SPORTING & TECHNICAL REGULATIONS

24H SERIES
powered by Hankook
2022

Version 8 September 2021

KNAF
Knac Nationale Autosport Federatie

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Introduction

24H SERIES powered by Hankook is organised in conformity with the provisions of the International Sporting Code and its appendices, the FIA General Prescriptions on Circuits and the General Prescriptions applicable to International Series. It will be run in conformity with the Series' Sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J.
24H SERIES powered by Hankook are FIA International Series level Silver.

24H SERIES powered by Hankook may also be referred to as 24H SERIES

24H SERIES are for basically 12hour and 24hour endurance races and offers a platform for amateur drivers and teams to do their hobby (racing for fun), with a wide variety of Cars brands and models and based on technical respected regulations that suit amateur endurance competition.

Although 24H SERIES are basically for amateur drivers (AM), also semi- and even some professional drivers (PRO) are welcome. However, the PRO-drivers must adapt to 24H SERIES format and have to respect the amateur drivers on the track.

We aim to offer amateur teams and drivers to participate on attractive circuits around the world at a relatively low and reasonable budget and to offer a series for amateur drivers to compete with other nationalities from all over the world.

24H SERIES consist of two divisions (TCE and GT):

	Divisions	
	TCE	**GT**
Classes	**TCR** **TCX** **TC**	**GT3** **GT3-PRO/AM** **GT3-AM** **GTX** **991 (PRO & AM)** **992 (PRO & AM)** **GT8R** **GT4** **SP4**

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Within 24H SERIES: The following Championships are applicable:

24H SERIES	
TCE	**GT**
Team Champion each class Driver Champion each class Ladies Champion TCE Junior Champion TCE	Team Champion each class Driver Champion each class Ladies Champion GT Junior Champion GT
24H SERIES TEAM CHAMPION TCE OF THE CONTINENTS	24H SERIES TEAM CHAMPION GT OF THE CONTINENTS

Teams and drivers can participate with a wide variety of Cars, like Touring Cars, Silhouette Cars and GT-Cars.

The 24H SERIES are not open for formula Cars.

Drivers can participate with minimum an International ITD-C or ITC-C-license (Previously known as respectively International D or -C-licence).

The basis of 24H SERIES is to organise Events on FIA approved circuits.

24H SERIES is registered as FIA International Series (SILVER).

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Chapter I – Sporting Regulations

1. These regulations should be read as follows:

- Chapter I: Sporting Regulations (FOR ALL CLASSES)
- Chapter II: May the best team win – BOP-implementation for class GT3 & 991 & 992
- Chapter III: Technical Regulations (FOR ALL CLASSES)
- Chapter IV: Technical Regulations Group "24H Special" for Cars of division TCE and GT
- Individual appendix with specific technical regulations for this class

2. General

This document describes the Sporting & Technical Regulations for the above mentioned 24H SERIES endurance Events.

Additionally, Supplementary Regulations will be published for each Event.

2.1 Sporting Authority (parent ASN)

KNAC Nationale Autosport Federatie (KNAF)
Duwboot 85
3991 CH Houten
The Netherlands

2.2 Sporting Authority (host ASN)

The host ASN will be published in the Supplementary Regulations.

3. Status of the Event

24H SERIES is registered as FIA International Series (SILVER).

4. Promoter/Organiser

4.1 Promoter – Postal Address

	For European races	For races outside of Europe
Promoter Name:	Creventic BV	Creventic International DWC LLC
Address	Zandstraat 11 6591 DA Gennep The Netherlands	DWC Business Center 1st Floor Dubai World Central Dubai Logistics City PO Box 390667 Dubai, U.A.E.

4.2 Promoter – Contacts

Phone: +31 (0)485-471166
E-Mail: info@creventic.com Internet: www.24HSERIES.com

4.3 Organiser

The Promoter may assign the (e.g. local) Organiser to be Organiser or Co-Organiser.
The local Organiser must be a FIA-ASN approved Organiser which holds the necessary permit for the Event.

4.4 Insurance

The Organiser of the Event has concluded a third-party insurance, for all competitors, their team members, and drivers.
Drivers taking part in the Event are not third parties with respect to one another.

5. Conditions

5.1 General Conditions

The Promoter reserves the right to amend the approved Sporting & Technical Regulations with approval of KNAF before the closing date of the Event.

The Promoter reserves the right to postpone, abandon, change (e.g. the duration), replace or cancel the meeting or any part thereof before the Event is started. The Promoter alone, will in such case, make the decision about the consequences for the 24H SERIES championships. In this event the competitor has no right to claim against the neither Organiser nor Promoter with respect of any loss or expense he may thereby incur.

The Promoter may also offer other services, e.g. transportation of Car and equipment. Related to any services the Promoter offers AND related to above mentioned right to postpone, abandon, change or cancel the meeting or any part of it and in case of any delay or any other problems, damages or losses, the competitor has no right to claim against neither the organiser nor the Promoter with respect of any loss or expense he may thereby incur.

The following reasons or causes are included, but not limited to weather conditions, force majeure, act of God, government decisions, pandemic, terrorism, strikes, riots and war.

In case of an appeal of any dispute leading to an appeal in connection with the organized Events as described in these regulations, this will be subject to the exclusive jurisdiction of the "College for Autosport Rechtspraak KNAF" (CAR) as indicated in the General Prescriptions of the FIA as a Parent ASN.

In case of any dispute in connection with any other matter, this will be subject to the exclusive jurisdiction of the Dutch Court, based in the Netherlands.

5.2 Specific Conditions

The Event will be run in compliance with the following regulations to which all competitors submit them by the very fact of presenting the entry form:

- FIA International Sporting Code (ISC) and its appendices
- These Sporting & Technical regulations
- The Supplementary Regulations of the Event
- Decisions and provisions published by the KNAF (Parent ASN)
- Decisions and provisions published by the host ASN
- Official Series Bulletins for the 24H SERIES (KNAF)
- Official Event Bulletins during the specific Event (Stewards)

5.3 Circuit conditions

Any cost of damages to circuit-properties, caused by the competitor, driver or any team member will be accounted to the competitor. E.g. damages of guardrail, fences, pit box, etc.

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6. Officials

6.1 Officials

The following officials, who may have assistance, will be appointed by the Promoter and published in the Supplementary Regulations:

- Race Director
- Chief Scrutineer
- Chief Timekeeper

Other officials: See Supplementary Regulations of each Event.

7. Calendar and Timetable

7.1 **Calendar** 24H SERIES **2022**
For the official actual calendar, visit www.24HSERIES.com.

7.2 **Timetable:**
See Supplementary Regulations of each Event. See also www.24HSERIES.com

8. Competitors/Drivers/PRO/AM/Teams/Team Managers

8.1 Competitors

8.1.1 Competitor licence

Any person or legal entity holding an International competitor (or driver) licence.
Foreign competitors must submit the authorization of their ASN (see art. 3.9.4 ISC)

According to International Sporting Code (art. 9.1.2 of ISC) if a team does not have a team competitor licence, the competitor will become the first driver in the entry form and entry list. In this case, the first driver must hold a valid competitor license.

For publication and ranking purposes, the competitor must register a Team name.
See article 39.6 of this chapter: Definition of a Team and Team name.

8.1.2 Team Manager

In every entry form, the Competitor must assign a Team Manager who, in his/her absence, shall assume all of his/her rights and obligations.

The Team Manager must be available throughout the Event for Promoter and Officials.
Amongst others, the Team Manager will be attributed the following tasks:

- To carry out the steps for Administrative Checks and scrutineering.
- To sign (on paper or validate/approve electronically) the acknowledgement of communications and sanctions.
- To consult the Race Director on any point which is not clear.
- To make sure that drivers/competitors and the mechanics know their task.
- To attend the Team Managers' Briefing.
- The Team Manager is responsible to check and verify that all drivers that have passed full clothing scrutineering are wearing the obligatory driver's equipment in this Event as indicated in the regulations; see also article 15.11 of this chapter.
- The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (FHR) system must be logged/administrated on the ENTRY FORM. This administrative check is a responsibility of the Team Manager.
- To ensure that competitors and drivers have sent an electronic copy of the following documents to the Promoter:
    - Licenses
    - Authorisation

In case a Team Manager does not fulfil his responsibilities, the competitor will receive penalty at discretion of the Race Director.

8.1.3 Drivers Eligibility

(According to FIA appendix L, Chapter I).

8.1.3.1 International Grade C - Circuits (ITC-C)

Minimum licence required for:

Circuits

Required for all circuit Cars with a weight/power ratio of between 2 and 3 kg/hp

(A National (EU) licence is NOT valid).

Weight/power ratio

- Weight = weight of vehicle in kg in running condition including driver as described in the relevant technical regulations.
- Power = maximum power output of vehicle in hp as measured at the crankshaft.

8.1.3.2 International Grade D - Circuits (ITD-C)

Minimum licence required for:

Circuits

Required for all circuit Cars with a weight/power ratio greater than 3 kg/hp.

Weight/power ratio

- Weight = weight of vehicle in kg in running condition including driver as described in the relevant technical regulations.
- Power = maximum power output of vehicle in hp as measured at the crankshaft.

8.1.3.3 All foreign* competitors must submit the authorization of their ASN (according to nArt. 3.9.1 ISC).

Please note, that some ASN's have included a permanent authorization for Events on the FIA calendar, for example by mentioning this on the International licence.

**Foreign = Licence is issued by a different ASN than the Host (local) ASN of the specific Event.*

8.1.3.4 If the original licence and ASN authorisation are drawn up in a language, which makes verification impossible, the competitor/driver must submit an authenticated copy in English or in German language.

8.1.3.5 Drivers with handicap

To make sure that scrutineers and rescue teams are informed accordingly, drivers with handicaps and their teams must inform the Promoter in writing on the entry form prior to the Event for the matter of safety.

See also requirements for modification of the Car, art. 18.1.4 of this chapter (Car, adapted for disabled drivers).

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8.1.3.6 Driver medical examination

The Race Director or the Stewards may require a driver to have a medical examination by the chief medical officer. In case of an unfavourable medical result, they may refuse the participation in any practice and/or race of the driver concerned.

8.1.4 Change of driver line-up (during the Event)

A change of driver line-up during the Event includes adding driver(s) and/or removing driver(s) and changing a driver's name.

8.1.4.1 A change of driver line-up may be made before the beginning of Qualifying and must be done in writing to the secretary of the Event. Each requested change must be accompanied by the applicable (amendment) fee.

8.1.4.2 A change of driver line-up during or after qualifying due to special circumstances must be requested to the Race Director in writing. At discretion of the Race Director, he can propose this driver change to the Stewards for approval.

Each requested change must be accompanied by the applicable (amendment) fee.

8.2 Number of drivers per team

Each team of a Car must be made up of **minimum 2** and **maximum 5 drivers.**

8.3 Maximum number of PRO drivers and minimum number of AM drivers per team

Referring to the introduction: 24H SERIES, aims to offers a platform for amateur drivers (AM). To maintain this objective the following limitations on professional (PRO) drivers is stated.

8.3.1 The Promoter will determine the driver category (PRO, SEMI-PRO or AM) in which the FIA-drivers category list is a guideline.

Driver Category	Guideline
PRO	level FIA Gold or FIA Platinum
SEMI-PRO	level FIA Silver**
AM	level FIA Bronze, or not on FIA-list*

*Drivers who are not on the FIA-list will be assigned their category by the Promoter, based on their experience and race results. This does not necessarily need to be AM.

**Drivers who believe they are ranked Silver on the FIA-list due to their age may request to be assigned to AM- or category. Each request is handled individually.

The driver-categorization procedure is www.24HSERIES.com

Driver categories are published on the entry list of the specific Event.

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8.3.2 Team Composition/Drivers line-up

The following tables defines the team composition requirements that need to be met by all competitors. The Promoter may decide upon exceptions.

Teams ALL Classes (except GT3, 991 and 992)

Driver Category	Teams all classes* (except GT3, 991 and 992)
PRO	Maximum 2
SEMI-PRO	Free
AM	Minimum 1

* Additional a Team with full SEMI-PRO drivers line-up is allowed: see art. 8.3.2.1

Teams Class GT3

Driver Category	GT3-PRO Teams*	GT3-PRO/AM Teams	GT3-AM Teams	
	with PRO-BOP**	with PRO/AM-BOP**	with AM-BOP**	with AM-advantage-BOP**
PRO	Maximum 2	Maximum 1	No PRO driver allowed	No PRO driver allowed
SEMI-PRO	Free	Free	Maximum 1	No SEMI-PRO driver allowed
AM	Minimum 1	Minimum 2	Minimum 2	Only AM-drivers allowed

* Additional a Team with full SEMI-PRO drivers line-up is allowed and will be assigned as GT3-PRO Team: see art. 8.3.2.1

** In art. 18.3.2 is described in which GT3 class, a specific GT3 team will be assigned to.
In Chapter II are the background, principle and detailed sporting regulations of Class GT3 described.
Including an example of GT3-BOP consequences of Driver-line up. (see art. 2 of Chapter II)

Teams Class 991 and Teams class 992

Driver Category	Teams Class 991-PRO* Teams Class 992-PRO*	Teams Class 991-AM Teams Class 992-AM
	with PRO-BOP**	with AM-BOP**
PRO	Maximum 2	No PRO driver allowed
SEMI-PRO	Free	Maximum 1
AM	Minimum 1	Minimum 2

* Additional a Team with full SEMI-PRO drivers line-up is allowed and will be assigned as 991/992-PRO Team: see art. 8.3.2.1

** In art. 18.3.2 is described in which 991/992 class, a specific 991/992 team will be assigned to.
In Chapter II are the background, principle and details sporting regulations of Class 991/992 described.
Including an example of 991/992-BOP consequences of Driver-line up. (see art. 3 of Chapter II)

8.3.2.1 SEMI-PRO driver's line-up

To make 24H SERIES more attractive for (young) talented drivers:

Additional all classes are allowed to have a team composition of ONLY SEMI-PRO drivers (So No AM-drivers and No PRO-drivers allowed).

To participate with a driver's line-up of ONLY SEMI-PRO drivers is only possible after written request (preferable with the entry form) and approval of the Promoter.

The consequences of such driver line-up are described below:

For class 991 and class 992:

Such a team (only SEMI-PRO drivers) will be considered as 991-PRO Team or 992-PRO-Team and therefor will be assigned to class 991-PRO or 992-PRO, respectively with: 991-PRO-BOP and 992-PRO-BOP).

For class GT3:

Such a team (only SEMI-PRO drivers) will be considered as GT3-PRO Team and therefor will be assigned to class GT3 with GT3-PRO-BOP.

For all other classes:

Such a team (only SEMI-PRO drivers) will receive a specific BOP-amendment, this specific "SEMI-PRO-BOP" will be published in the BOP-Publication of the specific race. (Such "SEMI-PRO-BOP" can be for example +30kg and -/-5L refuelling, referred to the normal/published BOP of these classes.)

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8.4 Specific driving time requirements

The specific driving time requirements for all classes are as described in the following tables:

See also art. 30.2 of this chapter for the driving time definition.

All times in the table below are **SUMS** of the driving times of all drivers of the specific category (PRO, SEMI-PRO-AM) of one team.

8.4.1 ALL Classes (except GT3, 991 and 992)

Driving time requirements

Class	Driver Category	Driving time (sum)	Example (12H race)	Example (24H race)
All classes* (except GT3, 991 and 992)**	PRO	Maximum 50% of initial race duration**	Maximum 6 h	Maximum 12 h
	SEMI-PRO	Free	Free	Free
	AM	Minimum 30 minutes in a <10H* race Minimum 1 hour in a 10-15H race, Minimum 2 hours in > 15H race (eg. 24H)	Minimum 1 h	Minimum 2 h

* <10H means, total initial** race duration <10H.

E.g. <10H race is NOT applicable in case a 12H race is split in 3H+9H, as the total initial race duration is still 12H.

** If the race has been suspended by a red flag, the race duration will be the initial race duration minus the red flag duration. These times will be communicated by the Race Director.

*** For teams with a full SEMI-PRO Driver-line-up, minimum or maximum driving times are not applicable.

Please note:
For all Classes for all drivers to score points for the championship, the minimum driving time according to art. 39.16.1.2 remains applicable.

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8.4.2 Class GT3

Driving time requirements

Class	Driver Category	Driving time (sum)	Example (12H race)	Example (24H race)
GT3-PRO Team* in Class GT3**	PRO	Maximum 50% of initial race duration**	Maximum 6 h	Maximum 12 h
	SEMI-PRO	Free	Free	Free
	AM	Minimum 30 minutes in a <10H* race Minimum 1 hour in a 10-15H race, Minimum 2 hours in > 15H race (eg. 24H)	Minimum 1 h	Minimum 2 h
GT3-PRO/AM	PRO	Maximum 33,3% of initial race duration**	Maximum 4 h	Maximum 8 h
	SEMI-PRO	Free	Free	Free
	AM	Minimum 50% of initial race duration**	Minimum 6 h	Minimum 12 h
GT3-AM with AM-BOP	PRO	No PRO driver allowed	Not applicable	Not applicable
	SEMI-PRO	Maximum: 25% of initial race duration**	Maximum 3 h	Maximum 6 h
	AM	Free	Free	Free
GT3-AM with AM-advantage-BOP (Only AM-drivers)	PRO	No PRO driver allowed	Not applicable	Not applicable
	SEMI-PRO	No SEMI-PRO driver allowed	Not applicable	Not applicable
	AM	Free	Free	Free

***** <10H means, total initial** race duration <10H.
E.g. <10H race is NOT applicable in case a 12H race is split in 3H+9H, as the total initial race duration is still 12H.

****** If the race has been suspended by a red flag, the race duration will be the initial race duration minus the red flag duration. These times will be communicated by the Race Director.

*** For GT3 Teams with a full SEMI-PRO Driver-line-up (considered as GT3-PRO Team), minimum or maximum driving times are not applicable.

Please note:
For all Classes for all drivers to score points for the championship, the minimum driving time according to Art. 39.16.1.2 remains applicable.

8.4.3 Class 991 and Class 992

Driving time requirements

Class	Driver Category	Driving time (sum)	Example (12H race)	Example (24H race)
991-PRO* 992-PRO***	PRO	Maximum 50% of initial race duration**	Maximum 6 h	Maximum 12 h
	SEMI-PRO	Free	Free	Free
	AM	Minimum 30 minutes in a <10H* race Minimum 1 hour in a 10-15H race, Minimum 2 hours in > 15H race (eg. 24H)	Minimum 1 h	Minimum 2 h
991-AM 992-AM	PRO	No PRO driver allowed	n.a.	n.a.
	SEMI-PRO	Maximum 33,3% of initial race duration**	Maximum 4 h	Maximum 8 h
	AM	Free	Free	Free

***** <10H means, total initial** race duration <10H.
E.g. <10H race is NOT applicable in case a 12H race is split in 3H+9H, as the total initial race duration is still 12H.

****** If the race has been suspended by a red flag, the race duration will be the initial race duration minus the red flag duration. These times will be communicated by the Race Director.

*** For 991/992 Teams with a full SEMI-PRO Driver-line-up (considered as 991/992-PRO Team), minimum or maximum driving times are not applicable.

Please note:
For all Classes for all drivers to score points for the championship, the minimum driving time according to art. 39.16.1.2 remains applicable.

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9. Entries and Entry Confirmation

9.1 Entries

9.1.1 The opening date and closing dates of the specific Event will be published in the Supplementary Regulations of the specific Event.

9.1.2 Entry applications must be submitted on the official entry form. The entry form including its appendices must be duly completed in order to be accepted. All required declarations, in particular concerning the technical modifications carried out on the race Car, must be made.

9.1.3 Any entry for which the entry and other fees (i.e. additional service space) have not been paid until the entry closing date will not be accepted.

9.1.4 Competitors are themselves responsible to present a proof of the payment.

9.1.5 According ISC 3.14.1: The Promoter reserves the right to reject an entry under specification of the reason before the closing date of the Event. If a competitor has applied for a full season entry, the Promoter has the right to terminate this automatic entry for the remaining or single Events.

9.1.6 Entries made by telephone are invalid and cannot be accepted. Only entries in written form are accepted.

9.1.7 All entries must be signed by the competitor (Team Manager) and all drivers. If a driver is replaced by another driver, the competitor is responsible that the new driver signs the entry form.

9.1.8 Change of class or group of a competitor after the entry closing date is only possible by the Promoter that will propose this change by the Stewards for judgement and approval.

9.2 Entry Confirmation

All accepted entries will be confirmed in writing (entry confirmation). With the entry confirmation, the competitor and the Promoter enter a contract. This contract compels the competitor to take part in the competition under the conditions published in these Regulations.

10. Entry Fees, Additional Costs and Fees

10.1 Individual Entry fee reduced by the Promoter's sponsors

The Promoter has contracts with sponsors and/or tyre suppliers who contribute to the individual entry fees if an advertising space on the competition Car is provided. See Article 13 of this chapter for additional information about the obligatory advertising.

10.2 Additional costs and fees

10.2.1 Any amendment in the entry form concerning the Car and/or the team announced (including driver change) after the entry closing date: Administrative charges apply, according to the entry form of the specific Event.

10.2.2 Entry request for paddock space (e.g. for hospitality tents, mobile home, or service vehicle).

Possibilities and prices on written request and/or entry form (preferable together with the entry form).

The allocation of spaces will be made on "first ask first serve" basis according to available place and exclusively after the Promoter approval. Competitors cannot raise any claim on additional spaces or the admission of service vehicles with excessive dimensions.

- Additional specifications in this context are published in Article 20 of this chapter.

