approved OE aftermarket chassis options featured on the official DiSCA Homologation list - 1:32 GT3.

GT

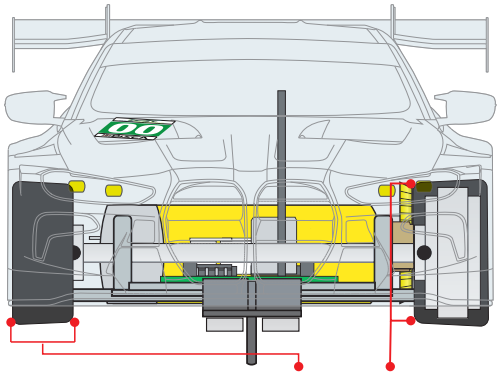
2.7 Official sticker placement

2.7.1 Official racing number, matching Digital ID, on the front and each side of the car.
2.7.2 Any non official racing number must be removed or covered.
2.7.3 Category badge on each side of the car. Optional on other locations.
2.7.4 DiSCA decal on front of the car. Optional on other locations.
2.7.5 If applicable oXigen 24hrs or WEC decal on each side of the car.

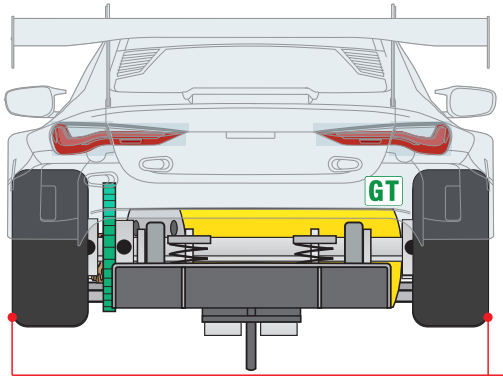
4.2.3 Motors: Motor orientation is free, with MN09ch open side facing upwards.



4.3 Motor cans must be insulated from the circuit rails.

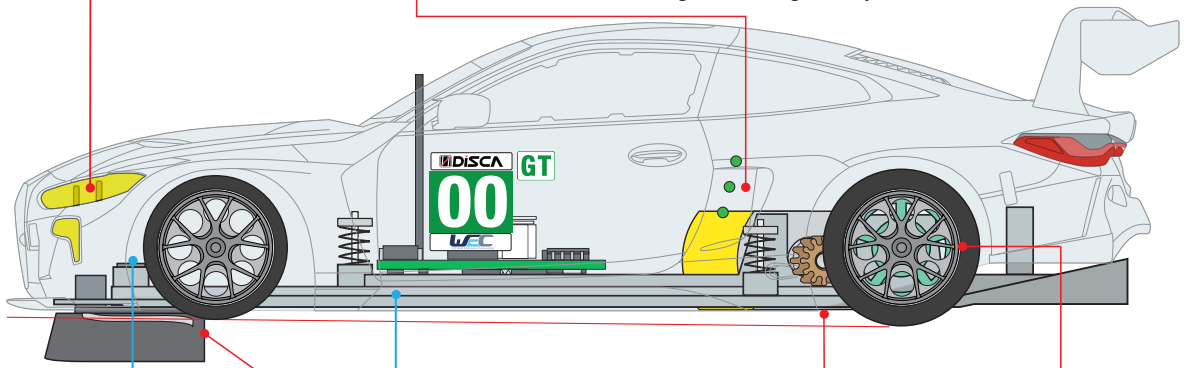


5.1.2 Front tyre min. width 8mm, min.ø 18,5mm, max. width 10mm .



7.2.3 The maximum allowed track width for LM GTE cars is 63.0mm.
7.2.4 When viewed from above, tyre edges must be contained within the widest point of the wheel arch
7.2.5 Body shell maximum sizes stated and tolerances stated in 2.2 still apply.