10.3 Entry Fees, Additional Costs and Fees – Payment

10.3.1 The entry fees and the additional costs and fees must be transferred in € (Euro's) to the following account:

See www.24HSERIES.com

Do not forget to mention: "Name of Event or Country of the race and TEAM NAME" in the payment details.

10.3.2 Entry fee, incomplete

Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees including all additional costs and fees have not been paid completely are regarded null and void and will be returned to the sender.

10.3.3 Payments during the Event

Any payment which must be made on-site, or any subsequent charges must be made in cash. Cheques submitted on-site will not be accepted!

For all those charges, which must be paid cash, a notification will be published during the Event, which nominates the equivalent in local currency.

10.4 Entry Fee – Reimbursement

The entry fees will only be refunded in the following two cases:

- Refusal of the entry.
- Withdrawal of the entry with foundation for a 'good reason' (at discretion of the Promoter) before the entry closing date – reimbursement of the total entry fees paid.

If the entry is withdrawn after the entry closing date, there is no claim to the refund of the entry fee.

11. Provisional Entry List

All accepted and approved entries regularly received by the Promoter along with payment of the complete entry fee will be shown on the **provisional** entry list.

12. Entry Closing Date

Entry closing date will be stated on the entry form of the specific Event and in the Supplementary Regulations of the Event.

13. Marketing, TV, Compulsory Advertising and Merchandising

13.1 Advertising / Promotion

The Promoter is the owner of all the advertising rights, TV rights, Internet rights, Merchandising rights and all other Intellectual Property rights regarding the Event.

The Promoter reserves the right to vest single components of the marketing rights or the exclusive marketing rights to a partner.

Promotion during the Event in any kind (e.g. tyre brand) without written approval of the Promoter is strictly forbidden.

Any inappropriate advertising (at discretion of the Promoter) is strictly forbidden. Unless explicitly otherwise stated in the Supplementary Regulations or with written approval by the Promoter.

13.2 Compulsory advertising

13.2.1 Description of the compulsory advertising to be affixed on the race Cars

XXXXX is: advertising/sponsor name/logo

- Competition number panels on the front doors, 56 cm x 56 cm large, XXXXX below the race numbers, XXXXX above and XXXXX on the left side of the race numbers.
- Small competition numbers on the front windscreen and rear window, up to 20cm high.
- Upper windscreen streamer XXXXX, up to 20 cm high.
- Upper rear window streamer XXXXX, up to 20 cm high.
- Front and rear registration plate area XXXXX, 40x10 cm large.
- Front left and right mudguards XXXXX, 40 x 15 cm large.
- Rear left and right mudguards XXXXX, 40 x 10 cm large.
- Any other advertising published separately.

13.2.2 Failure to comply with the compulsory advertising instructions may lead to non-admission to the start and/or can be penalized.

14. Administrative Checks

14.1 Initial Event checks

Prior to the beginning of free practice, the competitors' and race Cars' documents will be checked. Each competitor is solely responsible to have passed administrative checks and scrutineering before free practice.

14.2 Administrative Checks will take place upfront of an Event at the home office.

Therefore, the Team Manager is responsible that all competitors/drivers of his team have send an electronic (scanned) copy of the following documents to the organiser at least one week upfront the beginning of their first Event. Please note that one copy per calendar year is sufficient.

For new competitors/drivers during the season also these documents must be sent upfront of their first Event to the Organiser.

The required documents are:

- Competitors and all drivers current and valid licences
- ASN authorisation for foreign competitors and drivers
  - once in case of permanent authorisation (see art. 8.1.3.3 of this chapter)
  - every Event in case of single Event authorisation

Please note that competitors/drivers must present their licences, authorisation to start and their ID-card on request for verification during the Event, due to random check by Organiser and/or Stewards.

14.3 Entry Form

At the WELCOME Centre / Race Administration, the ENTRY FORM of each team will be checked and must be submitted at all points (as for example Administrative Checks, Scrutineering etc.) for registration. Please note, according to art. 25 of this chapter, Team Manager and all drivers must sign the entry form.

15. Scrutineering

Cars must comply with their respective homologation papers and meet essential safety standards set by the regulations during the Event. Presenting the Car at scrutineering will be deemed an implicit statement of the conformity of the Car.

- Compliance with the Technical Regulations applicable for the Car (present Appendix J, FIA Prescriptions)
- All Technical Regulations 24H SERIES powered by Hankook, its Appendices and Bulletins
- The Car must not damage the image of automobile sports according to Promoter
- The Car must not damage the reputation of automobile sports relating to their presentation according to Promoter

15.1 Location

Scrutineering will take place in the scrutineering area/garage for the exact location see Supplementary Regulations.

15.2 Sticker lane

A so-called sticker lane will be placed in front of the scrutineering to check whether the compulsory stickers (advertising and reflective stickers) have been affixed in accordance with the given instructions.

15.3 Required items at scrutineering

Overview of required items which need to be present/operational at scrutineering

Unless otherwise stated in the Supplementary Regulations of the specific Event.

Item	Obligatory?	See	Remarks
Start numbers	Yes	art. 5.1 Chapter III	Provided by the Promoter
Compulsory advertising	Yes	art. 13 Chapter I	Provided by the Promoter
Illuminated back panels (left and right door start numbers)	Yes	art. 5.3 Chapter III	Can be purchased at the Promoter
Transponder with driver-ID	Yes	art. 5.2 Chapter III	Can be purchased at the timekeeper
Led-Position display (one left- and on right-side)	Yes	art. 5.4 Chapter III	Can be purchased at Promoter
Data-logger (Evo4/Evo5) only for selected classes/Cars	Yes	art. 5.5 Chapter III	Can be rented/purchased More info see entry-service-form
The roll cage certificate	Yes		Valid roll cage certificate (if applicable)
The FIA-safety tank certificate	Yes		FIA-safety tank certificate
Homologation papers	Yes		Homologation papers (if applicable)

15.4 Empty tank prior to scrutineering

The following compulsory rules apply when Cars are presented at their initial scrutineering.

15.4.1 The Car needs to be presented with an empty fuel tank (less than 2 litres). Not complying with this rule, will be reported to the Race Director who may impose a penalty at his discretion.

15.4.2 To empty the fuel tank of the Car the Car must be moved to the refuelling area. Only at the refuelling area it is allowed to empty the fuel tank and dispose the fuel into (team owns) steal jerry cans/drums up to 50Kg. This fuel can be refuelled into the Car again in the refuelling area in full compliance with the applicable refuelling regulations, for use during unofficial sessions (prior to Free Practice) only.

15.5 TC-Approved and Final Sticker

15.5.1 TC-Approved Sticker

All Cars will receive a "TC-approved" sticker after having successfully passed scrutineering. This scrutineering-sticker must be placed at the top left of the front-windscreen. Any Car failing to display the scrutineering sticker will not be admitted to any practice or to race.

15.5.2 Final Sticker

Each team will receive a "FINAL" sticker after having successfully passed administrative checks. This FINAL-sticker must be placed at the top left of the front-windscreen. Any Car failing to display the "FINAL or TC-Approved sticker will not be admitted to any practice or to race.

15.6 Repairs after Scrutineering

Any Car which - after having passed scrutineering – is seriously damaged must be re-presented to the Chief Scrutineer after repair and be approved in order to be allowed to continue in any practice or race. Competitors are themselves responsible for presenting the Car concerned on their own accord. The Race Director may instruct the team as well.

15.7 Re-admission after accident damage

The Race Director will decide about a possible re-admission after serious damage.

15.8 Cars presenting potential danger

Any Car in the Event that is presenting a potential danger must be stopped for repairs at their garage. If the Car is on track a 'Black flag with orange disc' is shown to the driver at start/finish line according FIA appendix H, 2.5.4.1.e the Car may not re-join without approval from the Race Director.

15.9 Checks during the Event

The Race Director or Stewards reserve the right to carry out technical checks at any time during the Event, in particular in relation to the compliance of the race Car with the Technical Regulations. The teams must give any kind of support (Car pass or equivalent documents, data sheets, dates, competent team members, mechanics, tools, other necessary and useful material, etc.) to the Race Director/scrutineers so that these checks may be carried out as quickly as possible.

15.10 Ride Height (measuring location)

15.10.1 For Cars/classes where it is applicable the ride height will be measured at an assigned (fixed) location in the scrutineering area.

For all competitors, to determine their reference ride height, the assigned location is available for teams.

15.10.2 Any failure to comply with the minimum ride height may result in the penalties as described in art. 41 of this chapter.

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15.11 Drivers' equipment, clothing, helmets, and Frontal Head Restraint (FHR) system

15.11.1 Drivers' clothing is an important safety item at 24H SERIES Events. It is explicitly expressed that it is the responsibility of the competitor and/or drivers of having and wearing the obligatory drivers' equipment as indicated in these regulations throughout the Event. The competitor shall be held accountable for infringements.

15.11.2 For all drivers:

- On the first Event of the competitor/driver a full clothing check, Frontal Head Restraint (FHR) and helmet will take place at scrutineering and is obligatory to pass scrutineering.
- After passing the check, the helmet, Frontal Head Restraint (FHR) will be marked with a special sticker.
- The Team Manager is responsible to check and verify that all drivers that have passed full clothing scrutineering in a previous Event having and wearing the obligatory driver's equipment in this Event as indicated in the regulations; see also article 8.1.2 of this chapter.
- The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (FHR) system must be logged/administrated on the ENTRY FORM. This administrative check is a responsibility of the Team Manager.
- Each driver must declare explicitly - by signature - that he/she is having and will be wearing the appropriate and obligatory drivers' equipment throughout the Event.

15.11.3 In case a driver is using several overalls and helmets during an Event, as well as any other clothing, this also needs to be presented for checks at the clothing checks.

15.11.4 All articles of clothing can be checked by officials at all times during the Event.

15.11.5 The Race Director has the right to re-check all articles of clothing of each individual driver to determine it meets the requirements as indicated in the regulations.

15.11.6 Drivers taking part in the Event must wear the complete fire-resistant outfit (suit, balaclava, gloves, underwear, socks, and shoes), homologated according to the current ISC Appendix L.

Note to art.1.5 (Appendix L Chapter III) Drivers' Equipment / Maximum weight and communication systems:
This article is interpreted as: it is not allowed to mount radio speakers (earplug-type transducers are allowed) into any helmet which is not is originally equipped with a radio-speaker by the helmet manufacturer. So, a FIA-approved helmet with radio speakers mounted by the manufactures on the FIA-list is allowed.

15.11.7 It is mandatory to use a window net fitted according to current ISC Appendix J Article 253.11. See also Chapter III, Art. 3.1.

15.11.8 Frontal Head Restraint (FHR) system is compulsory.

15.11.9 All components including the helmet must comply with the regulations and the FIA technical lists.

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16. Weighing and Weights

16.1 All Cars will be weighed at scrutineering.

Weighing of the Cars will be done at the available and assigned weighing equipment (e.g. circuit weighing equipment or the Promoter's weighing equipment).
The weight measured (displayed) on this weight-scale is the applicable reference weight for the complete Event.
For all competitors, to determine their reference weight, the assigned weighing equipment (weight-scale) is available for teams.

16.2 At all times during the Event, the Cars must comply with this minimum weight.
A tolerance of 2.0kg will be considered when determining the minimum weight.

16.3 The Cars may be weighed during any practice, qualifying and race at discretion and/or request of Race Director or Stewards, in consultation with chief scrutineer.
Possibly lost time and/or differences of lost time between teams as a result of weighing will not be compensated.

16.4 Any failure to comply with the minimum weight will be reported to the Race Director and will be penalized as described in art. 41 of this chapter.

17. Cars' Identification Marks and Personal Passes

17.1 Upon presentation of the original entry confirmation, all the personal and Car passes to which the competitor is entitled will be issued at the Welcome Centre upon confirmation by signature. The competitor himself is responsible that any drivers, mechanics, or other team members arriving later will receive their personal- and Car passes.

17.2 Car passes will be issued to be admitted to the paddock.
These passes must be affixed to the interior of the front windscreen.
The number of admitted team Cars in form of motorbikes/ quads is restricted to 2 per team.
The vehicle passes issued for these vehicles must be clearly affixed to the motorbike/ quad.
A parking space for motorbikes/ quads will be established in the area of the start and finish building. Any motorbike/quad failing to display the corresponding vehicle pass will be removed by the Promoter.
Any vehicle failing to display the proper Car pass will not be admitted. Two-wheel vehicles (motorbikes/quads) failing to carry the proper pass may be confiscated by the Promoter until the end of the Event.

17.3 The competitors of the Race will receive: (unless otherwise descripted in the Supplementary Regulations)

- 10 team member tickets
- 5 Drivers' tickets
- 1 pass for race truck on the paddock
- 1 car pass for support vehicle/passenger car on the paddock
- 3 car passes for the team parking place (not for the paddock)

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18. Eligible Cars, Divisions and Division into Classes

18.1 Eligible Cars

18.1.1 Vehicles using Unleaded 98 (EURO-SUPER) or DIESEL fuel, electrical or hybrid Cars are admitted.
On request also vehicles using alternative fuels, can be admitted by the Promoter after permission from the ASN.
Also, only Cars from model year 1996 and later are eligible in the FIA groups A, N, DIESEL and Group "24 Hour Special", Group "Silhouette" Cars and Sports Cars and Groups "Exceptional Cars".
Also, special Cup Cars might be admitted by the Promoter. Each special Cup might have their separate class.
The Promoter will decide upon possible exceptions.

18.1.2 Change of Car
If a competitor allowed taking part in the Event wishes, under special circumstances, to change Car, a written request must be posted to the Race Director who has the final decision with the agreement of the Stewards at their discretion.

18.1.3 "Race Couple"
"Race Couple" is defined as an entry with multiple Cars with ONE start number and ONE TRANSPONDER
Referring to Class SP4, Electrical & Hybrid Cars:
The Promoter may decide to accept an entry, where an eligible Car consist of more than 1 Car, under the condition, that at least one Car is a Class SP4 Car and maximum one Car is a (petrol) Car from another class.
In such a case, a team with ONE entry and ONE start number and ONE TRANSPONDER, the team is allowed to use multiple Cars. During a pitstop, the team is allowed to change the Car.
This is referred to: "Race Couple"
This regulation makes it possible to run e.g. 24h race with Cars which are not able to run for 24hours. E.g. a "Race Couple" existing of one electrical TCR Car and one petrol TCR Car.
Additional regulations for "Multiple Car race" will be published in the Supplementary Regulations and/or in a bulletin.

18.1.4 Car, adapted for disabled drivers
Car, adapted for disabled Drivers, must be in possession of a Certificate of adaptations issued by the FIA. (according to FIA ISC 10.3.3. Alternative a certificate of adaptions issued by an ASN may also be accepted.)

18.2 Two Divisions "TCE & GT"

The 24H SERIES is separated in two divisions. During the course of the season, it is possible that two divisions are racing in the same race.
The Promoter reserves the right for waivers.
The divisions will be marked with different start number background colours, as provided by the Promoter.

TCE	GT
Blue	Orange

The classes of each division concerned can be found in the table in Art. 18.3.2 of this chapter.

18.3 Division into Classes

The Promoter keeps the right to add additional race classes at his discretion, after approval of the KNAF, before the closing date of the Event.
In case of this implementation, the classes and their related regulations will be described in the Supplementary Regulations of the specific Event.
During an Event the Promoter may add additional race classes upon approval by the Race Director and Stewards.

18.3.1 The groups specified in Article 18.1 of this chapter are divided into the following classes:
If a certain Car does not belong in a class to the judgement of the Promoter, this Car can be put in the most suitable class.

The specific technical regulations per class can be found in separate appendices, see table below.

18.3.2 Division into classes:

The following table shows the classes per division within the 24H SERIES.

Division	Class	Description	Technical Regulations
TCE	TC	**Petrol and Diesel Touring Cars** Touring Cars, group N, group A and group 24h Specials	Appendix 1
	TCR	**TCR Cars (Touring Cars: Supercharged (basically 2017 and younger)** (1600 – 2000cc basically according TCR-regulations)	Appendix 3
	TCX	**Special Cars** Special Cars which are not accepted in any other class (mainly Touring Cars) Weight/HP-ratio: approx. 3,5-4,0 kg/hp	Appendix 4
GT	SP4	**Electrical and Hybrid Cars (only on special request)**	Appendix 8
	GT4	**GT4 Homologated Cars** Basically, according to SRO GT4 regulations	Appendix 5
	GT8R	**Aston Martin Cup Class** Aston Martin Vantage GT8R	Appendix 6
	GTX	**Special Cars** Special Cars which are not accepted in any other class (e.g. GT-, Silhouette) Weight/HP-ratio: approx. 2,5-3,4 kg/hp	Appendix 7
	991 (PRO & AM)	**Cup class for Porsche Cup 991** Porsche 991-I Cup Cars (models 2014..2016) Porsche 991-II Cup Cars (models 2017..2021)	Appendix 9A
	992 (PRO & AM)	**Cup class for Porsche Cup 992** Porsche 911 GT3 Cup (992) – models from 2021	Appendix 9B
	GT3-AM	**Mainly GT3 Cars, for teams with a AM-driver line-up See art. 8.3.2** Is a class for GT-Cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 10
	GT3-PRO/AM	**Mainly GT3 Cars, for teams with a PRO/AM driver line-up. See art. 8.3.2** Is a class for GT-Cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 10
	GT3	**Mainly GT3 Cars, Class GT3 consists of:** • **Teams with PRO-driver line-up. See art. 8.3.2** • **All Teams of Class GT3-AM** • **All Teams of Class GT3-PRO/AM** Is a class for GT-Cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 10

The table in Appendix 12 gives a detailed overview of eligible Cars and class overview.

18.3.3 Prototype-class at selected Events

The Promoter reserves the right to accept prototype vehicles at selected Events. These vehicles drive in the class "P" and shall not be regarded as part of the TCE- and GT-division. The class shall have a podium ceremony but shall not participate for championship rankings. The technical regulations for this class are as described in appendix 11.

In case, the "P" class is part of a selected Event, this shall be mentioned in the Supplementary Regulations of the specific Event or an Event bulletin.

19. Class Amalgamations

19.1 Should the number of Cars entered in one of the classes be below 5 at the entry closing date, the class concerned might be amalgamated to the next higher one of the same division or most suitable class. At discretion of the Promoter this can also be done for specific Cup classes. (e.g. GTX-> GT4 or GT4 -> GTX).

For amalgamation of class 991, 992 and GT3, see chapter II of these regulations.

The Promoter may decide to maintain a class with less than 5 Cars.

19.2 The final division into classes will be published on the final approved entry list of the Event.

20. Event Rules of Conduct

20.1 The allocation of spaces by the Promoter is binding.
There is no claim on a special paddock area. Access and allocation of areas will be made upon instruction of the officials, their instructions must be strictly respected.

20.2 In the paddocks, some space is available for each team. This is included in the entry fee.

20.3 If space permits, the teams may rent additional paddock space (e.g. for an extra vehicle, tents, mobile homes or caravans). The fees for the additional space may apply.

20.4 Any storage of material, vehicles (including motorbikes and quads), bicycles etc. in the area of rescue escape routes are prohibited. The Promoter reserves the right to assign a "Free" Walking zone directly behind the pit boxes.

20.5 All team members are obliged to respect the house rules of the circuit during the entire Event.

20.6 All damages will be invoiced to the competitor that caused it.

20.7 Any team failing to respect these conditions / prescriptions mentioned in art. 20 of this chapter may be penalized by the Race Director or the Race Director brings the non-compliance for the panel of Stewards for a penalty at their discretion.

20.8 The competitor shall be responsible for all acts or omissions on the part of any person taking part in, or providing a service in connection with, a competition or a championship on their behalf, including in particular their employees, direct or indirect, the drivers, mechanic, consultants, service providers, or passengers, as well as any person to whom the competitor has allowed access to the reserved areas.

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21. Pits, Refuelling, Pit Stops, Racing Services

21.1 Pits and pit regulations

21.1.1 Pit Allocation:

The Promoter will make the pit allocation.

Each pit will be shared by several teams/Cars.

If there is availability at the Circuit, there is the chance to book the option of using a pit garage exclusively.

Applications for teams wishing to share a pit must be submitted together with the entry form.

21.1.2 Pit regulations

21.1.2.1 It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pit building.

21.1.2.2 The pit lane has been divided into lanes. The lane closest to the pit wall/track is designated the 'fast lane' and the lane closest to the pit boxes is designated the 'inner lane' or 'working lane' and is the only area where any work can be carried out on a Car, except in the situation mentioned in art 21.2.1 of this chapter.

The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane.

21.1.2.3 A Car may enter or remain in the fast lane only with the driver sitting in the Car behind the steering wheel in his normal position, even when the Car is being pushed.

21.1.2.4 Any change of drivers and working on the Car may only take place in the working area in front of the pit box assigned to the team.

21.1.2.5 Team members must remain inside the pits garage and not unnecessary in the pit lane area when the Car is not in the pit lane.

21.1.2.6 Every driver change, pit stop, refuelling operation and (time) penalty must be administered by the team. For this purpose, the organization will provide so called YELLOW PIT CARDS. It is the responsibility of the Team Manager that those Yellow Pit Cards are filled in correctly. So the Race Director and/or officials can easily verify at any moment the correctness if the pit stop/refuelling administration.

21.1.2.7 No equipment or gantry or other structures may reach beyond the line defining the working lane.

21.1.2.8 Animals are prohibited in and behind the pits, in all the paddock areas, on the track and in all areas reserved for spectators. Only animals used by the Organiser for controls and security are allowed.

21.1.2.9 Children under the age of 16 are not allowed in the pit lane.

21.2 Pit Stops

21.2.1 Service and repairs on the Cars may only be carried out in the pit lane. (Please also note art. 21.2.4 of this chapter is applicable).

Refuelling in and at the pit box and pit lane is absolutely prohibited, during the whole Event.

Pit stops must be carried out in the working lane (not in the pit box).

Only longer repairs (e.g. damage/engine change) are allowed to be performed inside of the pit box (at discretion of Race Director).

A pitstop with one or more of following service/repairs, is NOT considered as a "longer repair":

- driver change
- tyre change
- brake pads/discs change

21.2.2 All parts and tools must be kept behind the **white line** between the working lane and the Pit Garage. It is not permitted to place equipment and/or tyres in the working lane before the Car has come to a full stop.

As soon as the Car approaches the Pit Garage, only the lollypop man* is allowed to come out from behind the white line and stop the Car in the working lane in front of the Pit Garage at the correct position.

In the case of a driver change, the new driver and the 2 driver assists (with green vest) may also be ready in the working lane before the Car has stopped.

*The lollypop man is a team member that is the car-controller who is standing in front of the Car with a board or a stand to manage the pit stop.

Only when the Car has come to a complete stop in front of the Pit Garage, the 2 mechanics (wearing the yellow vest) are allowed come out from behind the white line, taking the tools and parts with them, to carry out the pit stop.

Other team members must remain behind the red line (or otherwise instructed in the briefing) and are not allowed to pass or remove any tools or parts.

After the pit stop the team must evacuate immediately the working lane taking all equipment and parts with them.

21.2.3 The engines of all Cars must be stopped before the mechanics start working on the Car until the work is finished during a pit stop.

21.2.4 If any service or repair must be carried out in the pit-box, the Car may NOT enter the pit box under the power of its engine or momentum. The Car must stop before its pit box and must be pushed into the pit box by maximum 4 mechanics/team members all wearing the appropriate vest (yellow- or green vest).
When a race Car leaves the pit-box after a service or a repair, the Car must be pushed out of the pit-box by the team members.

21.2.5 Pit Crew, wheel guns and safety belts

21.2.5.1 Mechanics; Team member(s) in YELLOW vest:

- must wear yellow vest provided by Promoter.
- maximum two (2) team members.
- is allowed to perform any work or task allowed during the pitstop including tasks allowed to other team members described below (e.g. assisting the driver(s) during the driver change).
- May use a maximum of two (2) wheel guns to change the wheels.
- Nobody may assist these two (2) team members that work on the Car in any way. Any help can be penalised as "Working with more than two (2) team members on the Car" (e.g. handing over tools or parts is not allowed).
- Is the only team member who is allowed to readout/collection data logger data.

21.2.5.2 Driver assists; Team member(s) in GREEN vest:

- must wear green vest provided by Promoter.
- maximum two (2) team members.
- is allowed ONLY to assist the driver exiting/entering the Car during a driver change - help fasten the seat belt, replacing the drinking bottle and connecting the radio communication set.

21.2.5.3 Lollypop man:

- no vest
- maximum one (1) team member
- is allowed ONLY to hold the lollypop/operate the board and
- the Lollypop man is responsible for a safe stop and a safe release of the Car (this job, may also be done by one of the Mechanics with a yellow vest)

21.2.5.4 Windshield washer:

- no vest
- maximum one (1) team member
- is allowed ONLY to clean the window(s) and lights of the Car

21.2.5.5 Driver exiting/entering the Car during a driver change:

- is allowed ONLY to assist the driver exiting/entering the Car during a driver change - help fasten the seat belt, replacing the drinking bottle and connecting the radio communication set.

21.2.5.6 Safety belts

On grounds of safety, it is not permitted to undo or loosen safety belts or remove articles of driver equipment while entering the pit lane. Only when the vehicle has stopped at its designated place, the driver may remove the safety harness and race protection equipment.

21.2.6 Team members in the pit lane and on the pit-wall must be in possession of the proper passes.

21.2.7 **Not applying correct setting of the "Driver-ID switch#" during a pit stop**
Driver-ID switch (driver-ID transponder) is described in Chapter III, art.5.2 of the Sporting & Technical Regulations.

21.2.7.1 Driver must switch the driver-ID at driver change and always BEFORE pit exit line.

21.2.7.2 If a driver is on track with the wrong driver-ID, the team must:

- change to correct driver-ID# setting of this driver (1..5).
- report to Secretary of the Event with Yellow Pit Card within 20 minutes.

For penalties regarding not applying the driver-ID correctly, see Chapter I, Art. 41.2.11.

21.2.8 Welding and grinding may only be carried out in the area of the Paddock. In any case an assistant with a fire extinguisher (min. 6 Kg) must be on stand-by. Please take adequate measures to work safely.

21.2.9 Pneumatic systems for wheel replacement may be placed in front of the pits but only on condition that neither the pit doors nor other Cars will be obstructed.

21.2.10 **Pit Signals**

21.2.10.1 All the openings in the fence above the pit wall must be kept free. Fixed signal board which decreases the opening is not allowed. It must be possible for each pit team to give signals to their drivers.

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21.3 Fuel / Refuelling

21.3.1 Fuel

21.3.1.1 To take part in any practices, qualifying and the race it is compulsory to use the fuel provided by the Promoter. Any modification of the prescribed fuel is prohibited. No substances may be added, removed, or changed in their concentration. Any mixture with other fuel is prohibited.

21.3.1.2 There will be a central fuel station with standard commercial fuel pumps with minimum:

- Min. 2 Petrol pump units (with 2 pistols each) (Octane 98).
- Min. 1 Diesel pump (if applicable).

The location of the fuel pumps will be mentioned in the Supplementary Regulations.

21.3.2 Fuel-inlet

21.3.2.1 All vehicles must be able to refuel directly with a commercial type of hose as used in usual service stations.

21.3.2.2 The refuelling orifices of the tanks must be equipped for this operation.

These orifices must be easily accessible manually with the fuel pistol.
And not with the aid of tools.

Any Car with a quick-filler (e.g. ATL) fuel inlet is not allowed.

21.3.2.3 For Cars with the fuel-inlet on the side, it is allowed to have fuel-inlet on left- and right- hand side. However, during refuelling, it is NOT allowed to refuel the Car on both sides simultaneously. On most circuits, the right-hand side is applicable. The recommended side for the fuel inlet will be mentioned in the specific Supplementary Regulations.

21.3.2.4 The use of any adaptors or (ATL) filler bottles **are strictly forbidden**. The use of extra ventilation during refuelling is only allowed in conjunction with a vent-bottle.

21.3.2.5 Important recommendation:

Please make sure your fuel-inlet (inlet, design, hoses) is capable of refuelling with 60 litres per minute with the pistol easily.

For safety reasons, the fuel flow automatically stops as soon as there is any obstruction and/or fuel flows against inlet-pipe or hose.

To avoid any delay in refuelling it strongly recommended the have a very smooth fuel-inlet design. E.g. no angles greater than 20 degrees.

Below refuel regulations are applicable for all Events (unless different stated in the Supplementary Regulations).

21.3.3 General Refuelling Rules

21.3.3.1 A team member must refuel the Car.

21.3.3.2 In the refuelling area, any vehicle that wishes to refuel must be attended by minimum one and maximum two team members in addition to the driver. This team member may instruct the driver and must push the Car away in case the engine will not start and/or may carry a vent-bottle.

21.3.3.3 These team member(s) must wear flame retardant clothing (suit, balaclava, gloves, and closed footwear).

21.3.3.4 Refuelling will take place under the procedure, first Car first refuelled. A team or team member cannot make a reservation or hold any fuel pump occupied.

21.3.3.5 It is advised to cover the upper part of the rear tyre located below the filler neck with a wet towel or a tyre cover.

21.3.3.6 It is only allowed to refuel the maximum amount indicated in the Balance of Performance publication of the specific race at every refuelling procedure (within one pit stop).

21.3.3.7 It is the responsibility of the team members to control that the amount refuelled is not more than allowed.

21.3.3.8 In the refuelling area the speed limit is 20 km/h.

21.3.3.9 The driver must remain inside the vehicle. On ground of safety, it is not permitted to undo or loosen safety belts or remove articles of driver equipment while being in the refuelling area.

21.3.3.10 The windows and doors on both sides (left and right) need to be closed.

21.3.3.11 It is strictly forbidden to change the driver in the refuelling area. No activity other than refuelling is allowed.

21.3.3.12 It is allowed to keep the engine running during refuelling.

21.3.3.13 It is allowed to leave the lights on while being refuelled.

21.3.3.14 The team (driver and team members) is responsible for safe refuelling operation and safe release.

21.3.3.15 All instructions of fuel officials, pit and fire officials must be followed strictly.

21.3.3.16 Re-fuelling in front of the team's own pit box or in the team's pit box is strictly forbidden.

21.3.3.17 To remove any fuel from the Car the Car must be moved to the refuelling area. Only in the designated draining area it is allowed to empty the fuel tank and dispose the fuel into (team owns) jerry cans/drums up to 50Kg.

21.3.3.18 If the vehicle does not start after refuelling, the responsible representative(s) of the team must push the vehicle to the emergency exit of the refuelling area using the shortest route possible. Once they have left the refuelling area, they may be helped by the mechanics of the team, wearing a tabard, to reach their pit garage.

21.3.3.19 For Diesel engines, the additive as outlined in the homologation papers of the used compulsory particle filter are allowed.

21.3.3.20 Cars in the pit lane have priority over Cars exiting the refuelling area.

21.3.3.21 During the refuelling operation, the Car must be remaining stationary in the designated refuelling spot in the refuelling area. The spots are marked (e.g. with L-shaped hooks) on the ground. The front wheel closest to the pump must be placed inside the hook. Any competitor that does not place their Car inside the designated refuelling spots and/or is obstructing other competitors may be penalized at discretion of the Race Director.

21.3.4 Refuelling regulations for Electric Cars

"Refuelling" regulations (e.g. charging) for electric Cars if applicable will be published in the Supplementary Regulations or in a Bulletin of the specific Event.

21.3.5 Refuelling area malfunction

21.3.5.1 In case the refuelling area is facing a malfunction of any kind, the Promoter will do its utmost in order to solve the situation. A (temporary) solution may also include manual refuelling of the Cars with cans or other means at discretion of the Race Director.

21.3.5.2 Any time lost in the refuelling area caused by force majeure will not be compensated.

22. Tyres and other parts

22.1 Introduction

For the 24H SERIES powered by Hankook, Hankook, as title sponsor, will be the exclusive and single tyre supplier for all Events (Unless otherwise described in the Supplementary Regulations of the specific Event).

The Promoter has negotiated attractive Hankook tyre prices, exclusively for the 24H SERIES Events.
Additional by means Hankook is the exclusive tyre supplier, it is possible to keep the entry fee on an attractive and as low as possible level. Additionally, Hankook will deliver technical assistance throughout the Event to the competitors.

Hankook tyre prices and service are available on www.24HSERIES.com.

22.2 All participating teams are obligated to run the entire Event (any practices, qualifying and race) on Hankook tyres.
Only Hankook tyres may be used which are delivered by Hankook in one of the 24H SERIES Events (those tyres can be recognized by a special decal/marking).
The size is free, if not restricted in the technical regulations of a specific class, the number of tires is not restricted.

22.3 Exemption might be granted by the Promoter if Hankook is unable to supply suitable tyres (to be judged by the Promoter).
As the occurrence of such an exception is very rare, conditions apply to this exemption will be made on individual basis.

22.4 Hankook & 24H SERIES Logo obligations

22.4.1 All teams must affix HANKOOK stickers (will be provided by the Promoter) on all 4 corners of the Car.

22.4.2 A Hankook badge and a 24H SERIES badge are obligatory and must be placed on the upper chest area of the driver's race-suit.

These badges (Hankook and 24H SERIES) will be provided by the Promoter and the logo designs are also available on the 24H SERIES website (www.24hseries.com).

22.4.3 Any logos, prints, badges or stickers from any other tyre brand on the Car or driver's overall are prohibited.

22.4.4 Any infringement with regards to the logo obligations and other items with regards to the graphical charter (see appendix 13) may be penalized at discretion of the Race Director.

22.5 Hankook Tire Service provider:

C&R Motorsport

Contact person	Christoph Stoll
Tel.	+49 2482 1251883
Mobile:	+49 175 2420 792
Fax:	+49 2482 1251885
E-mail:	info@crmotorsport.de

22.6 Any mechanical or chemical modification or heat-treatment, such as cutting, applying solvents or other products on either wet-weather or dry-weather tyres is absolutely forbidden.

22.7 For all Cars participating in classes of the GT-Division:

Tyre warmers are allowed.

22.8 For Cars participating in the TCE-Division:

It is forbidden to use and/or the mere presence of tyre-warmers or any other method to artificially increase the tyre temperature throughout the Event.

The Race Director will be informed immediately about any anomaly detected during the tyre check and will impose a penalty at his discretion.

22.9 Other parts

There are no restrictions on the make/supplier of other Car parts. However, in order to keep entry fees at an affordable level, the Promoter keeps the right to oblige competitors to use a certain make and/or supplier for parts of their Car (e.g. brake pads).

23. Publications and Communications

All communications will be published on the Official Notice Board (this may also be done digitally). Result copies can in addition be collected at the Drivers' Information desk.

23.1 Messages and communications on the official timing screens

Any message and/or communication via the official timing screens must be considered as an official instruction.

24. Two-Way Radio Communication – Race control and Competitors

Frequencies are subject to local authority approval.

The use of radio transmitters is subject to approval (the assignment of frequencies) by the local authorities.

It's the responsibility of the user (team) of the radio transmitter to make sure they have the relevant approval or authorization (e.g. short-term frequency assignment).

Only in case of any not foreseen (probably) disturbance (e.g. Race control, or other safety organisations) the Race Director can forbid any Radio communication of the competitors.

25. Responsibilities and Liability Renunciation of Competitors

Responsibility:

Competitors (competitors and drivers), team members and owners of the Car take part in the Event at their own risk. They carry sole civil criminal legal responsibility for any damage or injury caused by them or the vehicle they are using, provided that no liability exclusion is concluded subsequent to the present regulations.

The signee confirms that any additional regulations and rules are read and understood and ensures to comply with them.

The Team Manager and all drivers must sign the entry form.

Liability

With the submission of the entry, each competitor, driver, and owner of the Car agrees to save harmless and to keep indemnified from and against all actions, claims and demands arising out of or in connection with the competitors of the Event:

- The host ASN, the membership organisations, the FIA, its Presidents, organs, managing directors, general secretaries.
- The KNAF and their officials.
- The Promoter and the local Organisers and its officials and members.
- Administrative authorities, racing services and any other person being involved in the organisation of the Event.
- Above mentioned racing services, includes service companies and pilots of Unmanned Aerial Vehicles (UAV), commonly known as drones. In this context, competitors (competitors and drivers), team members and owners of the Car take part in the Event at their own risk, includes any risk, material or personal damage a Drone may cause, directly and/or indirectly.
- The road construction authorities as far as any damage is caused by the condition of the roads used during the Event.
- The agents, workers of all persons and posts mentioned above with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

Against:

- The other competitors (competitor and drivers), team members, their assistants, and the owners of the other Cars.
- The own competitor, drivers and own assistants they agree to save harmless and to keep indemnified from and against all actions, claims and demands arising out of or in connection with the Event (un-timed, timed practice, , warm-up, race), with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been

declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.
This liability renunciation comes into force for all persons involved at the moment the entry application is submitted.

The liability renunciation refers to any claims for whatever reason, in particular for liability claims arising out of contractual as well as non-contractual responsibility and to any claims arising out of unauthorized actions.

Tacit liability renunciations are not affected by the above liability renunciation provision.

Release from Claims of the Vehicle's Owner

- If the competitor or the driver is not themselves owner of the race Car, they must ensure that the waiver, which is printed on the entry form, is signed by the Car owner.
- If the above-mentioned declaration was not signed by the Car owner, the competitor and driver discharge all persons and posts mentioned in art. 25 of this chapter "Responsibilities and Liability Renunciation of Participants" from any claim by the Car owner, with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

Regarding claims against the other competitors (competitors and drivers), their assistants, the owners and proprietors of the other Cars, the owner competitor, the owner driver(s), (any other agreement among proprietor, competitor, drivers have priority) and own assistants, this release refers to damages arising in connection with the Event (un-timed, timed practice, warm-up, race). Regarding claims against other persons or posts, this release refers to damages arising in connection with the Event as a whole.

Tacit liability renunciations are not affected by the above liability renunciation provision.

With the submission of the entry to the Promoter, this agreement comes into force in relation to all persons involved.

With the submission of the entry and/or by signing the entry form, the Team Manager confirms that he has informed the competitor and the owner of the vehicle about the entire content of this art. (art. 25 of this chapter; Responsibilities and Liability Renunciation of Competitors) and the content of the entry form.

This renunciation of liability is also entirely valid for any additional unofficial testing that the Promoter hosts in the week leading up to or during the Event.

General Data Protection Regulations (GDPR)

By submitting an entry, competitors/ drivers confirm that the Organiser/Promoter may, for the own purpose of the Event, electronically collect, process, store and, as far as necessary for the sporting organisation, publish the personal data of the competitors/ drivers. The Organiser will not transfer personal data to third parties that have no relation to the Event.

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The latest privacy statement of the 24H SERIES is valid.

26. Interpretation of the Regulations

26.1 Only the Race Director and the Stewards can give binding information about the Event.

26.2 In the case of any dispute on interpretation of this Sporting & Technical Regulations, the Supplementary Regulations, and the General Provisions during the Event, it is solely up to the Race Director in consultation with the Stewards to decide the interpretation and/or criteria.

26.3 No claims can be raised from any decision taken by the Race Director, Clerk of the Course, Stewards, Organiser and Promoter.

27. General Code of Driving Conduct

27.1 Respect Code of Driving Conduct

All drivers must respect the requirements detailed in the provisions of the Appendix L (chapter IV) to the International Sporting Code (ISC) in relation to the Code of Driving Conduct on Circuits. These prescriptions are completed as follows:

27.2 Behaviour on track

An endurance race is a special Event and requires a fair conduct from all drivers involved. Because there are many classes of Cars and different level of experience between drivers (AM to PRO), drivers need to realize:

27.2.1 The FIA Annex L has general regulations regarding overtaking, for these endurance races it must be added that the 'driver of the faster Car' is responsible for safe and sportive overtaking of the 'driver of the slower Car'. The 'driver of the slower Car is not allowed to make manoeuvres liable to hinder, deliberate crowding of a Car beyond the edge of the track or make abnormal change of direction; stay on your racing line.

27.2.2 Any driver obstructing or endangering other competitors during any practice or race due to their driving behaviour or apparently not being up to the requirements (e.g. tiredness) of the race may be summoned for a medical examination and/or refused the start or to continue at discretion of the Race Director.

27.2.3 Any possible advantage taken or used by a driver as a result of a possible unclear situation on track is forbidden. An unclear situation is not an opportunity for advantage and may be penalized at discretion of the Race Director.

27.3 Intentionally left blank.

27.4 Should a driver be obliged to stop his Car on the circuit, the Car must be removed from the track with the utmost caution as quickly as possible by taking the shortest way. Follow the instructions of the officials.

27.5 Any stopping immediately in front of, in or after a curve is prohibited (see also art. 34.4 of this Chapter). It is also prohibited to move a Car opposite or transverse to the direction of the race for whatever reason unless he/she is instructed to do so by an official.

27.6 If the circuit is blocked or any practice, qualifying or race is stopped, the drivers are obliged to pull off the track to the right or left side so that the rescue Cars have enough space to proceed to the place of accident.

27.7 The use of high beam headlights in the pit lane and refuelling area is prohibited.

27.8 During the race it is NOT allowed to continuously drive with flashing head lights. If the Race Director decides the interpretation continuously on flashing it can be penalised.

27.9 It is not allowed to have red or orange light at the front of the Car.

27.10 It is strictly prohibited

- to store additional fuel outside the installed tank.
- to take any additional person aboard the Car during any practice, qualifying and race.
- to stop on the track without being demanded to do so by the officials.

Any failure to respect these conditions/ prescriptions will result in a penalty at discretion of the Race Director.

27.11 Maximum speed in the pit lane/weighing area/refuelling area

The respect of the speed limit in the pit lane will be checked.
The penalty for speeding, see article 41 of this Chapter; 'Time Penalties Procedure'

27.11.1 Maximum permitted speed in the **pit lane**: **40 km/h.**

27.11.2 Maximum permitted speed in the **refuelling area**: **20 km/h.**

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28. Flag Signals

28.1 The rescue services and race control are organised in compliance with the prescriptions of the Appendix "H" to the FIA International Sporting Code. The drivers must carefully study these provisions, respect the signals and the instructions given by the officials. The flag signals do not release the drivers from their obligation to avoid any endangering of other drivers if he/she perceives a dangerous situation.

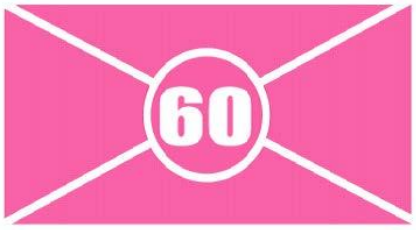
28.2 Additional to the flag signals referred to above; The CODE-60 (Purple) FLAG is applicable. This CODE-60 FLAG will be prescribed in article 29 of this Chapter.

28.3 According to art. 2.5.3 of the Appendix "H" (ISC) Light panels might substitute the flag signals.
The light panels and other light signals used must be respected in the same way as the flag signals mentioned before.

28.4 In situations where flags and light panels of the same colour are shown at the same time, the signal shown first counts.