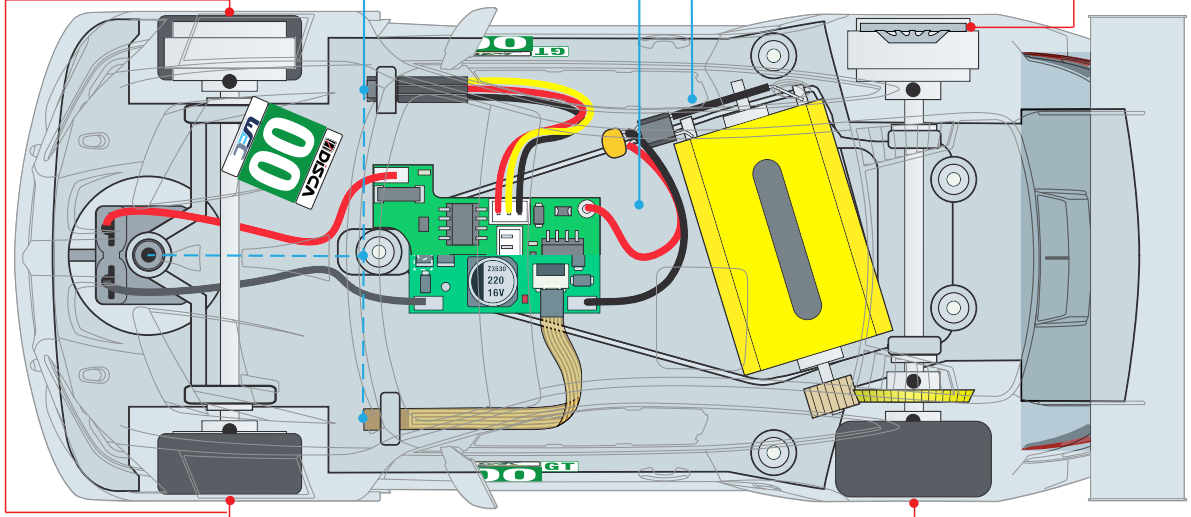
6.3.1 Headlights for LM GT cars must be yellow.
6.3.3 Filtering white light through a coloured lens is allowed.
6.5.3 A maximum of three green LED lights may be fitted to each side of the car.



7.8.2. All wheel inserts must be mounted in a position considered 'original' by the organisation and not be mounted inboard our outboard of the original position.

7.11.1. Braid must be trimmed to a length shorter than the guide flag.

Advised for installation of the O2 chip:
Max. 35 mm distance between centre guide & sensor LED.
Insulate ferrite man from contact with motor can.
Route lead, motor and light wires away from hall sensor and antenna.
Min. 20 mm distance between centreline chassis & hall sensor.



Appendix B - Official DiSCA Homologation List

The Homologation list is an online document. Click on the link: **DiSCA Homologation list**

The following pages contain a dump of the online list taken on the date of issue, for reference purpose only. The latest online version remains the official authority in perpetuity.

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DiSCA Homologation List - 1:32 LM P2

WEC 2025_v1

Manufacturer	Part Code	Description	Notes
Slot.it	CA55 / CA55b	Model / Body Oreca 07	
Slot.it	CA56 / CA56b	Model / Body Acura ARX-05	
Slot.it	CS55t-60	Chassis Oreca / Acura	unmodified
Slot.it	CH14	Bearing	
Slot.it	CH56b	Bearing	
Slot.it	CH74	Motor Mount	
Slot.it	CH82b	Motor Mount	