29. Neutralizing of the race by means of a CODE-60 Procedure

29.1 Instead of the use of a Safety Car to secure areas of danger or accidents, for additional safety reasons, the Race Director can neutralize the race by means of a CODE-60 Procedure (CODE-60 flag).



29.2 Introduction of CODE-60 Procedure

The idea behind this CODE-60 Procedure is additional safety in case of an accident or other insecure situation.

The main (safety) advantage of the CODE-60 Procedure is the fact that All Cars will lower their speed immediately without braking, the maximum speed will be 60km/hour and overtaking is strictly forbidden.

This means that the complete track is secured immediately, and rescue officials and rescue vehicles can do their important work on a save way.

Maximum Safety is the only reason of this CODE-60 Procedure. Only of secondary matter, there is no advantage or disadvantage for none of the drivers, because all Cars will drive (maximum) 60km/hour (the distance from Car to Car will stay the same). By means of the time-intermediates in the track, timekeeping will automatically measure the speed of all Cars. In case of exceeding the speed limit (occasionally or on average) this will be sanctioned.

29.3 When the order is given to deploy the CODE-60 Procedure, all marshal posts will SIMULTANEOUSLY display the PURPLE flags, with the NUMBER 60 on it.

At the moment the CODE-60 Flags are shown, all drivers have to release the throttle immediately without braking.

During this CODE-60 Procedure it is forbidden to drive faster than 60km/hour.

29.4 While the CODE-60 Procedure is in operation

29.4.1 The Pit Lane is open, so competing Cars can enter the pit lane and re-join the track. A Car re-joining the track under these conditions will proceed at reduced speed (speed limit is 60km/hour).

29.4.2 Serving of Time-penalties during CODE-60 is allowed, however the following applies:

- In case serving the time penalty in the penalty box starts during CODE-60, the time-penalty serving time must be **doubled.**
- In case serving the time penalty in the penalty box starts during a green flag, the time-penalty serving time is **not doubled.**

Both of these cases are depending on the time when serving the time penalty commences, independent of the moment, when a Car enters the pit lane.

29.4.3 The fuel station is open, however maximum amount (litres) of refuelling, during CODE-60 is 50% of MAX. REFUELLING amount. Following rules apply:

29.4.3.1 The moment of entering the pit (passing the pit-in loop) and entering the track (passing the pit-out loop) determined by time keeping is valid.

By doing so, the team themselves can make the decision to make a pit stop during CODE-60 (and refuel only MAX. 50%) or not.

It is the teams-responsibility to know if their Car enters the pit during CODE-60 and refuel accordingly.

It is also the teams-responsibility to know when Car has entered the track (pit-out loop) and refuel accordingly.

Possible additional signalling, e.g. on the timing-monitors, is a service only.

29.4.3.2 For CODE-60 MAX 50% Refuelling following rules apply:

Car entering pit during:	Car Pit-out (entering the track) during:	MAX REFUELLING (% of MAX Refuelling)	Remarks
GREEN	CODE-60	100%	Normal race situation
GREEN	GREEN	100%	Normal race situation
CODE-60	CODE-60	50% *	Normal CODE-60 MAX. 50 % refuelling rule
CODE-60	GREEN < 3 minutes after end of CODE-60	50% *	This rule is added for following reasons: To minimize the disadvantage, if a team have to pit because of empty fuel tank and during this pit stop CODE-60 ends. To minimize the disadvantage, if a team have to pit because of a big issue (long repair).
	GREEN >3 minutes after end of CODE-60	100%	

* Refuelling amount (litres) is always rounded up the next full value

Selected vehicles or classes may refuel more than 50% during CODE-60, to be published in the Balance of Performance Publication of the specific Event.

29.5 Sanction:

Any Car that exceeds the speed limit of 60km/hour can be sanctioned, with a time penalty double value of the encountered advantage when driving too fast.

29.6 When the Race Director gives the order to end the CODE-60 Procedure, all marshal posts will SIMULTANEOUSLY display waved GREEN flags. At the moment the GREEN flags are shown, the race will proceed, and it is allowed to overtake.

29.7 Each lap completed while the CODE-60 Procedure will be counted as a race lap.

If during this procedure the time should reach the end of the race, the chequered flag will be used as normal to finish the race.

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29.8 Wave-by procedure

At selected Events, the Promoter may decide to implement a Wave-By option. The use of this option shall be announced in the Supplementary Regulations of the specific Event. In the case that the wave-by possibility is implemented, the detailed rules shall be announced in the Supplementary Regulations or in an Event bulletin.

Principle of Wave-By procedure:

'Lap-down wave-by procedure': offers the opportunity for lapped Cars to gain back lost laps.

This Wave-By procedure can be deployed at the end of a CODE-60 procedure.

30. Practice/Driving Time/Change of Drivers

Information regarding private test sessions

Additional paid private test sessions may be authorised by the Promoter before certain Events. Any such optional paid private test sessions will be open to all Competitors but will not be mandatory. These sessions will not be considered as part of the 24H SERIES Event.

During the private test sessions, the pit lane and refuelling regulations of this chapter are applicable.

The price per Car and the instruction for any such tests will be made available before the 24H SERIES Event.

30.1 Practice

The practice sessions will take place according to the time schedule.

30.1.1 Only Cars having successfully passed scrutineering (TC-Approved Sticker) and displaying the "FINAL" sticker will be allowed to take part in any practice sessions.

30.1.2 **All drivers** (each) must cover the minimum of 2 timed laps, in one of the free practices or in the qualifying (For example 1 timed lap in a free practice and 1 timed lap in the qualifying. Or for example only 2 timed laps in a free practice session).

30.1.3 Each driver must also cover the minimum of 2 timed laps in the night practice.

30.1.4 Drivers not admitted to participate in the race

Competitors who have not fulfilled the practice qualifying minima (see Article 30.1.2 and 30.1.3 of this chapter).

30.1.5 In justified cases of exception, the Race Director, may allow drivers (after a written request) to start which have not achieved the qualifying minimum as a result of special circumstances.

The Stewards will take the final decision about the admission.

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30.2 Driving Time (stint time) during the race

See also art. 8.4 of this chapter; Specific driving time requirements per driver category (AM, PRO, SEMI-PRO) for all classes.

30.2.1 The maximum driving time (stint time) for each driver without a change of driver is 2 hours.

30.2.2 Driving time (stint time) is defined as the first time a specific driver is crossing the Pit-out line till last time the driver is crossing the pit-in line during his stint, excluding intermediate pit stops and refuelling times.

30.2.3 At the start of the race:

The driving time (stint time) of all drivers starts when the race time starts (see art. 33.5 of this chapter).

30.2.4 At the finish of the race:

The driving time (stint time) of a driver ends when this driver crossed the finish line (under the chequered flag).

30.3 Minimum Rest Time

The Minimum Rest Time is 50% of the Driving-time of a driver.

Rest-time is: Last time pit-in till first Pit-out.

30.4 Driving multiple Cars

A driver is allowed to drive **maximum two different Cars** during the Event.

At all times, the minimum rest time as prescribed in art. 30.3 of this chapter must be respected.

30.5 Change of Drivers

Any change of drivers may only take place in the pit of the team or in the working area or Pit Lane before the pit assigned to the team.

31. Drivers' and Team Managers Briefing

31.1 A drivers' and Team Managers briefing will take place for all competitors of the specific Event. The exact location and time will be published in the Event time schedule.

The Briefing will be in English.

31.2 All Team Managers must attend the Team Managers briefing.

All drivers must attend the Drivers Briefing.

Any additional briefing during an Event must be attended by the relevant drivers and/or Team Managers.

32. Qualifying and Starting Grid

32.1.1 The Start grid will be divided in 2 groups

- Group 1 all classes of GT-Series (in the front of the grid)
- Group 2 all classes of TCE-Series (after group 1 at a new row)

32.2 Qualifying

At each Event, there shall be three qualifying sessions for each competing vehicle, of a duration of minimum 10 minutes and maximum 15 minutes each and an interval of 5 minutes in between the sessions (unless otherwise mentioned in the timetable).

32.2.1 Each qualifying session must be entered by a different driver of the competing vehicle. It is not permitted to participate with several drivers in one session. For Cars with only two drivers, one driver may join two of the three qualifying sessions.

32.2.2 Qualifying 1

The fastest timed lap set by the driver in Qualifying 1 shall be considered as T1 for the average qualifying time (AQT).

32.2.3 Qualifying 2

Qualifying 2 must be joined by another driver than the one who joined the previous qualifying session (Q1).

The fastest timed lap set by the driver in Qualifying 2 shall be considered as T2 for the average qualifying time (AQT).

32.2.4 Qualifying 3

Qualifying 3 must be joined by another driver than the one who joined any of the previous qualifying sessions (Q1 and Q2). In case a team has only two drivers, one of the two drivers may participate in this session, regardless of him driving in a previous qualifying session.

The fastest timed lap set by the driver in Qualifying 3 shall be considered as T3 for the average qualifying time (AQT).

32.2.5 Average Qualifying Time (AQT)

The AQT is determined as follows:

- (T1+T2+T3)/3.
- Or in case a team has done only 2 qualifying sessions: (T1+T2+T3)/2.
- Or in case a team has done only 1 qualifying sessions: (T1+T2+T3)/1.

32.2.6 Qualifying status (QS)

The qualifying status is divided in four categories:

- QS 1: Cars that have participated in all three qualifying sessions. (set 3 timed Qualifying laps).
- QS 2: Cars that have missed a maximum of one qualifying session (set 2 timed Qualifying laps).
- QS 3: Cars that have missed a maximum of two qualifying sessions (set 1 timed Qualifying laps).
- QS 4: Cars that have missed all qualifying sessions. (set NO timed Qualifying laps).

32.2.7 Starting grid position

The starting grid position (order) of each competing vehicle, within their respective starting grid group (see art. 32.1.1) will be determined as follows:

- QS 1: Fastest to slowest AQT
- Then QS 2: Fastest to slowest AQT
- Then QS 3: Fastest to slowest AQT
- Then QS 4: Order at discretion of the Race Director

32.2.8 After the qualifying a (provisional) Qualifying result with the Qualifying times per driver (T1, T2 and T3), Qualifying status (QS) and Average Qualifying Time (AQT) per team will be published.

And after the provisional results a Qualifying result, signed by the Stewards, will be published, as well as a starting grid.

32.3 The first starting position (pole position) will be described in the Supplementary Regulations of the specific Event
The starting grid will have two Cars in each row, side by side.

32.4 The free practice lap times and night practice lap times are regarded not as part of the qualifying session.
However, in case the qualifying sessions have NOT taken place, the best lap per team of the (combined) free practise session(s) will be taken to determine the starting grid.

32.5 The pit lane exit closing time will be mentioned in the official briefing of the specific Event.

32.6 Any Car failing to appear on the starting grid when the pit lane exit is closed, will have to start the race from the pit lane after the last vehicle has past the exit of the pit lane and a green light at pit exit is given.

32.7 Free grid positions on the start grid will not be occupied.

32.8 A reconnaissance lap is mandatory before taking the grid position. See also art. 34.5.6 of this chapter.

32.9 Regarding start grid: It is not allowed to take and/or operate any tools that require a fixed source of electricity by means of an electric cable from outside (socket outlet) the grid to the starting grid. Also, a generator is NOT allowed on the start grid.

33. Start

33.1 Starting Mode: Rolling start

Rolling start will be either:

- in ONE group
- or in TWO separate groups

This will be mentioned in the Supplementary Regulations of the specific Event.

33.2 Starting procedure

33.2.1 The following boards will be shown to the competitors:

- 15 minutes – all guests must evacuate the grid.
- 10 minutes.
- 5 minutes.
- 3 minutes – Car must be "on the wheels". It is no longer allowed to work on the Car. Team members must immediately leave the grid! (one team member per Car is still allowed).
- 1 minute engines must be started (all team members must leave immediately).
- 30 seconds.

33.2.2 When the one-minute board is shown, engines must be started. When the green flag is shown, the Cars will begin the formation lap behind the official Leading Car and cover one lap over the complete circuit. The starting order must be maintained until the start line. The official Leading Cars of each group may not be overtaken before the signal to start is given.

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33.2.3 Any failure to respect these conditions/ prescriptions will result in a penalty at discretion of the Race Director or the Race Director brings the non-compliance for the panel of Stewards for a penalty of their discretion.

33.3 Definition of START line and FINISH line

The timekeeping loops referring to the START line and FINISH line of an Event will be mentioned during the briefing.

33.4 Formation lap

33.4.1 There will be **ONE formation lap** behind the Official Leading Car.

33.4.2 Any Car that is passed by the complete field of the corresponding starting group shall remain at the end of the corresponding starting group and start from the last position. If more than one Car is thus affected, they must line up at the end of the corresponding starting group in the order in which they have left the starting grid.

Any Car that is NOT passed by the complete field of the corresponding starting group may take up again its assigned position of its corresponding starting group up to the sign "GRID" has been shown.

Any Car that is passed by an Official Leading Car must enter the pitlane and start from the pitlane.

During the formation lap behind the Official Leading Car, after the sign "GRID" has been shown, it is forbidden to make zigzag manoeuvres and the distance with the Car in front of you must be no longer than 3 Car lengths.
This is meant to format a smooth 2x2 formation.

33.4.3 At the end of the formation lap and if the Race Director considers it appropriate, he will instruct the Official Leading Car to withdraw.

33.4.4 When the Official Leading Car has pulled away the Pole Position Car will be responsible for maintaining the speed towards the start/ finish line.
The signal for the start of the race can be given from this moment on. The leading Cars will remain their speed (of approx. 60 km/h) until the RED start-light is switched OFF.

33.4.5 When the RED start-light is OFF, the race starts, and overtaking is allowed.

33.5 The race time starts after the red lights are switched off.

If a problem arises during the start, the RED Light will not be switched off and yellow lights will flash at the start/finish line. The Race Director will decide either an extra formation lap(s), CODE-60 or RED-flag (see art. 35 of this chapter).
In this case, the official start of the race time will begin after the formation lap, when the first Car passed the FINISH line after the formation lap.

33.6 False start

Failure to maintain the start position, dropping back and or acceleration before the RED light is switched OFF may result in a Time Penalty at discretion of the Race Director. It is mandatory to maintain the grid formation using the start grid boxes.

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34. Leaving the Track, Repairs and Outside Assistance

34.1 Drivers leaving the track must re-join the race in a safe manner.
Taking a short cut will result in a penalty at discretion of the Race Director.

34.2 Any repairs during any practice, qualifying or the race may not be carried out on the track. Assistance may only be given in the pit box and pit lane. Outside assistance will be penalized at discretion of the Race Director.

34.3 Any Car stopped on the circuit may be brought back to the pit lane or scrutineering for repair by order of the Race Director. The Race Director strives to bring back broken Cars to the pit lane or paddock. Please note this is service and competitors cannot claim their Car to be recovered before any practice, qualifying or race ends.

34.4 In case of a (technical) problem, for safety reasons, drivers should always do anything possible to stop the Car at a safe place, e.g. at the side of the track or run off area. It is not allowed to stop on track.

34.5 Entrance to and exit of the pit lane

See also Appendix L, Chapter IV, art. 4 & 5.

34.5.1 The section of track leading to the pit lane shall be referred to as the "pit entry".

34.5.2 Any driver intending to leave the track or to enter the pit lane make sure that it is safe to do so.

34.5.3 During Competition access to the pit lane is allowed only through the pit entry.

34.5.4 Except in cases of force majeure (accepted as such by the Race Director), the crossing, in any direction, of the line separating the pit entry and the track is prohibited.

34.5.5 Except in cases of force majeure (accepted as such by the Race Director), any line painted on the track at the pit exit for the purpose of separating Cars leaving the pits from those on the track must not be crossed by any part of a Car leaving the pits.

34.5.6 The entrance of the track and the start grid is through the pit exit.

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35. Suspension of a session (Red Flag)

The Race Director reserves the right to interrupt or stop any practice or qualifying or the race.

The Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line

35.1 Red flag during any practice or qualifying

All drivers must reduce the speed of their car, may not overtake other cars and they must proceed with extreme caution to the pits. Working on the cars is allowed in the working lane and refueling is allowed in the refueling area.

35.2 Red flag during race

35.2.1 General provisions and conduct to adopt

When the signal to suspend the race is given, overtaking is prohibited, the pit exit will be closed, and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane, all other cars should form up behind the first car, where they must line up in single file in the fast lane.

Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.
In all cases the order will be taken at the last point at which it was possible to determine the position of all cars.

The official Leading Car will be placed in front of the cars lined up in the fast lane of the pitlane.

35.2.2 If a car needs assistance to join the pitlane

Any car which, after the red flag signal, requires assistance to make it to the pit lane, must then enter the pit lane and stay in its working area outside its pit box under Parc Fermé conditions.

35.2.3 While the race is suspended:

- Neither the race nor the timekeeping will be halted.
- Driving time during the time in pit lane will not be counted.
- Only officials are allowed in the fast lane.
- The drivers are allowed to leave their cars.
- Driver changes are prohibited.
- The drivers must obey the marshals' instructions at all times.
- As Parc Fermé rules apply to all the cars, no repairs are authorized in the pit lane, pit box or anywhere, so all ongoing work must stop immediately.
- Any vehicle that has already started refueling at the moment the red flag was given, must stop the refueling activities.

35.2.4 Interventions allowed on the cars

All interventions on the cars are prohibited in the pit lane, pit box and refueling area.

The Race Director may decide

- if it is raining, covering the car.
- for safety reasons to authorize a tyre change
  If this is the case, the tyre change must be carried out between the 15- and 10-minute indications before the race resumes.

35.3 Resuming a suspended race (end of the red flag)

35.3.1 General provisions

The delay for resuming the race will be as short as possible and, as soon as a resumption time is known, the teams will be informed via the timing monitors in the pits.
In any case, ten minutes' audible warning will be given prior to resumption.

Before the race resumes, the following boards will be shown: "10 minutes", "5 minutes", "3 minutes", "1 minute" and "30 seconds".

35.3.2 Procedure concerning cars present in the fast lane

- As from the "10 minutes" board, the driver, and a maximum of 2 team personnel per car, wearing the appropriate vests, will be allowed to access the fast lane to carry out EXCLUSIVELY the following tasks:
  - Assisting the driver
  - Helping to start the car with external battery
  - Adjust mirrors
  - Clean the windows and the front and rear lights (It is forbidden to clean any other parts of the car)
  - Put new drinking bottle in the car

  Any other work on the car is strictly forbidden, e.g., removing or changing tyres, removing debris, opening the bonnet, refueling, etc. Exceptions on discretion of the Scrutineers and Race Director.
- 8 minutes before the race resumes, all cars located in the fast lane between the Leading Car and the Overall Leader (the highest classified car at the moment of the red flag) will do a lap (without overtaking) behind the leading car and then line up at the end of the existing line up in the fast lane.
- The leading car will take its position again in front of the line up at pit exit.
- At the 5 minutes board cars must be ready to start and to reposition if needed.

35.3.3 Restart order after a suspended race.

The restart order in case of a suspended race will be determined as follows:

- For the restart the cars will be lined up according to the actual standing in the fast lane, the first car being the overall leader.

35.3.4 Concerning all cars, at the resumption of the race

- When the one-minute signal is shown, engines should be started, and all team personnel must leave the fast lane. If any driver needs assistance after the 30-second signal he must raise his arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.
- When the pit exit light is switched to green, the Leading Car will leave the pit lane, followed by all the cars in the order in which they have been lined up and they will follow the leading car in a single line.
- Overtaking behind the safety car is only permitted in the following cases:
  a) Any driver who is delayed when leaving his position in the fast lane may overtake to re-establish his original starting position provided he does so before he crosses the

first safety car line. Should he fail to do so he must re-enter the pit lane and may only re-join the race once the whole field has passed the pit exit.

b) Drivers may leave the fast lane to overtake any car delayed when leaving its position in the fast lane.

- Pit exit will then be closed.
- Any driver whose car has been pushed from the fast lane have to wait until pit lane opens again.
- As the Leading Car is approaching the pit entry and as the Overall Leader approaches the Line the yellow flags will be withdrawn and a green flag will be displayed at the Line, the race restarts and overtaking is allowed.
- The Race Director may decide to continue the race under code 60 due to repairs (guardrails, tyre barriers etc.) has been completed or because of weather conditions.
- After the Leading Car has completed one lap, after the last car on track has crossed Safety Car Line 2, the pit exit will open

35.3.5 Procedure concerning cars that were not in the fast lane

Cars that were already in pitlane or refueling area at the moment the red flag was shown have stopped all activities on the car (Parc Ferme rules).

At the moment the Leading Car leaves the pitlane (pit exit green) all activities on the cars may be restarted.

Cars ready to resume the race can join the restart by lining up behind the last car lined up behind the Leading Car before the pit exit will be closed.

35.3.6 Race cannot be resumed

If the race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

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36. Finish of the Race

36.1 The end of the race signal will be given to the lead Car as it completes its first lap at the Finish line after the completion of the race time (e.g. 12 or 24 hours).

36.2 Any driver stopping his Car or proceed at walking speed to wait for the end-of-race signal so that they obstruct others will receive a penalty at discretion of the Race Director.

36.3 Speed must immediately be reduced after receiving the end-of-race signal. All Cars must directly be brought to the Parc Fermé WITHOUT stopping and all officials' instructions must be observed. An offence will lead to penalty at discretion of the Race Director.

36.4 The pit lane exit will be closed once the chequered flag is displayed.

36.5 While the chequered flag is shown at the finish line, it's NOT allowed to finish the race in the pit lane.
Teams who finish in the pit lane will receive a time penalty.

37. Parc Fermé/Final Scrutineering

37.1 The Parc Fermé location at the end of the race and during the intervention break will be announced in the briefing of the specific Event.

37.2 All competitors must follow the special instructions to bring their Cars to the Parc Fermé where they will remain until the Stewards order their release.

37.3 The first ranked Cars of the overall classification per division may be asked to come into the pit lane for the podium ceremony. Please note, there will be an overall podium ceremony per division. For this podium-area, the Parc Fermé regulations are applicable.

37.4 Drivers need to leave the Parc Fermé area immediately.

37.5 After Qualifying there will be NO Parc Fermé, if needed Cars can be guided to scrutineering instructed by the Race Director (according to art. 15.9 of Chapter I).

37.6 In the case of an external scrutineering, the competitor concerned must bear all the costs involved.

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38. Race split in two parts - Intervention Break

At some races, the race needs to be split in two parts due to local noise regulations. In this case, an intervention break is initiated between the two parts of the race.

In case a race will be split in two parts, this will be mentioned in the Supplementary Regulations.

The applicable rules related to the split race, intervention, parc fermé and restart regulations are described below.

Example: Split 12H race: Part 1 is 3 hours and part 2 is 9 hours (on the next day).
Part 1 and part 2 together are considered as ONE 12 hour race.

Definition of part 1 and part 2:

- The first part (e.g. 3 hours) of the race will be referred to as: **PART 1.**
- The second and last part (e.g. 9 hours) will be referred to as: **PART 2.**

Summary procedure of intervention

This summary is written for guidance only, the below articles are binding.

Here the summary procedure of the intervention (between part 1 and part 2) is described:

- After the finish of part 1, after the cooling down lap, all Cars are instructed to go to parc fermé/intervention location.
- This parc fermé/intervention location can be either at the start-finish line or at a separate parc fermé/intervention location.
- Approx. 15 minutes after the finish, the teams are allowed to cover the Car with a Car-cover.
- The next day:
- The driver and max 2 team members are allowed in the intervention area and are, with some exception, NOT allowed to work on the Car (with very limited tools).
- The Race Director will instruct the drivers to do an installation lap.
  - Either from the separate intervention location.
  - Or from the start-finish line (also intervention area).
  - And just before the installation lap, the 2 team members must be on safe position.
- After the installation lap, the Cars will be stopped and instructed by officials to align to the start grid
- From that moment, all Cars are positioned at their start grid position:
  - Working on the Car is forbidden (No exceptions).
  - People are allowed to enter the start grid.
- Start procedure.

38.1 Intervention break after PART 1

Start of the race (e.g. 12 hours) (**PART 1**): See time table.

10 minutes before the end of **PART 1** entering the pit lane is not allowed.

Entering the pit lane and performing a pit stop and/or refuelling in the last 10 minutes of "PART 1" will be penalized with **2 laps**.

Finish (**PART 1**): See timetable

After the cooling down lap, all Cars must proceed directly to parc fermé (Drivers must follow the instructions of the Officials).

Cars which are in the pitlane and pitlane area, are also under parc fermé rules after the leader is flagged for **PART 1** and need to be directly moved to scrutineering box.

Covering the Cars:

After instruction of the Race Director (see timing screens), it is allowed to cover the Cars under supervision of officials. (This will be approx. 15 minutes after the finish of part 1).

30 minutes after the publication of the results of **PART 1**, parc fermé ends AND "Intervention break" begins.

38.2 "Intervention break"

Depending on the local situation (parc fermé/intervention are on the start-finish or separate location) and timetable (e.g. limited time) the Race Director will decide on and clarify the parc fermé/intervention procedure in the briefing.

The "intervention break" is the time between **PART 1** and **PART 2** of the race. (Until we begin with the start grid of **PART 2**).

The "intervention area" will be the same as the parc fermé area.

During this "intervention break" the Cars stay in the "intervention area"

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Besides officials, it is NOT allowed to enter this area and as a consequence it is not possible/allowed to work on the Cars in this area. Unless explicit otherwise described and/or instructed otherwise by the officials.

For Cars which are already in the pit, at the finish of **PART 1** the "intervention rules" are also applicable. The Cars need to be moved to and/or stay in the scrutineering box.

38.2.1 Working on the Car / "intervention break infringement"

In case a team has made a written request to work on the Car, to the Secretary of the Event within 30 minutes after PART 1 is finished, the penalty for an "intervention break" infringement is **10 laps.**

Otherwise (e.g. working on the Car without request or without approval) the penalty is 20 laps.

As soon as the request is accepted and confirmed the team can move the Car to their own pit box and the 10 laps penalty will be applied and deducted from the number of laps after **PART 1**.

38.3 Not served time penalties at the end of Part 1

See Chapter I, art. 41.1.3 of this chapter.

38.4 Restart (next day)

Start grid and end "Intervention break": See timetable.

38.4.1 Intervention area:

The Cars are either at start-finish line or at a separate "parc fermé" location; both named as: "Intervention area".

38.4.1.1 Besides one driver, a maximum of 2 team members (wearing a yellow vest) are allowed to enter the intervention area, under supervision of officials.

38.4.1.2 On this intervention area it is still NOT allowed to work on the Car, with the exception of the following tasks:

- Adjust mirrors.
- Clean the windows and the front and rear lights (It is forbidden to clean any other parts of the Car).
- Adjust tyre pressure (with small hand-tools, not with a (big) compressor). Tyre carts are forbidden on the re-start grid and/or intervention area.
- Checking wheel nuts with torque wrench.
- Put new drinking bottle in the Car.
- Readout data-logger (only of this can be done without opening the bonnet).
- Warming-up the engine / drive shafts on air jacks is allowed, only with safety props).
- It is NOT allowed to open the bonnet/engine-cover.

(Any other work on the Car is strictly forbidden, e.g. removing or changing tyres, removing debris, opening the bonnet, refuelling, etc.).

Exceptions on discretion of the Scrutineers and Race Director.

38.4.1.3 Aligning the Cars for the start grid of Part 2:

Before the start of part 2, Cars will do an installation lap from Intervention Area to Start Grid (even if the intervention area is at the start-finish line).

After this installation lap, the Cars will be stopped before the start-finish line and instructed by marshals/officials to line up for the start-grid.

The start grid order will be according to art. 38.6 of this chapter.

As soon as the start grid is settled, people (including team members) are also allowed on the start grid of part 2.

Unless otherwise instructed by the Race Director the start grid procedure for part 2 is the same as for part 1.

However, different from, the normal start grid, NO working on the Car is allowed. Nothing! Only the driver is allowed to touch the Car, as well as one team member (wearing a yellow vest), to assist the driver and to start the Car.

No equipment is allowed at the start of part 2. With the only exception of an external battery to start the Car.

It is the responsibility of the team, to make sure no spectators or anyone else is touching the Car.

38.5 Cars in the pit: (during start grid / restart)

- Cars with written approval (**and 10 laps penalty**) are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.
  Or alternatively, as soon as the Car is ready and after being checked and approved by scrutineering, they can start from the pit lane (after the re-start of the race from the moment the pit lane exit light is green).
- Other Cars (e.g. with 20 laps penalty) may start at discretion of the Race Director.
- Cars in scrutineering box are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.
  These Cars must go straightforward from scrutineering box to the track and are not allowed to stop at the team box nor any other place in the pit lane. (No work, nor refuelling on these Cars is allowed)
- All other Cars in scrutineering box will be released when the race is restarted and when the pit lane exit light is green.
  From this moment, teams can move their Cars to their own box and can start working on the Car.
  As soon as the Car is ready and after being checked and approved by scrutineering, they can join the race from the pit lane.

Pit lane exit closed: Will be mentioned in the briefing.

Restart procedure: Will be mentioned in the briefing.

Entering the pit lane is not allowed until the Car has passed the finish line on the track, after the start (red lights off).

Also in case of a CODE-60- or Safety Car start, it is only allowed to enter the pit lane after passing the finish line on the track.

So, before entering the pit lane the Car must cross the start/finish line once after the start of **PART 2.**

Entering the pit lane earlier will be penalized with time penalty of **6 minutes**.

Restart of the race (e.g. 12 hours) (**PART 2**): Will be mentioned in the briefing.

Driver who restarts the race is free.

38.6 Restart order

The restart order of **PART 2** will be determined as follows:

- For the restart the Cars will be grouped per class.
- The class order will be:
  - Division 1 – GT
    - Class GT3 & GTX (according to the classification after the finish of **PART 1**)
    - Class 991 & 992 (according to the classification after the finish of **PART 1**)
    - Class GT4
    - Class SP4
  - Division 2 –TCE
    - Class TCR & TCX (according to the classification after the finish of **PART 1**)
    - Class TC

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38.7 Restart standing (number of laps)

The number of laps counting at the restart of PART 2 for each Car will be determined according to the following procedure:

- The number of laps counting at the restart for all Cars will be the number of laps according to the results at the finish of PART 1.
- However, those Cars of a specific class that pass the finish line earlier than the specific class leader may virtually finish their lap to keep the GAP (in laps) per class intact.
  For those Cars the number of laps counting at the restart will be:
  The number of laps as per the results at the finish (PART 1) + 1 lap.

For any Car that did NOT pass the finish line (DNF) of "PART 1" the restart laps equal their number of laps according to the results of PART 1.

38.8 Start of Part 2 of the Race under wet track conditions

If Part 1 of a specific Event finishes under dry conditions, and the weather circumstances changed before the start of part 2 into wet conditions, the Race Director may decide to introduce the following procedure, which shall be announced on the official timing monitors if implemented.

38.8.1 In case the start of Part 2 of the Event will be under wet track conditions, it shall be permitted for all Cars in the intervention break zone to change tyres from slick to wet track tyres only.

In this specific case, changing tyres from slick to wet tyres is added to art. 38.4. of this chapter. All teams shall be advised to prepare this procedure.

This procedure shall be announced by a message on the timing monitors and displaying the board "Wet Race" in the intervention break zone.

38.8.2 In the case that part 2 of the Event is not declared "Wet" until ten minutes before the official opening time of the intervention break area, and weather conditions change, the Race Director reserves the right to delay the starting procedure and "WET" race can be declared at the starting grid allowing the competitors to change to wet tyres. In this case the start procedure will recommence with the 10-minutes-board.

If the weather conditions make a regular start procedure (as communicated in the Event briefing notes and presented during the specific briefing) impossible, the race will be started under Safety Car conditions. This shall also be announced on the timing monitors, if applicable.

The Safety Car shall then be deployed as long as the situation demands it. All Cars must follow the Safety Car. It is permitted to enter the pit lane after having completed one full lap, to perform a pit stop for example. Competing Cars may only re-join the track when the pit exit light is green.

Throughout this Safety Car start procedure, the pit exit light is red. After the last Car in line behind the Safety Car passes the exit, the pit exit light will turn green; any Car waiting at the pit exit may enter the track and join the line of Cars behind the Safety Car. Then the pit exit light is switched to red again. At every crossing of the Safety Car of the pit exit, the pit lane exit light will be switched to green as soon as the last Car in line behind the Safety Car passes the pit exit.

When the Safety Car is called in, its orange lights shall be extinguished; this will be the signal that it will be entering the pit lane at the end of the specific lap. At this point, the first Car in line behind the Safety Car is dictating the pace and, if necessary, may fall back more than five Car length behind the Safety Car.

In order to avoid accidents before the Safety Car returns to the pit lane, from the moment onwards that the orange lights on the Safety Car are extinguished, drivers must proceed at a pace that involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. As the Safety Car is approaching pit entry, the yellow flags and SC boards at the marshal posts shall be withdrawn. At the Starting Line a green flag shall be waved. Overtaking is not allowed before the Car has crossed the Starting Line.

Each lap completed while the Safety Car is deployed will be counted as a race lap.

39. Classification, podium and championship

39.1 Classification

39.1.1 After the race-time has expired regardless of the number of laps covered, the chequered flag will be shown to the overall leader and all following Cars as soon as they cross the finishing line at the end of the race.

39.1.2 Cars will be classified taking the number of laps completed into consideration and then in the order in which they have crossed the finish line if there are equal numbers of laps. Only laps which have been completed with own engine power will be taken into account for the classification.

39.1.3 Only cars, which have achieved a minimum of 50% of the laps of the OVERALL leader will be classified. This is also applicable for teams which have not taken the chequered flag.

39.1.4 There will be a class and an overall classification per division.

39.1.5 In case there is more than one division joining in one race, there will be two separate overall winners and two separate podium ceremonies for the overall division winner.
See the division structure in Art. 18 of this chapter.

39.2 Podium

39.2.1 The provisional prize giving for the top three overall winners per division and the top three in each class will take place immediately after the race end on the prize giving podium.

39.2.2 All the drivers of the relevant teams must immediately after the race end proceed to the podium.
The top three in each class will receive cups. Cups will be awarded to all drivers of the teams concerned.

39.2.3 This ceremony is part of the Event. Prizes will not be mailed.

39.2.4 It is highly appreciated if all drivers on the podium wear their race suit.

39.3 Championship

39.3.1 There will be One Championships:

- **24H SERIES CHAMPIONSHIP**
  Races (and divisions or classes) counting towards this 24H SERIES Championship shall be announced in a Promoter communication.

39.3.2 Scoring, DRIVERS and TEAMS ranking

The 24H SERIES Drivers and Teams titles will be awarded to the drivers and teams who have scored the highest number of points.

There will be the following rankings for each Title:
Drivers:

- Drivers ranking per class
- Drivers ranking overall per division
- Ladies Cup ranking overall per division
- Junior Cup overall per division

Teams:

- Teams ranking per class
- Teams ranking overall per division

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39.3.3 Conditions to be eligible in the championship and scratch results

39.3.3.1 To be eligible for a Title, a team or driver needs to participate a minimum of **2 (two) races.**

39.3.3.2 There is ONE scratch result for any Title.

39.4 Classes for championship

The following classes count for the 24H SERIES Titles.

Division	TCE	GT
Classes for Championship	TCR TCX TC	GT3 GT3-PRO/AM GT3-AM GTX 991 992 GT4 GT8R SP4

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39.5 Allocation of points

In each race, points will be awarded to competitors (teams and drivers) using the distribution below according the achieved result in their class.

39.5.1 Table 1: Point allocation for races longer than 15 hours (e.g. 24 hours, 16 hours)

Number of cars in class	< 6 cars	6 .. 10 cars	> 10 cars
1st in class	28 Points	29 Points	30 Points
2nd in class	22	26	28
3rd in class	16	24	26
4th in class	10	21	24
5th in class	4	18	22
6th in class		15	20
7th in class		12	18
8th in class		9	16
9th in class		6	14
10th in class		3	12
11th in class			10
12th in class			8
13th in class			6
14th in class			4
15th in class			2

39.5.2 Table 2: Point allocation for races shorter than 15 hours (e.g. 12 hours, 6 hours)

This points allocation table is also applicable for races with a (initial) race duration of less than 12 hours.

Number of cars in class	< 6 cars	6 .. 10 cars	> 10 cars
1st in class	18 Points	19 Points	20 Points
2nd in class	15	17	19
3rd in class	11	16	17
4th in class	7	14	16
5th in class	3	12	15
6th in class		10	13
7th in class		8	12
8th in class		6	11
9th in class		4	9
10th in class		2	8
11th in class			7
12th in class			5
13th in class			4
14th in class			3
15th in class			1

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39.6 Definition of a Team and Team name

39.6.1 A team is defined as a unique combination of start number and team name.
So, for the team ranking, points will be assigned to this unique combination.
This team name may be different than the competitor (e.g. it can be a sponsor name).

39.6.2 The chosen Team name need to be registered on the entry form additional to the competitors name (or on a special form for this purpose) and both names need to be mentioned on all the official documents.

39.6.3 The start number will be assigned by the Promoter and will be the same for the entire season (the Promoter can decide upon possible waivers).

39.6.4 Once registered, this Team name cannot be changed during the season.

39.6.5 The Promoter can refuse Team names at their discretion.

39.6.6 For ranking purposes the team name will be mentioned on the entry list as well on the results.

39.6.7 A team will be represented by a team owner or team contact person.

39.6.8 The Promoter may decide upon waivers regarding the above.

39.7 Teams with more Cars

A team with more Cars with only one competitor licence can register more team names. Or can be registered under the same team name with different start numbers.
So, a competitor with more entries; each entry will have a unique combination of start number and team name.

39.8 Car brand and model

The entered Car of a team for each Event is free of choice (brand and model). This means for every Event a team is free to enter a different Car (therefor also the applicable class can be different).
So, the Car brand and model is NOT connected to a team.
However, please note, if a Car brand or model is changed from Event to Event, it might have the following consequences for the ranking:

- If the new Car is in the same class, no consequences for the ranking.
- If the new Car is in a different class, points will be assigned to this (different) class!
- If the new Car is in a different division (TCE or GT ranking), points will be assigned to this (different) division. So it effects the championship ranking for the team!

39.9 Driver-line up

The driver line-up of a team for each Event is free of choice.

39.10. TEAM Championship per class

The team with the highest number of points in their **class** will become the TEAM CHAMPION of the class with the title:

- **24H SERIES TEAM CHAMPION CLASS …**

39.11 TEAM Championship OF THE CONTINENTS Overall per division

The team with the highest number of points of all the classes **in their respective division** added, will become the **TEAM CHAMPION OF THE CONTINENTS** of their division, with the title:

- **24H SERIES TEAM CHAMPION OF THE CONTINENTS TCE DIVISION**

24H SERIES TEAM CHAMPION OF THE CONTINENTS GT DIVISION

Races (and divisions or classes) counting towards this 24H SERIES Championship shall be announced in a Promoter communication.

39.12 DRIVER Championship per class

The driver with the highest number of points in his or her **class** will become the CHAMPION of the class with the title:

- **24H SERIES DRIVER CHAMPION CLASS …**

39.13 Intentionally left blank

39.14 LADIES CUP championship Overall per division

There will be a Ladies Cup ranking, which will the derived from the drivers overall ranking.
The lady driver with the highest number of points **per division** will become the:

- **24H SERIES LADIES CUP CHAMPION TCE DIVISION**
- **24H SERIES LADIES CUP CHAMPION GT DIVISION**

39.15 JUNIOR CUP championship Overall per division

There will be a JUNIOR CUP ranking, which will the derived from the drivers overall ranking.
The JUNIOR driver with the highest number of points **per division** will become the:

- **24H SERIES JUNIOR CUP CHAMPION TCE DIVISION**
- **24H SERIES JUNIOR CUP CHAMPION GT DIVISION**

39.15.1 Definition of a JUNIOR

A driver is considered eligible for the JUNIOR CUP, if he or she is 24 years or younger in the entire calendar year of 2022.

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39.16 Detailed scoring rules

39.16.1 Condition to be awarded with points

39.16.1.1 50% lap rule

Only competitors (teams and drivers), which have achieved a minimum of 50% of the laps of the OVERALL leader will be classified and only these teams will be awarded with points. See art. 39.1.3 of this chapter.

39.16.1.2 Minimum driving time

For a driver, to be awarded with points in the championship ranking:

A driver needs to have driven at least:

- Minimum 30 minutes at <10H race.
- Minimum 1 hour at 10-15H race.
- Minimum 2 hours at races longer than 15 hours (e.g. 24H race).

Under special circumstances (e.g. force majeure), the Race Director may decide on deviations from this rule.

39.16.1.3 In case a team retires, and a driver has not yet driven the above specified minimum driving time, he or she will not gain points.

39.16.1.4 If the scheduled distance of a race is shortened or the race is stopped and cannot be resumed, the points will be allocated as follows:

- race duration up to 1/3 of initial race length: -> no points
- race duration over 1/3 up to 2/3 of initial race length: -> half points*
- race duration over 2/3 of initial race length: -> full points**

In case of a suspended race, the Race Director will decide the race duration taken for the allocation of points.

* if race duration is 1/3..2/3 of initial race length, the minimum driving according art. 39.16.1.2 of this chapter is NOT applicable.

** if race duration is over 2/3 of initial race length, the minimum driving time to be awarded with points, remains according to art. 39.16.1.2 of this chapter.

Please note: also, when a race is stopped or shortened, art. 8.4 of this chapter; Specific driving time requirements stays applicable.

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39.16.2 Pole position and fastest lap time

There will be no extra points for pole position or fastest lap during the race.

39.16.3 Equally placed

In case of an equally placed situation, the rules for deciding between drivers / teams, who scored exactly the same amount of points will be as follows:

- According to most victories (of all races).
- According to the most second places, third places, etc. (of all races).
- According to the most victories of only 24-hour races.
- According to the most second places, third places, etc. of only 24-hour races.

In case, after applying above rules, there are still more drivers and/or more teams with the same ranking, all these drivers and/or all these teams will be ranked equally.

So, for example drivers who have participated together in the same team, for all races, these drivers will be automatically have the same ranking.

So, it is possible more than one driver will become champion. Also, for teams, it can occur there will be more than one team champion.

39.16.4 Driver, driving on 2 Cars

In case a driver is driving on 2 Cars within the same division, the Car which is notified at administrative checks to the Organiser until 30 minutes before the start of the free practice will be taken into consideration for the classification (points) of the driver. If no Car is notified, the Car with the lower start number will be taken into consideration for the allocation of points.

A change of the notified Car may be made after above set time only with the approval of the Race Director.

A driver who is driving on two Cars in two separate divisions may score points on both Cars.

39.16.5 Amalgamation of classes

A team and driver will receive the points according to the position in their class.

In case a team is assigned to another class, due to amalgamation of classes (art. 19.1 of this chapter) the points awarded by the team and driver will be added to the initial class of the specific team.

E.g. if a class GTX Car is assigned to class GT3, for this reason, and the team and drivers have been awarded with 18 points, these 18 points will be added to this team and drivers in their initial class GTX.