DiSCA Homologation List - 1:32 GT3

GT3 Euroseries v8.5

			Aftermarket Chassis									
Manufacturer	**Model**	**OE Chassis**	Olifer	ProSpeed	Slotit 3D Fab	National R	Sloting +	Amato	PSR	KAT SS		**BOP Notes**
201 Slotcars	99R3 (Porsche)	Yes										
Black Arrow	GT3 Italia (F458)	Yes	✓			✓	✓			✓	•	Orange Chassis Prohibited
Carrera	Aston Martin Vantage V12	No		✓		✓					•	Lightweight Glazing Permitted
Carrera	Audi R8 LMS (2006)	No		✓							•	Lightweight Glazing Permitted
Carrera	Audi R8 LMS (2015)	No		✓							•	Lightweight Glazing Permitted
Carrera	Audi R8 LMS EVO (2019)	No		✓							•	Lightweight Glazing Permitted
Carrera	BMW M4 GT3	No		✓							•	Lightweight Glazing Permitted
Carrera	BMW M6 GT3	No		✓							•	Lightweight Glazing Permitted
Carrera	BMW Z4 GT3	No		✓							•	Lightweight Glazing Permitted
Carrera	Ferrari 296	No									•	Lightweight Glazing Permitted
Carrera	Ferrari 458 Italia	No		✓	✓					✓	•	Lightweight Glazing Permitted
Carrera	Ferrari 488 Italia	No		✓						✓	•	Lightweight Glazing Permitted
Carrera	Lamborghini Hurracan GT3	No		✓							•	Lightweight Glazing Permitted
Carrera	McLaren 720s	No		✓		✓					•	Lightweight Glazing Permitted
Carrera	Mercedes AMG GT3	No		✓							•	Lightweight Glazing Permitted
Carrera	Mercedes SLS GT3	No		✓			✓				•	Lightweight Glazing Permitted
Carrera	Porsche 991 RSR Evo	No		✓							•	Lightweight Glazing Permitted
Carrera	Porsche 997 GT3	No		✓		✓					•	Lightweight Glazing Permitted
Ninco	Audi R8 LMS (2006)	No		✓		✓						
Ninco	Lamborghini Gallardo	No		✓		✓		✓				
Ninco	Mercedes SLS GT3	No				✓	✓					
NSR	ASV GT3 (Vantage V12)	Yes										
NSR	Audi R8 LMS (2006)	Yes					✓					
NSR	BMW Z4 GT3	Yes										
NSR	Corvette C6.R	Yes										
NSR	Corvette C8.R	Yes										Awaiting BOP
NSR	McLaren 720s	Yes								✓		
NSR	Mercedes AMG GT3	Yes										
NSR	Porsche 997 GT3	Yes										
Racer Sideways	7.20S GT3 (McLaren)	Yes										
Racer Sideways	American Car GT3 (Mustang)	Yes										
Racer Sideways	ASV GT3/E (Vantage V8)	Yes										
Racer Sideways	Bent UK GT3 (Continental)	Yes		✓								
Racer Sideways	Fantasy Car 01 (F488 EVO)	Yes										
Racer Sideways	Japan RCF GT3 (Lexus)	Yes										
Racer Sideways	LB H GT3 (Huracan)	Yes								✓		
Racer Sideways	M.4 GT3 (BMW)	Yes										
Racer Sideways	M.6 GT3 (BMW)	Yes		✓								
Scaleauto	BMW Z4 GT3	RT3 Only										
Scaleauto	Callaway GT3	RT3 Only										
Scaleauto	LMS GT3 Evo (Audi)	RT3 Only										
Scaleauto	MB-A GT3 (AMG)	RT3 Only										
Scaleauto	NSX GT3 (Honda)	RT3 Only		✓						✓		
Scaleauto	P991 RSR (Porsche)	RT3 Only		✓						✓		
Scaleauto	P991.2 GT3 RSR	RT3 Only								✓		
Scaleauto	SLS AMG GT3	RT3 Only	✓	✓		✓						
Scalextric	Aston Martin Vantage V12	No			✓		✓					
Scalextric	Aston Martin Vantage V8 (2018)	No		✓					✓			
Scalextric	Audi R8 LMS (2006)	No		✓		✓	✓					
Scalextric	Bentley Continental GT3	No		✓	✓		✓	✓				
Scalextric	BMW Z4 GT3	PCR only						✓				
Scalextric	Corvette C6.R	No					✓					

DiSCA Homologation List - 1:32 GT3

GT3 Euroseries v8.5

			Aftermarket Chassis									
Manufacturer	**Model**	**OE Chassis**	Olifer	ProSpeed	Slotit 3D Fab	National R	Sloting +	Amato	PSR	KAT SS		**BOP Notes**
Scalextric	Maserati Granturismo GT3	No					✓					
Scalextric	McLaren 12C	No		✓	✓	✓	✓					
Scalextric	Mercedes AMG GT3	No	✓	✓					✓			
Scalextric	Porsche 911 GT3 R	No		✓								
Scalextric	Porsche 991 RSR	PCR only				✓						
SCX	Audi R8 LMS (2015)	No	✓								•	Lightweight Glazing Permitted
SCX	Audi R8 LMS EVO (2019)	No									•	Lightweight Glazing Permitted
SCX	Mercedes AMG GT3	No	✓								•	Lightweight Glazing Permitted
Slot.it	Audi R8 LMS EVO (2019)	Yes										
Slot.it	Maserati Granturismo GT3	Yes										
Slot.it	Nissan GT-R GT3	Yes		✓						✓		
The Area71	296 GT3 (Ferrari)	Yes										
The Area71	488 GT3 EVO (Ferrari)	Yes										
The Area71	911R GT3 MY16 (Porsche)	Yes										
The Area71	911RSR MY17 (Porsche)	Yes										
The Area71	AMG GT3 (Mercedes)	Yes										
The Area71	C8R (Corvette)	Yes										
The Area71	Conti GT3 MY14 (Bentley)	Yes										
The Area71	Conti GT3 MY19 (Bentley)	Yes										
The Area71	Hurracan GT3 (Lamborghini)	Yes										
The Area71	M12C (McLaren)	Yes										
The Area71	M4 GT3 (BMW)	Yes										
The Area71	M6 GT3 (BMW)	Yes										
The Area71	M650S GT3 (McLaren)	Yes										
The Area71	NSX GT3 (Honda)	Yes										
The Area71	R35 GT3 (Nissan)	Yes										
The Area71	R8 GT3 (Audi)	Yes										
The Area71	RCF GT3 (Lexus)	Yes										