In case a team is assigned to another class (e.g. TC -> TCX) for any other reason (e.g. too fast for TC) the awarded points will be added to the assigned class (in this example class TCX).

39.16.6 Class GT3-PRO/AM and GT3-AM

There will be a separate class ranking for:

- Class GT3-AM.
- Class GT3-PRO/AM.
- Class GT3.

There is no separate GT3-PRO class ranking.

39.16.7 Class 991 & 992

The points awarded in class 991-PRO & 991-AM will be combined into one class, 991.

The awarded points for class 991-PRO and class 991-AM will be according to the points distribution (art. 39.5 of this chapter; Allocation of points). So, in case 991-PRO is a bigger class compared to 991-AM, 991-PRO can gain more points or vice versa.

Please note: In case the 991 class is split into a separate 991-AM and 991-PRO class, there will be two separate podium ceremonies.

The above also counts for class 992 and their respective 992-PRO and 992-AM sub-classes.

39.17 Publication

The allocation of points per race and the overall classification will be published after each race on the 24H SERIES website www.24HSERIES.com.

Any remarks regarding the allocation of points in a race and/or overall classification may be submitted within 14 days after the race.

The deadline for the submission of any objections expires 14 days after the specific race.

39.18 In case of not described, unforeseen or miss interpreted situations in the awarding of points and/or rankings, the Promoter will make a final decision and/or **the Promoter can decide upon possible waivers.**

The Promoter may add additional championship rankings.

40. Penalties

40.1 Penalties imposed by the Race Director

Following penalties may be imposed by the Race Director:

- Cancellation of any practice or qualifying laps
- Cancellation of race laps
- Time Penalty
- Lap Penalty
- Drop of grid position
- Drop of positions in the classification
- Warnings
- Any other penalties at discretion of the Race Director

40.2 Penalties imposed by the Stewards

- Besides the list of penalties as per ISC only the Stewards have the authority to disqualify a driver and/or team.

40.3 Basically all penalties will be inflicted on the competition number, which means not the individual driver but the complete team.

The Race Director can make exceptions on this (e.g. regarding driving behaviour).

40.4 Penalty notification

Penalties will be notified to the team by the Race Director through (a) digital notification to Team Manager through the Creventic Portal. Or alternatively (b) notification on paper, handed over to the Team Manager or his representative.

The time frame to serve time penalties is starting (a) for digital notification at the time issued by the Race Director and (b) on paper version the receiving signature time at notification.

41. Time penalties– Procedure and other penalties

Time penalties are given for more than one reason, the following, with the accompanying time penalties, are the most common reasons for which time penalties are incurred, however the Race Director is empowered to enforce or rescind time penalties as he sees fit to do so, different situation and circumstances which occur during the race, any practice or qualifying may result in a different time penalty than here stated.

41.1.1 Time penalties must be settled within two hours

Time penalties must always be settled by a team within 2 hours after the team has been informed about the (time) penalty. If a team does not respect this time frame, the imposed time penalty will be doubled.

41.1.2 Time penalties received during the last two (2) hours of the race

- **Each Penalty > 30 seconds:**
  Must be served before the finish of the race.
  If not served by the team, the penalty will be doubled and converted into laps at discretion of the Race Director.

- **Each Penalty ≤ 30 seconds:**
  If not served by the team, the penalty will be processed by the official timekeeper of the Event. These time penalties will not be doubled.

41.1.3 Not served time penalties at the end of part 1 during races with an intervention break

The following rules apply for time penalties that are received in the last two hours of "Part 1" during races with an Intervention break (see also art.38 of chapter I).

Time penalties received during the last two hours of part 1 may be served:

- Either: Before the finish of part 1.
- Or: During the first two hours of part 2 (after the intervention break).

If a team does not respect this time frame, the imposed time penalty will be doubled.

41.2 List of penalties
Below penalties may be imposed, at discretion of the Race Director

41.2.1 Overtaking under a CODE-60 situation: **60 seconds.**

41.2.2 Speeding in the pit lane or refuelling area: **2 seconds per km/h.**

41.2.3 Driving too fast under a CODE-60 situation: **Time gained in seconds x 2.**
Time gained is determined by Race Director.

41.2.4 Overtaking under a yellow flag situation: At discretion of the Race Director.

41.2.5 Not respecting track limits (4 wheels over the white line):

- During the race:
  - After three times exceeding the track limits in the same turn: **Warning on timing screen.**
  - Every next third exceeding of the track limits in the same turn: **10 seconds.**
- During qualifying: Every infringement with best lap time: **Lap will be cancelled.**

41.2.6 Taking a short cut: At discretion of the Race Director.

41.2.7 Finishing in the pit lane: **20 seconds.**

41.2.8 Exceeding the maximum driving time (stint time): **60 seconds for every 10 minutes beyond the max. driving time.** For the maximum driving time definition, see art. 30.2 of this chapter.

41.2.9 Exceeding the total maximum driving time of the Pro driver(s): **One lap can be deducted from the total number of laps for every 10 minutes beyond the maximum driving time.**
For the specific driving time requirements, see art. 8.4 of this chapter.

41.2.10 Not fulfilling the minimum driving time requirements of the AM driver(s): **One lap can be deducted from the total number of laps for every 30 minutes below the minimum driving time**.
For the specific driving time requirements, see art. 8.4 of this chapter.

41.2.11 Not applying Driver-ID switch correctly: the 2 criteria mentioned in Chapter I, Art. 21.2.7.2 are met **within 20 minutes** after the start of the stint of this driver **no penalty** will be given.
If these 2 criteria are met **after 20 minutes** after the start of the stint of this driver a penalty of **minimum 30 seconds** will be given.
In case a team has **not** themselves reported this within **20 minutes**, the Race Director will impose a **60 second** time penalty

41.2.12 In the case of (small) technical deviations (e.g. weight of the Car, Car ride height, etc.), with reference to the technical regulations, described in these regulations, the Race Director may give a time penalty for this infringement. This time penalty will be at least twice of the advantage the team may have gained. Time gained is determined by Race Director.

41.2.13 Exceeding the maximum refuelling amount
Penalized at discretion of the Race Director.

41.2.14 Not delivering USB/SD Datalogger on time
Penalized at discretion of the Race Director.

41.2.15 Missing the Official Briefing (Drivers and Team Managers)
Penalized at discretion of the Race Director.

41.2.16 Driving Car into pit box under its own power and/or momentum
Penalty up to **10 seconds,** see also art. 21.2.4 of this chapter.

41.2.17 Working with more than 2 people on the Car
Penalty up to **10 seconds,** (by accident at discretion of the Race Director) see also art. 21.2.5 of this chapter.
Time gained more than 5 seconds (at discretion of the Race Director): Penalized at discretion of the Race Director.

41.2.18 All other time penalties, at discretion of the Race Director.

41.2.19 Applicable ONLY during races with Intervention Break (see art. 38 of this chapter.)

41.2.19.1 The penalty for working on the Car during an "intervention break" is **10 laps**, in case a team has made a written request to work on the Car, to the Secretary of the Event within 30 minutes after **PART 1** is finished. **Otherwise the penalty is 20 laps.**
As soon as the request is accepted and confirmed the team can move the Car to their own pit box and the **10 laps** penalty will be applied and deducted from the number of laps after **PART 1.**
Any other infringement during the intervention break leads to a penalty at discretion of the Race Director.

41.2.19.2 Penalty for entering the pit lane before crossing the start/finish line once after the re-start of the race: time penalty of **6 minutes.**

41.2.19.3 Penalty for entering the pit lane and performing a pit stop or refuelling in the last 10 minutes of "PART1": **2 laps.**

41.2.20 Not respecting or violating the branding, logo and flag placement regulations as lined out in the graphical charter (see appendix 13) may be penalized at discretion of the Race Director.

41.3 Procedure

41.3.1 The infringement for which time penalties are given is as observed by any official and or the official timekeeper at the Event and reported to the Race Director.

41.3.2 The Secretary of the Event will inform the Competitor of the infringement and time penalty, the Team Manager will (a) confirm receipt in the Creventic Team Managers portal – digital,
or (b) sign for having received the notification and receive a copy of this for his/her own use.
This can be communicated in any way (e.g. on paper or digitally).

41.3.3 It is the obligation of the team to inform the secretary of the Event, by giving the notification of the penalty, at which time the penalty shall been served (normally this will be the first following pit stop).

41.3.4 A Competitor, who has received a time penalty, stops in the designated penalty area. The penalty time starts the moment the vehicle comes to a complete stop. Only after the completion of the time penalty the vehicle may leave this area and continue to the pit box for service repair and or change of driver and or refuelling.

41.3.5 The driver of the team who is at that moment the driver of the vehicle that has received the penalty will stop at a predesignated place in the pit lane and wait at this place for the duration of the time penalty (during this time it is not allowed to work on, refuel or change drivers of the vehicle). The driver must wait in the vehicle with safety belts, helmet and race clothing on as he or she is still a driver taking part in the Event, the team is obligated to see that the time penalty is carried out in the proper manner and at the appropriate place, the Race Director will only check that the penalty has been served.

41.3.6 The Race Director or one of his officials is only responsible for checking that the time penalty has been carried out, this may be done through the use of video film from the circuit or any other means at his disposal.

41.3.7 Time penalties that are incorrectly carried out (as a whole or as a part) will be treated as not being carried out completely and the part of the penalty that has not been served will have to be carried out again.

41.3.8 The predesignated place where teams are to take their time penalties will be pointed out at the drivers briefing.

41.3.9 Serving of Time-penalties during CODE-60 is allowed, however the time-penalty will be doubled.

41.3.10 It is not required to solve penalties of less than or equal to 5 seconds. In this case you may add this time penalty of 5 seconds or less) to another time penalty and solve these at once (always inform Secretary of the Event!).
Otherwise, time penalties of less than or equal to 5 seconds will be added to your race time at the end of the Race**.**

41.3.11 Several Time penalties may be served at once, as long as they are served within the timeframe defined in art. 41.1.1 of this chapter.

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42. Protests

42.1 Protests must be lodged in accordance with the stipulations of the present FIA International Sporting Code (art. 13).

Under strict respect of the protest time limits of 30 minutes, all protests must be lodged in writing, addressed to the Stewards, and handed to the Race Director or, their assistant, if this is not possible, to the chairman of Stewards along with an ASN set deposit (see below).

Those 30 minutes starts from the moment of publication of the signed provisional classification results on the official notice board.

42.2 **Protests deposit**

- The protest deposit as defined by the Parent ASN is 500 EURO in cash.
- Only the competitor has the right to lodge a protest.

42.3 Any dismantling costs resulting from a protest must be set in accordance with the prescriptions of the International Sporting Code.

43. Appeal

43.1 The appeal procedure is governed by the provisions of Article 15 of the International Sporting Code.

43.2 If the competitor would like to appeal the deposit amount defined by the Parent ASN to be made payable and be sent to:

KNAF FEDERATIEBUREAU
IBAN: NL57INGB0665545967

And the appeal should be sent to:
"College voor Autosport Rechtspraak KNAF"
Attn: Mr. J. van der Pouw Kraan
Postbus 357
2400 AJ Alphen a/d Rijn
The Netherlands

Email:
pouwkraan@willedonker.nl
and copy to: info@knaf.nl

43.3 Any dismantling costs resulting from an appeal must be set in accordance with the prescriptions of the International Sporting Code.

43.4 The appeal deposit as defined by the parent ASN is 1.750 EURO.

Chapter II - MAY THE BEST TEAM WIN:
Class division and BOP-implementation for class GT3 and class 991.

Note: For Class GT3 this Chapter is completely reworked (2022). (Therefor changes are not marked in yellow)

1. Introduction

For class GT3 and class 991/992; the goal of the in this Chapter described Class division in combination with Creventic' s BOP-method; is to give amateurs and semi-profs (over 90% of the competitors) a much fairer opportunity to compete with the professionals.

This will result in a group of Cars in your class which will be closer to each other from performance perspective (close endurance racing).
So, this will definitely increase the challenge for all teams. The best teams will still be in the front of the race, but very likely, much more closely followed by a big and strong midfield including teams with a full Amateur drivers' line-up.
Resulting in more teams competing for the overall victory, it will take longer during the race until the potential victories will get clearer, which might even result in a sporting battle till the end of the race. This will give the amateurs and semi-profs (90% of the competitors) a much fairer opportunity to compete with the professionals.

However, one thing remains the same, the best team will win! Maybe only with a minimum gap. But let's be honest what would be more satisfying then to win the next race in the last hour with a close finish?

Note for professionals:
Keep in mind that without the large group of enthusiastic amateurs and semi-professionals we would not have a race at all!

May the best team win
We all look forward to a sportive race with the highest possible level of fair competition. Where after a challenging race, the best team may win.

The best team?
The best team can best be described as a combination of:

- A strong team, strategic as well with a dedicated technical crew.
- Excellent drivers, fast, consistent, and reliable endurance drivers. Team players with respect for their competitors in their class and even more for competitors in lower classes.
- A fast, strong, and reliable race Car, gently to drive.
- A team with some luck, at least no bad luck!

Do you take this challenge?

May the best team win!

2. Concept GT3-classes and BOP-method

The unique and attractive Balance Of Performance (BOP)-system for GT Cars, introduced a few years ago, has proven to be successful and is further improved.

No minimum reference time. This means all GT3 Cars, GT3-PRO and GT3-PRO/AM and GT3-AM can drive as fast as the can, without any consequences. (NO penalties and No BOP-consequences).

In this BOP-system, the final BOP is ONLY determined (adjusted) by the driver composition of the team.

This BOP-system, has and will achieve its primary goals, like increasing competition and reducing the gap between amateurs, gentlemen drivers, semi- and professional teams and drivers.

Looking at it from an objective perspective, this unique BOP-system is mostly appreciated by amateurs and gentleman drivers, which is obvious, because they are the ones who benefit most from the advantages of the system.

To award also amateurs & gentlemen and to make a clear distinction between the semi-pros, pros and amateurs & gentlemen drivers and teams, additional to class GT3 there are 2 separate classes:

- **Class GT3-AM** (for amateur drivers and maximum one semi-pro driver)
- **Class GT3-PRO/AM** (for amateur drivers, some semi-pros drivers and maximum one pro driver)

PRO-Teams (who will run in Class GT3)

PRO-teams are also welcome with the following limitations:

- maximum 2 pro drivers, minimum one amateur driver and the number of semi-pros is free

  or
- Full driver-line up are semi-pro drivers

Driving time requirements

Additional to the balance of performance of the GT3-PRO teams, GT3-PRO/AM teams and GT3-AM teams; driving time limitations and requirements are specified.

- For PRO- and SEMI-PRO drivers there is a maximum driving time specified.
- For AM drives a minimum driving time is specified.

The exact driving time requirements are specified in art. 8.4 Specific driving time requirements (Chapter I).

Herewith, the basic goal of improving competition and reducing the gap for amateur and gentlemen drivers and teams will be achieved.

Below the concept of the GT3 classes and related BOP is described:

2.1 GT3-Teams

We divide the teams into 3 categories:

- GT3-AM Teams (for amateur drivers and maximum one semi-pro driver)
- GT3-PRO/AM Teams (for amateur drivers, some semi-pros drivers and maximum one pro driver)
- GT3-PRO Teams (for semi-pro drivers, maximum 2 pro drivers and minimum one amateur driver)

The assignment of each team to above specific classes, will be done according to the drivers line-up described in art. 8.3.2 (Team Composition/Drivers line-up) of Chapter I.

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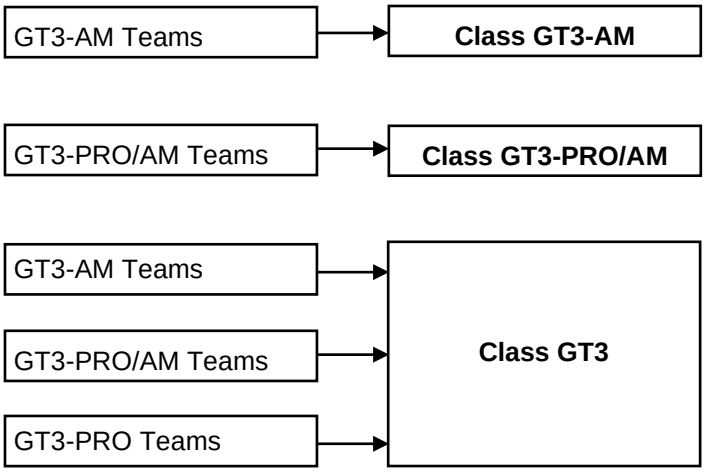
2.2 GT3-Classes

2.2.1 We assign the teams to 3 GT3 Classes

- GT3-AM Class
- GT3-PRO/AM Class
- GT3 Class

Please note there is NO GT3-PRO Class.
Below it is shown which teams are assigned to which Class:



Please note: GT3-AM Teams are running in 2 Classes; Class GT3-AM and Class GT3
Please note: GT3-PRO/AM Teams are running in 2 Classes; Class GT3-PRO/AM and Class GT3
Please note: GT3-PRO Teams are running in only 1 Class; Class GT3

2.2.2 Combining GT3 Classes

Independent on the number of the GT3 entries of each GT3 Class, the GT3 Classes will NOT be combined.
So NO amalgamation of GT3 Classes.

2.2.3 GT3 classes for podium classification and Championship ranking

For both, podium classification and Champion ranking there are (the same) 3 classes.

- GT3-AM Class
- GT3-PRO/AM Class
- GT3 Class

Awarded Championship points per race will be assigned to the Championship-ranking according to the table below:

Points awarded in class:	Will be assigned to Championship-ranking:	Remarks
GT3-AM	GT3-AM ranking	
GT3- PRO/AM	GT3-PRO/AM ranking	
GT3	GT3 ranking	There is NO separate GT3-PRO ranking

Example: a GT3-AM team finished 2nd in class GT3-AM and 10th in Class GT3.
So for Class GT3-AM Championship, the awarded points will be according to the 2nd position.
While for Class GT3 Championship, the awarded points will be according to the 10th position

Regarding awarding of points for the championship, see art. 39.16 (Detailed scoring rules) of Chapter I

2.3 Strategic options GT3-AM Team

GT3 teams which have full-filled the GT3-AM drivers' requirements, can (e.g. for strategical reasons) choose to be considered as GT3-PRO/AM Team and there for being assigned to Class GT3-PRO/AM.
(Only after written request and approval.)

In such case:
- for this team the GT3-PRO/AM-BOP and GT3-PRO/AM Team driving time requirements, will be applicable.
- Points will be awarded in Class GT3-PRO/AM instead of GT3-AM (in any case, points will be awarded in class GT3)

Strategic option GT3-PRO/AM Team

Please note that GT3 teams which have full-filled the GT3-PRO/AM drivers' requirements, can (e.g. for strategical reasons) choose to be considered as GT3-PRO Team and there for being assigned to Class GT3.
(Only after written request and approval.)

In such case:
- for this team the GT3-PRO-BOP and GT3-PRO Team driving time requirements, will be applicable.
- Points will be awarded only in class GT3

*Note: Regarding above mentioned written request:
Before the start of the Event, the Promoter will decide upon such request.
During the Event, the Race Director will decide upon such request. In such a case the team must be scrutineered (regarding BOP) again.

Initial scrutineering:
Teams will be (initial) scrutineered (regarding BOP), according to the class (GT3-AM, GT3-PRO/AM or GT3) listed in the (provisional) entry list.

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2.4 Start grid consequences (GT3)

Referring to art. 2.3 of this chapter, in case of changes of GT3-BOP, before the start of the race and after qualifying, (only with approval of the Race Director) in case of BOP benefits during qualifying, these teams will be re-positioned on the start grid, according to the following table:

BOP-change	**Start grid consequence**
AM-advantage → PRO/AM	GT3 Start grid: behind last GT3 car
AM-advantage → PRO	

BOP-change	**Start grid consequence**
AM → PRO/AM	**GT3 Start grid: behind last GT3 car**
AM → PRO	

BOP-change	**Start grid consequence**
PRO/AM → PRO	**GT3 Start grid: behind last GT3 car**

In case more teams will be placed back according above rule, the position at the back of the GT3 Class will be according the best qualifying lap.

2.5 GT3-BOP-method

To each Team category, a specific GT3-BOP will be assigned, see table below:
Please note, within GT3-AM Teams, 2 different BOP's are assigned, depending on the different driver line-ups.

Team	Class	BOP*	Remarks
GT3-AM Team with AM-BOP	GT3-AM	AM-BOP	AM driver line up with one SEMI-PRO driver
GT3-AM Team with AM-Advantage BOP	GT3-AM	AM-Advantage BOP	Full AM driver line-up
GT3-PRO/AM Team	GT3-PRO/AM	PRO/AM BOP	Driver line-up see art. 8.3.2
GT3-PRO Team	GT3	PRO-BOP	Driver line-up see art. 8.3.2

* The specific and BOP for each category will be published in the specific BOP-Publication of each event. Below an example will be given to have indication of the applicable BOP for your team (car)

Example BOP GT3

Below Example for BOP GT3 to show an indication of impact of driver-line up on the BOP of the Car.
The left table is from last year (2021) for comparison only.

2021	BOP (2021)
GT3-PRO	**GT3-PRO with PRO-BOP: +30kg and -/-5 Litre**
GT3-AM	**GT3-AM Neutral BOP Initial BOP**
GT3-AM	**GT3-AM-advantage BOP -/- 50 kg and 120 Litre**

2022	BOP (2022)
GT3-PRO Team	**PRO-BOP:** **Compared to Initial BOP:** • **+30kg** • **-/-5 Litre refuelling**
GT3-PRO/AM Team	**PRO/AM-BOP:** • **Initial BOP**
GT3-AM Team	**AM-BOP:** **Compared to Initial BOP:** • **Approx 5% Power increase (e.g. bigger restrictor or high Boost-pressure** • **+/- 0 kg** • **+15 Litre of initial max refuelling**
	AM-Advantage BOP: • **Same as AM-BOP plus:** • **100% max refuelling @ CODE-60***

* E.g. if initial max refuelling is 100 Litre: You are allowed to refuel 115 L @ green and you are allowed to refuel 115 Litre during CODE-60.

Above table is an example: The final BOP will be published in the BOP-publication of the specific Event.

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2.6 Balance of Performance parameters for GT3

The BOP can be one or more of the following parameters:

- Weight of the Car
- Maximum refuelling amount
- Fuel flow
- Restrictor of the Car
- Any other BOP-parameter, published in the BOP-publication of the specific Event,

2.7 Last but not least (GT3)

As explained above, we all want the highest possible level of competition and of course a fair and sportive race.

The developed BOP-method will contribute to achieve this final goal.

Although this BOP-method has been proven to be efficient and successful this is still a quite new method. For this reason, we explicit want to express, in case we feel teams try to misuse this method or to try to find unforeseen "gaps", the Race Director reserves the right to adjust the BOP of a specific Car, as is clearly described in the sportive & technical regulations.

According to Chapter I, art. 8.3.2, the Promoter reserves the right to consider an AM or PRO/AM-eligible team as a PRO/AM or PRO team on the basis of the driving capability of their driver line-up (E.g. on the basis of earlier results in 24H SERIES, etc.).

This is also applicable for GT3-AM Advantage eligible teams to be allocated in GT3-AM team.

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3. Concept 991/992 Classes

Below the concept of the 991/992 classes and related BOP is described:
The 992 Class is a separate class for Porsche 992 Cup cars.
So, when in these regulations is written 991/992, it means it is applicable for Class 991 and for Class 992.

In this BOP-system, the final BOP is ONLY determined (adjusted) by the driver composition of the team.

This BOP-system has and will achieve its primary goals, like increasing competition and reducing the gap between amateurs, gentlemen drivers, semi- and professional teams, and drivers.
Looking at it from an objective perspective, this unique BOP-system is mostly appreciated by amateurs and gentleman drivers, which is obvious, because they are the ones who benefit most from the advantages of the system.
To also award amateurs & gentlemen and to make a clear distinction between the semi-pros, pros and amateurs & gentlemen drivers and teams, there are basically 2 (TWO) 991/992 Classes

- **Class 991/992-AM** (for amateur drivers and maximum one semi-pro driver)
- **Class 991/992-PRO** (for semi-pro drivers, maximum 2 pro drivers and minimum one amateur driver)

Driving time requirements
Additional to the balance of performance of the GT3-PRO teams, GT3-PRO/AM teams and GT3-AM teams; driving time limitations and requirements are specified.

- For PRO- and SEMI-PRO drivers there is a maximum driving time specified.
- For AM drives a minimum driving time is specified.

The exact driving time requirements are specified in art. 8.4 Specific driving time requirements (Chapter I).

Herewith, the basic goal of improving competition and reducing the gap for amateur and gentlemen drivers and teams will be achieved.

Below the concept of the GT3 classes and related BOP is described:

3.1 991/992-Teams

We divide the teams into 2 categories:

- 991-AM Teams (for amateur drivers and maximum one semi-pro driver)
- 991-PRO Teams (for semi-pro drivers, maximum 2 pro drivers and minimum one amateur driver)

This division will be done according to the driver's line-up described in art. 8.3.2 (Team Composition/Drivers line-up) of Chapter I.

3.2 991/992-Classes

3.2.1 We assign the teams to 2 (TWO) 991/992 Classes

- 991/992-AM Class
- 991/992-PRO Class

Below it is shown which teams are assigned to which Class:

991/992-AM Teams	→	**Class 991/992-AM**
991/992-PRO Teams	→	**Class 991/992-PRO**

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3.2.2 Combining 991/992 Classes

3.2.2.1 Less than 5 Cars in each class (991-AM and 991-PRO)

Should the number of Cars entered in each of the two classes is below 5 (five) at the entry closing date, then the Class 991-AM and Class 991-PRO will be combined to class 991.

The Promoter may, at his discretion, deviate from this number.

This means:

- Less than 5 Cars in both classes: all 991 teams will be combined to one 991 class
- 5 Cars or more in both classes: all 991 Cars will be divided into class 991-PRO and 991-AM

Please note that independent of the number of Cars in class 991, the BOP-implementation according to Chapter II (MAY THE BEST TEAM WIN: BOP-implementation for class GT3 and 991) is applicable.

Regarding awarding of points for the championship, see art. 39.16 (Detailed scoring rules) of Chapter I

3.2.2.2 Less than 5 Cars in each class (992-AM and 992-PRO)

The same rules are applicable as for Class 991-AM and 991-PRO (see art. 3.2.2.1)

3.2.3 991/992 classes for podium classification and Championship ranking

Podium

For podium classification there are:

- Only 1 (ONE) 991-Class podium in case 991-AM and 991-PRO are combined
- Otherwise, there are 2 separate Class podiums: 991-AM and 991-PRO

For Class 992-AM and 992-PRO the same rules are applicable.

Championship ranking

For Championship ranking there is only 1 (ONE) 991-Class ranking

Also, for Class 992, there is only 1 (ONE) Championship Class ranking.

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3.3 Strategic option 991/992-AM Teams

Please note that 991/992 teams which have full-filled the 991/992-AM drivers' requirements, can (e.g. for strategical reasons) choose to be considered as 991/992-PRO Team and there for being assigned to Class 991/992-PRO.

(Only after written request and approval.)

In such case:

- for this team the 991/992-PRO-BOP and 991/992-PRO Team driving time requirements, will be applicable.
- Points will be awarded in class 991/992-PRO (unless 991/992-AM and 991/992-PRO are combined)

3.4 Start grid consequences (991/992)

Referring to art. 2.3 of this chapter, in case of changes of 991/992-BOP, before the start of the race and after qualifying, (only with approval of the Race Director) in case of BOP benefits during qualifying, these teams will be re-positioned on the start grid, according to the following table:

BOP-change	Start grid consequence
AM → PRO	**991/992 Start grid: behind last 991/992 car**

In case more teams will be placed back according above rule, the position at the back of the 991/992 Class will be according to the best qualifying lap.

3.5 991/992-BOP-method

To each Team category, a specific 991/992-BOP will be assigned, see table below:

Team	Class	BOP*	Remarks
991/992-AM Team	991/992-AM	AM-BOP	AM driver line up with one SEMI-PRO driver
991/992-PRO Team	991/992-PRO	PRO-BOP	Driver line-up see art. 8.3.2

* The specific and final BOP for each category will be published in the specific BOP-Publication of each event. Below an example will be given to have indication of the applicable BOP for your team (car)

Example BOP Class 991

Below Example for BOP Class 991 to show an indication of impact of driver-line up on the BOP of the Car.

Type	BOP	Minimum Weight	Max Refuelling amount	Remarks
Porsche Cup 991-I (3800cc)	**BOP-PRO**	1220 kg	120L	Models 2013 .. 2016 NO Restrictor-Blende *Note: Fuel tank capacity is 100L. Max fuel sticker: 120L just for practical reasons, so max refuelling will be • 100L @green • 60L@CODE-60
Porsche Cup 991-I (3800cc)	**BOP-AM**	1220 kg	100L@Green 100L@CODE-60	Models 2013 .. 2016 NO Restrictor-Blende
Porsche Cup 991-II (4000cc)	**BOP-PRO**	1230 kg	90L	Models 2017 .. 2020 *Restrictor-Blende: 65 mm
Porsche Cup 991-II (4000cc)	**BOP-AM**	1230 kg	100L	Models 2017 .. 2020 NO Restrictor-Blende

Example: The final BOP will be published in the BOP-publication of the specific Event.

Example BOP Class 992

Below Example for BOP Class 992 to show an indication of impact of driver-line up on the BOP of the Car.

Type	BOP	Minimum Weight	Max Refuelling amount	Remarks
Porsche 992 Cup	**BOP-PRO**	1280 kg	90L	Models 2021 .. 2022 NO Restrictor-Blende
Porsche 992 Cup	**BOP-AM**	1250 kg	110L	Models 2021 .. 2022 NO Restrictor-Blende

Example: The final BOP will be published in the BOP-publication of the specific Event.

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3.6 Balance of Performance parameters for 991/992

The BOP can be one or more of the following parameters:

- Weight of the Car
- Maximum refuelling amount
- Fuel flow
- Restrictor of the Car
- Any other BOP-parameter, published in the BOP-publication of the specific Event,

3.7 Last but not least (991/992)

As explained above, we all want the highest possible level of competition and of course a fair and sportive race.

The developed BOP-method will contribute to achieve this final goal.

Although this BOP-method has been proven to be efficient and successful this is still a quite new method. For this reason, we explicit want to express, in case we feel teams try to misuse this method or to try to find unforeseen "gaps", the Race Director reserves the right to adjust the BOP of a specific Car, as is clearly described in the sportive & technical regulations.

According to Chapter I, art. 8.3.2, the Promoter reserves the right to consider an AM-eligible team as a PRO team on the basis of the driving capability of their driver line-up (E.g. on the basis of earlier results in 24H SERIES, etc.).

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Chapter III – Technical Regulations for all Cars

1. General Regulations for all Cars

For all specific Cup Classes (e.g. 991, 992 GT4, TCR) the technical regulations of this chapter prevail over the technical regulations of the specific class (appendices).

The applicable technical regulations per class can be found in the class appendices.

Please note: From 2018 onwards: For all Cars, according to Appendix J art. 253.14. the fuel tank must be a FIA approved safety fuel tank homologated by the FIA (specification FT3-1999, FT3.5 or FT5-1999).

Unless explicitly described otherwise, the safety Regulations as specified in the current Article 253 of the Appendix J to the current ISC must be respected for all Cars.

All additional Safety Regulations concerning Electrical, or Hybrid Cars not described in the Appendix "J" will be published in a separate document due to the special nature of these vehicles.

1.1 The Promoter reserves the right to amend the present Regulations with approval of the KNAF before the start of the Event.

1.2 To be eligible, all Cars must comply with the prescriptions of the present Regulations.

1.3 Only the Organiser decides about the admission of a Car before the start of the Event.
The decision taken by the Organiser is final, during the Event the decision is with the Race Director after consultation with the Stewards.

1.4 Any Car damaging the reputation of automobile sports relating to their presentation may be rejected – and the Promoter is not obliged to reimburse the entry fee or any other costs or fees.

1.5 A Vehicle Identity Form must be produced for all Cars failing to hold a homologation form. This Identity Form must be duly completed and submitted together with the entry application form. Spare-parts catalogues and workshop manuals for these Cars must also be kept at hand. Any proof possibly asked for must be furnished by the competitor of the Car.
(An example of a Vehicle Identity Form is the "DMSB Wagenpass").
If such a vehicle identity form is not available, the team must provide the required documentation requested by and on discretion of scrutineering. E.g. manufacturer information and technical information of the Car.

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1.6 Regarding obligatory makes/suppliers of Car parts, see article 22.9 Chapter I.

1.7 The wheels (flange + rim + tyre) must be housed within the original bodywork; this means the upper part of the complete wheel (tyres including the rim flange), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically and with the wheels turned straight.

2. Noise Limitations

2.1 Noise Limitation

To show respect to the circuit's neighbours, the aim for a "greener" world and to show respect the FIA statement "MAKE CARS GREEN" competitors will be asked to explicitly acknowledge by signature on the entry form their entered race Car will NOT exceed the following noise limitations.

2.1.1 The noise limitations and regulations by local authorities and circuits always take precedence with regards to the regulations described below. In such case, these noise limitations will be described in the Supplementary Regulations of the specific Event.

2.1.2 The following noise limit values may not be exceeded:
For all Events, for all classes:

- **110 dB(A)** at 0,5m measured according to the measuring method, as described below.
- Unless otherwise defined in the Supplementary Regulations of a specific race.

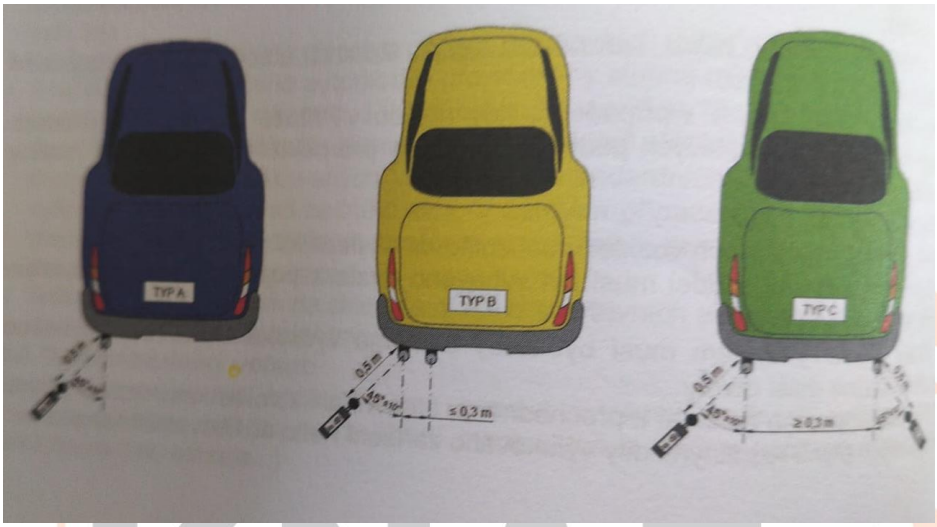
2.2 Additional following rules are applicable:

Measurements will be made at 0.5 meter from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees (see pictures below) and +/- 10 degrees from vertical surface with the exhaust outlet. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0 meter from the centre line of the vehicle, with the microphone 1.2 meter above the ground. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0 meter (in the 0.5 meter test) or within 10.0 meter (in the 2.0 meter test).

Background sound levels should be at least 10dB(A) below the measured level.

With distances from 2.0 meter to 8.0 meter it is necessary that there be a minimum of 20.0 meter radius open flat space around the vehicle. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.

The noise generated by the Car must not exceed the prescribed noise level at 3800 rpm, or at three-quarter maximum revs if this is less. The engine needs to be in racing temperature.



2.3 Checks can be carried out throughout the entire duration of the Event by means of the aforementioned static test.

2.4 Penalties for Noise infringements

Any offence against the noise limitation regulations may result in the following penalties:

2.4.1 During any practice or qualifying:

- **1st offence** – the practice/qualifying lap times achieved until the moment the infringement is discovered are cancelled; the Car must be made to conform to the noise prescriptions. For this purpose, the black flag with orange disc together with the race number on a separate board will be displayed to the relevant driver at the Line. The Car must immediately return to the pits.
- **2nd offence** – all further practice/qualifying lap times will be cancelled. The Car may be refused to continue practice/qualifying and the Race Director may decide not to admit the Car to the race following the infringement against the noise prescriptions.

2.4.2 During the race:

- **1st offence** - The black flag with orange disc together with the race number on a separate board will be displayed to the relevant driver at the Line. The Car must immediately return to the pits and make his Car conform.
  - The Car must then be represented to the scrutineers.
  - The Car may re-join the race after confirmation of the Race Director.
- **Additional offences** – In the case of a repeated offence, the Race Director may refuse the team to continue the race. In such a case, the black flag together with the race number on a separate board will be shown to the relevant driver at the Line. The Car must immediately return to the pits and stop his Car.

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3. Special Technical Regulations and Safety Regulations for all Cars

3.1 Window Net

3.1.1 The use of a FIA approved window-net on the driver's side is compulsory for all Cars, mounted accordingly to the FIA regulations, Article 253.11 of the Appendix J.

3.1.2 It is not allowed to use an arm restraint as an alternative.

3.1.3 Exceptions (GT3 Cars, 991&992 Cup Cars and GT4 Cars)

GT3-FIA-homologated Cars only

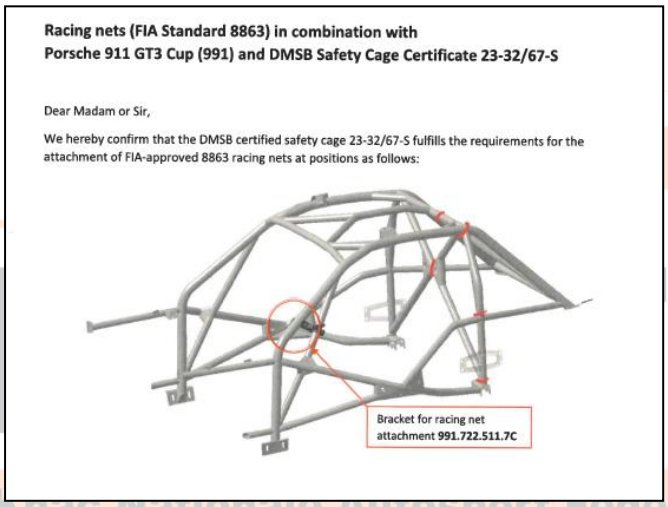
Only for GT3-FIA-homologated Cars with FIA racing net 8863-2013 acc. homologation:

When the FIA racing net is homologated, this is mandatory, and in this case the window-net is NOT required.

Porsche 911 GT3 Cup (991 and 992) Cars

It is mandatory to use one of the following options:

- FIA Window-net.
- FIA-approved Racing net (standard 8863) in combination with bracket for Racing net 991.722.511.7C, according to the drawing below:



GT4-homologated Cars

It is mandatory to use one of the following options:

- FIA Window net.
- FIA-approved Racing net (standard 8863), as provided by the Car manufacturer of the specific vehicle.

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3.2 Safety harness

An FIA homologated 5 or 6-point safety harness is compulsory for all Cars. According standard 8853/98
A 6-point safety harness is advised.

It is only allowed at the lower belts (hip belts) to add elastics (elastics must be used in a safe way and only with the purpose to support the driver to fasten the seatbelts faster).

3.3 Shielding the side windows with transparent film

It is recommended to shield the side or door windows with a transparent safety film (not tinted).

3.4 Front Headlights

This art. is applicable for all Cars.

3.4.1 Excessive light NOT allowed

Mounting of extra headlights (within below regulations) is allowed. However, the standard headlights and/or extra headlights may in any case NOT result in excessive light that might obstruct or blind another competitor, see art. 3.4.4 of this chapter.
Whether or not there is 'Excessive light' noted, the final judgement is up to the decision of the Race Director in consultation with the Chief Scrutineer.

3.4.2 Classes GT3 and GT4

For Cars in class GT3 and GT4, only headlights which are in the homologation of the Car are allowed. Either in the basic homologation or in (Endurance) variant options. Please note art. 3.4.4 of this chapter, is remains applicable.

To avoid any misunderstandings, supplementary headlights described in art. 257A of Appendix J of the FIA are NOT allowed if these are NOT part of the homologation of the Car.

The Promoter can at his discretion decide upon waivers.

3.4.3 For all classes, except GT3 and GT4 and GT8R

3.4.3.1 The mounting of two (2) additional headlights is allowed.

3.4.3.2 They must be fitted in the front bumper or in the radiator grille, but such openings as needed in this case must be completely filled by the headlights. (at discretion of scrutineering).
So, it is NOT allowed to install them on the bonnet.
So, it is NOT allowed to install them in front of the bumper (at discretion of scrutineering).
Otherwise, the lighting system must be compliant with the standard system.

3.4.3.3 These additional headlight (units) may also be LED-units.
A LED-unit (max. surface 170cm2 (e.g. 230x73mm or diameter up to max. 130mm, at discretion of scrutineering)) is considered as one headlight.
The additional headlights must be applied symmetrically as a pair.
In case the additional headlights are positioned in the centre of the Cars, alternatively one (LED) headlight unit with double surface is allowed (e.g. 460x73mm).

3.4.4 The main- and additional headlight adjustment must be installed in a way that no other competitor is obstructed or blinded.
If, at discretion of scrutineering, any Car, might be obstructing or blinding another competitor, scrutineering may decide and instruct a competitor to:

- Re-adjust the headlights
- Remove or taping additional headlights
- Re-install original headlights

3.4.5 It is not allowed to have any kind of red or orange light at the front of the Car (See Chapter 1, art. 27.9)

3.5 Rear Fog Lamp

All Cars must be equipped with a FIA homologated or standard equipment (O.E.M.) red rear fog lamp.
(Technical FIA List No. 19).
Preferred is a FIA homologated red rear fog lamp.

3.6 Protection for Exhaust Pipe

A special protection for the exhaust pipe is recommended (for example by means of gusset plates, rebound straps, etc.). The noise prescriptions specified in Article 2 of these chapter must be respected in relation to the exhaust system.

3.7 Radiator Protection

Oil and water radiators may be protected against damage with a fine-meshed wire netting.

3.8 Shielding rear and quarter Windows

The rear side or quarter windows may be partly shielded (the rear view must however be guaranteed as a clear view).

3.9 Video cameras

The scrutineers must approve the fixation of any video camera to the Car at initial scrutineering.

3.10 Cockpit lights and signalling lights

It is allowed to add extra (small) lights in the cockpit, with the purpose, e.g. to dashboard, etc. for the driver during the night.
It is allowed to add signal lights in-out outside the Car, with the purpose to recognize the Car for team crew.
It is not allowed to have any kind of red or orange light at the front of the Car. See art. 27 of chapter I.

3.11 Electrical drink system for the driver

With the purpose to hydrate the driver (drinking of water), it is allowed to:

- Add a water bottle/container into the cockpit.
- Add an electrical pump to pump water to the driver.
- Fill the water bottle/container from outside, e.g. through side window, e.g. like picture below.

3.12 Additional electrical switches/buttons inside the cockpit

It is allowed to install additional electrical switches and/or buttons on the centre console for any additional electrical device and/or modification that is allowed in these regulations. E.g. (on/off) switch for window heater, rear fog-lamp, transponder, Driver-ID switch, switch on/off ABS (if allowed), Start number lights, etc.
It is allowed to extend the dashboard or place a safely mounted surface in the centre console for this purpose.
This also applicable for the specific Cup classes.

3.13 Competition Seat

A FIA current homologated competition seat with supports in compliance with Article 253 of the Appendix J is compulsory for all Cars.

3.14 General Circuit Breaker

A general circuit breaker in compliance with Article 253.13 of the Appendix J is compulsory.

As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings for closed Cars. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm. See picture below.

3.15 Fire Extinguishers

3.15.1 A fire extinguishing system homologated by the FIA for Touring Cars is recommended (with the compulsory fixation of the extinguisher bottles). For Cars without a fire extinguishing system:

- A manual extinguisher in compliance with the FIA technical list No.6 prescriptions is compulsory
- or fire extinguisher must be according to homologation if this is minimum according to the FIA-regulations.

3.15.3 E-sticker Acc. art. 7.2 of art. 253 of Appendix J (ISC):

The driver (and co-driver where applicable) must be able to trigger the extinguishing system manually when seated normally with his safety harnesses fastened and the steering wheel in place.

Furthermore, a means of triggering from the outside must be combined with the circuit-breaker switch. It must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

See picture below.

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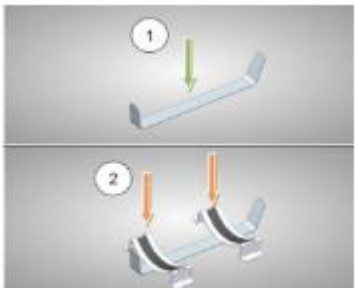
3.15.2 For Fire extinguishers (Systems and Manual extinguishers):
Anti-torpedo tabs are required according to art. 7.2 and 7.3 of Appendix J – art. 253
E.g. like following pictures:



3.16 Rollover Structure

A rollover structure is compulsory. It must comply with Article 253.8 of the Appendix J 2002 or 2005 or later of the ISC according to the original building date of the Car.

3.17 Fuel filler neck with safety overflow

If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.

The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.

See picture with example.

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3.18 Wheel nuts holder for wheels WITHOUT centre lock wheel nuts

To decrease/minimize the pitstop time advance of a Car with centre wheel nuts, so called "wheel nut holders" are allowed, according following regulations:

Installation of devices that fix hub nuts to hub bolt holes for the purposes of faster tyre change and safety improvement shall be performed as follows:

- Fixtures that fix wheel nuts to wheels shall be called "Wheel Nut Fixtures." or "Wheel Nut Holders".
- Without any modification to the wheels. If the wheels originally have bolt holes other than those for hub bolts, Wheel Nut Fixtures shall not be installed using these holes regardless of the reason.
- The Wheel Nut Fixtures must be made of light plastic or a material equivalent to light plastic. No metal fixtures are allowed. They must not have sharp edges.
- It is permitted to mount one Wheel Nut Fixture on each hub bolthole. Therefore, a Wheel Nut Fixture that links some or all of the hub bolthole is not permitted. Unless it is a tool (equipment) and NOT fixed to the wheel when driving.

4. Handicap/BOP-Regulations

4.1 General (For all classes)

4.1.1 Handicap regulations may be established for certain models of Cars or even for individual Cars, for example extra ballast, boost-pressure limitation and/or air restrictors.

4.1.2 In case certain models of Cars or individual Cars are disproportional fast, the Promoter reserves the right to adjust the Balance of Performance of this model or individual Car at any time of the Event. This in order to balance and increase competition in general and particular in the specific class. (this BOP can be of every kind, e.g. extra weight, restrictor, less refuelling, maximum fuel capacity, time penalty, driving time requirements, etc.).

This Balance of Performance can also be the other way around, e.g. to older models or year of built, a less tight (initial) BOP might be assigned. E.g. less weight, more refuelling, larger restrictor, etc.).

4.1.3 In case of disproportional fast Car, the Promoter may propose a class change or the Race Director can also assign this Car to another most suitable class.

4.2 BOP – Amalgamation of classes (for all classes)

In case of amalgamation of classes:

In case a Car is assigned to a higher/faster class, the Promoter can change and improve the BOP of the Car in order to increase competition (Note: The Promoter is only allowed to do this before the Event, during the Event this at discretion of the Race Director).

As in general it is difficult, or on many occasions even not possible to give a Car a BOP advantage, also the following BOP can be assigned:

- Max refuelling under CODE-60 can be increased to up to 100%.
- E.g. 100 L under green and 100 L (100%) under CODE-60.
- The advantage in this case under CODE-60 is obvious.

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5. Specific technical equipment

5.1 Competition Numbers and Advertising Stickers

5.1.1 Competition numbers and advertising stickers will be issued at the Welcome Centre and must be fixed to the Car before Scrutineering according to the instructions given. The scrutineers will accept only Cars showing those competition numbers issued by the Promoter.

5.1.2 Two (2) competition numbers must be affixed to each Car: on both sides, on the doors (those need to be illuminated, according to art. 5.3 of this chapter). In addition, a small competition number must be affixed to the right side of the upper rear window and to the right side of the upper front window.

5.1.3 If it is impossible to affix the compulsory competition number panels and race numbers as per given instructions due to the construction of the doors, an alternative fixation must be agreed with the Promoter. The competition number panels may not be modified or cut without prior agreement of the Promoter.

5.1.4 If a competition number gets partly or initially loose and the Car cannot be identified by the timekeepers, the competitor concerned will himself be held responsible.

5.1.5 Spare numbers and advertising stickers will be available at the Welcome Centre. The competition numbers and advertising stickers are free of charge.

5.2 TRANSPONDER with Driver-ID

To further improve communication opportunities (e.g. for commentators) for all classes a transponder with a Drivers ID is obligated:

5.2.1 Valid transponders with 4 or 5 Drivers ID are:

- MYLAPS CAR DP-i transponder (previously the TranX260 DP-i transponder).
- MYLAPS X2 Transponder.

Such a Driver-ID transponder can be purchased at the official timekeeper.

5.2.2 LED-indicator on transponder

Driver-Id transponders will flash in a pattern that indicates the position of the driver-ID switch (e.g. 3 flashes means driver 3).

When you see a continue light, the driver position is not working (e.g. disconnected switch).

When you see no light at all, your transponder is not working at all.

In both cases consult the timekeepers.

5.2.3 Please read and mount your driver-ID transponder according to the timekeeping instruction:

Where to mount your driver-ID transponder.

The transponder must be fixed with rivets or screws in front of the front axle of the vehicle at a maximum height of 80 cm from the track surface and without any metallic material or carbon fibre between the transponder and the track.

The maintenance, fixing and use of the timing devices are responsibility of the competitor. The malfunction will involve, during any practices or qualifying, a compulsory stop at the garage to replace or repair it.

Should a competitor not have the right type of transponder, the timing service may put one to his/her disposal against a corresponding renting fee and deposit.

The rental fee and deposit amount for a transponder will be mentioned in the entry form.

The renting fee amounts and the deposit, both must pay in cash money. The deposit will be reimbursed to the competitor after the meeting and after having checked the correct functioning by the timing service. Should the rented transponder be lost or not returned, there will be no right to reimbursement of the deposit.

The rented transponders will be issued during administrative checks and must be returned within 30 minutes after the race.

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5.3 Start numbers and compulsory illumination with back panels

According to the regulations, the start number on the right and left doors must be illuminated.
For this purpose, illuminated back panels are compulsory (only for the left and right door start numbers).
Illuminated back panels can be purchased at the Promoter (to be send by post or collected at race administration), as published in the entry form.

5.4 Race Position Display (LED)

Each Car (all classes) must be equipped (obligation) with a LED-Position display. (RACE-POSITION-DISPLAY)
This LED-Position display shows the actual (overall) position of the Car.
The function of this display is to show the audience of the actual position in an easy visual way.
Please note this display is for (audience) information only (not for official purpose). For official results and standings please refer the official results.
It is the responsibility of the competitor to mount the LED-Position display in order to pass the pre-race scrutineering.
To power this LED-Position LED display, this device needs to be connected to the 12V-battery of your Car.
This RACE-POSITION-DISPLAY can be purchased or rented at the Promoter, as published in the entry form.

5.5 Data-logger including boost pressure sensor

For some classes / Cars a data-logger is obligatory, the regulations for this data-logger are descripted in this article.

5.5.1 The prescribed obligatory data-logger is:

Class	AIM datalogger	Remarks
GT3	**Evo 5**	**GT3-AM and GT3-PRO**
991	**Evo 4 or Evo 5**	
992	**Evo5**	
GTX	**Evo 4 or Evo 5**	**Selected Cars, see BOP-publication**
TCX	**Evo 4 or Evo 5**	**Selected Cars, see BOP-publication**
TCR	**Evo 4 or Evo 5**	**For Class TCR, instead of the AIM-datalogger, the Marelli datalogger is allowed, if homologated in the TCR TECH FORM**
GT4	**Evo 5**	
GT8R	**Evo 5**	
All other class	**Not required**	***See note**

***Note:**
Unless otherwise described, the Organizer can, at his discretion, oblige teams on individual basis, to be equipped with a data-logger (e.g. Turbo Cars).

5.5.2 For all Cars with obligatory data-logger, (with or without Turbo) the following Pboost pressure(s)* is obligatory:

- 1 (One) air pressure sensor to measure the ambient air pressure.

Air-pressure sensor* (V26Z943 Pressure sensor 0 - 3 bar absolute).

For all Cars with Turbo, additional 1 (One) Boost sensor pressure sensor is obligatory.

- 1 (One) air pressure sensor to measure the boost pressure.

Boost pressure: Is picked up through sensor V26Z943*. Measuring range 3 bar abs., resolution 0.0007 bar. It must **not** be mounted directly into the manifold but connected by a tube and fixed to the chassis (free of vibration and heat).

***Alternatively, the following pressure sensor is also allowed:**
AIM pressure sensor X05PSA00005B10AK, measuring range: 0 –5 bar absolute.

5.5.3 For class GT3 for all Turbo Cars, additional TWO (2) Pboost pressure sensors are obligatory (one sensor for each cylinder bank) and must be positioned according to the homologation of the Car. This might also apply to other Cars, at discretion of scrutineering.

5.5.4 Exceptions:

5.5.4.1 Class 991 and Class 992:

A boost pressure sensor is NOT obligatory for class 991 and class 992 (Porsche 991&992 Cup).

5.5.4.2 Class GTX:

For Porsche 991&992 models in class GTX, with Porsche 991 Cup type engine (991-I or 991-II), a boost pressure sensor is NOT obligatory.

5.5.5 Position of Pboost sensor

The Pboost sensor needs to be positioned in the engine manifold, after the throttle, at discretion of Scrutineering.

The Promoter may prescribe additional Pboost sensors for specific Cars. This will be mentioned in the balance of performance publication of the specific Event.

5.5.6 Mounting instruction:

This air-pressure sensor must be mounted according Aim Scrutineering instructions.

5.5.7 Pboost measurement for Cars with turbo engines

The method (Control of Pboost strategy) will be described in the BOP-publication of the specific Event.

One parameter of such method (Control of Pboost strategy) will be the Barometric Pressure on the track.

For some classes (e.g. class GT3) the max. Pboost value might be depending on the Barometric Pressure on the track.

For this reason, at the beginning of the Event (at the track), the actual Barometric Pressure on the track will be published and will be fixed for the entire Event.

For some classes or Cars, the max. Pboost is independent of the Barometric Pressure on the track.

In this case the Barometric Pressure used in the "Control of Pboost strategy" will be equal to the pressure as the BOP is defined. (Usually 1010mbar).

In case the max. Pboost is independent of the Barometric Pressure on the track, this will be specified with the Pboost specification.

5.5.8 USB-data stick/SD-Card

Teams must RETURN the USB-data stick/SD-card to scrutineering, according to the Event Timetable.

In case a team has NOT returned the USB-stick in time, this will be reported to the Race Director and he may impose a penalty at his discretion.

The logger must be properly installed and configured in compliance with the installation instructions per approval of scrutineering. Basically, the logger will be connected to the CAN bus of the engine control unit (ECU). For most Cars, this covers the below descripted sensor-signals.

The competitors themselves are responsible to obtain the data-log system including the necessary sensor systems and must ensure that the system is working perfectly.

5.5.9 For purchasing or rental information of the AIM-evo4/evo5, please contact:

AIM-Scrutineering

Email:	technical@aim-scrutineering.com
Phone:	+34 93 688 2513
Website:	www.aim-scrutinering.com

5.5.10 The Organiser reserves the right to read out the data at any time during the Event, e.g. every pitstop during the qualifying and/or during the race.

Any irregularity may result in a penalty.

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5.5.11 To ensure the data logging process, the GPS-antenna of the data-logging-system must be fixed on the roof of the Car.

5.5.12 At all times during the Event, it must be possible for the Organiser to read out data from the acquisition systems.

5.5.13 The collection of the following data must be ensured by the competitor:
(For most Cars, below described sensor-signals will be derived from the CAN bus of the ECU).

- Engine speed
- Vehicle speed (GPS signal)
- Vehicle speed (from ECU)
- Position of the throttle valve
- Intake system pressure
- Transversal acceleration (internal sensor)

The Organiser reserves the right to order additional data to be recorded.

5.5.14 USB data memories will be distributed during the Event for Cars selected by the Promoter.
These USB data memories must be connected to the data logger by the competitors.
A deposit might be required by the Promoter to ensure the due return and the due exchange of the data memories.

5.5.15 Performance characteristics throughout the season

For all Cars with an obligatory datalogger, the performance characteristics parameters recorded during the first appearance during the 24H SERIES season are generally considered as the reference parameters for the remainder of the season. All recorded performance characteristics parameters recorded during a race should therefore comply with the parameters recorded during previous 24H SERIES races of the season. The Promoter reserves the right to define these performance characteristics parameters to specific values as part of the Balance of Performance publication.

The Race Director reserves the right to penalize any deviation from the previously recorded performance characteristics parameters at his discretion.

The following parameters must be made available via the CAN-protocol (see next page):

For submitting the requested data channels, please use the following link:

http://www.aim-scrutineering.com/CAN_Specifications_AIM_Scrutineering.xlsx

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The following parameters must be made available via the CAN-protocol

Description	Notes
Data Logger Sensors	
Acceleration	
Boost Pressure	Manifold Pressure behind Throttle Body
Boost Pressure right	Manifold Pressure behind Throttle Body
Manifold Absolute Pressure	one sensor per Airbox
Manifold Absolute Pressure right	one sensor per Airbox
Speed GPS	
Sensors from CAN Bus	
Barometric Pressure	
Brake Pressure Front	
Brake Pressure Rear	
Brake Switch	if brake pressure not available
CAM Position	if variable cam timing, all Camshafts
Engine Revs	
Engine Throttle	
Engine Throttle	if applicable
Fuel Consumption	cumulative fuel used
Fuel Pressure	
Exhaust Temperature	on request during Rolling Road Test
Exhaust Temperature right	on request during Rolling Road Test
Exhaust Pressure	on request during Rolling Road Test
Exhaust Pressure right	on request during Rolling Road Test
Injection Quantity	
Injection Time	alternative
Intake Air Temperature	
Ignition Advance	
Gear	
Lambda	
Lambda right	
Mixture Mapping	
Rail Pressure	if applicable, for DI Engine
Shift (position) signals	for any variable intake systems, if applicable
Speed Vehicle	
Speed Front Left	
Speed Front Right	
Speed Rear Left	
Speed Rear Right	
Throttle Pedal	
Torque or Airflow mass sensor signal	if applicable
Torque request Driver	
Torque out put engine with out torque reduction	constructed number in Nm
actual torque output engine	constructed number in Nm
Traction Control Active	Status for TC Activity
Water Temperature	

6. Ballast and Maximum Permitted Weight

6.1 Ballast

6.1.1 If the weight of the Car must be completed by ballast to comply with the minimum weight as stipulated in the present regulations and this weight cannot be achieved by corresponding permitted modifications in or on the Car (i.e. steel doors, steel roof, etc.); this ballast must be fixed inside the Car as follows:

1) Ballast box must be according to homologation (e.g. GT-Cars) or TCR TECHNICAL FORM (for TCR Cars).
2) Ballast weight must be installed according to FIA ISC appendix J.
3) Ballast box must be as described below:

6.1.2 This ballast must during any practice, qualifying and race be fixed inside the Car on the passenger's side in a metal container with the following minimum dimensions:
Bottom surface: minimum 1600 cm²
Height: 50 mm
Wall thickness: 2 mm

6.1.3 This container must be fixed on the floor panel. It must be closed with a solid, screwed cover and offer the possibility to fix seals. The weights inside the container must additionally be secured. If the cover serves to fix the weights, it must be appropriate solid, have at least four fixation points for closure and offer the possibility for seals to be affixed.

6.1.4 The container, the cover and the weights must be installed in such a way that they are capable of withstanding accelerations / decelerations of at least 25 g without any damage.

6.1.5 At least four fixing screws with a minimum of M 8 mm, 10.9 quality are compulsory. If necessary, the floor panel is to be provided with a reinforcing plate.

6.1.6 This container will be sealed every time an additional weight has to be applied. The seals must be present at any time during the Event. If a seal is missing, all practice/qualifying times of the team concerned may be cancelled or the penalties laid out in the International Sporting Code may be applied.

6.2 Maximum Permitted Weight

6.2.1 If the maximum permitted weight of the Car (see Car registration papers or documents) is below the required minimum weight for the division/ group concerned, the Car cannot be accepted.

6.2.2 This means that no Car in racing condition, i.e. empty weight according to the relevant table plus fuel plus driver (75 kg according to EC standard) may exceed the weight specified for the corresponding Car as maximum permitted road-legal standard weight.

6.2.3 Proof must be furnished by the competitor himself by means of documents of, the manufacturer.
General Importer.

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7. Fuel tank capacity versus refuelling amount

7.1 **For classes:** TC, GTX, TCX and SP4.
The maximum fuel tank capacity for the following classes is 120 Litre, unless explicitly otherwise described:

7.2 The max. refuel amount mentioned in Appendix 12 (Eligible Cars and Class Overview) of these regulations is the maximum refuelling amount (Litres) per refuelling session.
At all 24H SERIES races, this will be automatically measured, at the fuel station.

7.3 In between 2 refuelling sessions the Car must have entered the racetrack. So minimum one out lap combined with an in lap (the start finish line does not necessarily have being passed).

Example:
If in a specific class, the max Refuel amount is listed at 90 L:
At the start of the race, it is allowed to start with a completely filled fuel tank.
For a Car with a fuel tank capacity of 100 L.
At the start of the race, it is allowed to start with 100 L fuel.
At each following pit stop it is allowed to refuel maximum 90 L.

8. Data-communication to and from Car

Data-communication (e.g. engine-data, e.g. oil-temperature) from Car to pits is allowed.
Data-communication (e.g. change of engine-settings) from pits to Cars is forbidden.

Normal two-way radio communication to driver is allowed.
Text message to driver is also allowed.

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9. Allowed modifications for classes GT3, 991, 992, TCR and GT4

Unless otherwise specified in these regulations, Supplementary Regulations or bulletins, below modifications are allowed referred to the specific cup regulations, homologations and/or technical forms, for the following classes:

- Class GT3
- Class 991
- Class 992
- Class TCR
- Class GT4

Item	Description
Brake pads	Brand, model type and dimensions are free.
Brake discs	Only brand is free. Diameter, thickness and material must all be according: • Class TCR: acc. TCR TECH FORM. • Class GT3 and GT4: acc. Homologation. • Class 991: acc. Porsche Carrera Cup regulations, see appendix. 9A. • Class 992: acc. Porsche Carrera Cup regulations, see appendix. 9B.

Brake cooling	May be added and/or modified, with the following limitations:
	• Any modification or addition of brake cooling must have the clear purpose of brake cooling.
	• Only brake cooling with air is allowed (e.g. NO water or liquid cooling).
	• The maximum of two pipes/hoses to bring the air to the brakes of each wheel is allowed. E.g. one existing pipe/hose and one added.
	• The total inner section of one or both air pipes may be maximum 227 cm². This corresponds for example to a section of 12cm in diameter for 2 equal pipes/hoses or 17cm for one single pipe/hose.
	• The use of electrical blowers/fans is allowed.
	• Modifications and/or additional holes in the front bumper (e.g. to put extra or bigger air ducts) are allowed, with following limitations:
	  ○ With the only purpose of brake cooling.
	  ○ Total maximum of 4 holes.
	  ○ Maximum dimension per hole 400 cm².
	  ○ To each hole in the front bumper, a pipe or hose must be mounted, to be directed to the brakes.
	• The modification or addition of air ducts to the brakes is allowed.
	• Front and rear brakes: protection shields may be added or modified.
	• Mounting of additional parts, with the clear purpose to improve brake cooling is allowed.
	• The pipes or any other part must not protrude over the perimeter of the Car, seen from above.

Headlights	See Chapter III art. 3.4.
Window heater	A window heater for (de-fog reasons) is allowed.
Driver ventilation-cooling	For the purpose of driver ventilation-cooling the following is allowed: For the door and side windows: installation of air-ventilation is allowed. The side windows must be of safety glass or plastic. If of polycarbonate, the thickness must not be less than 3 mm. If of plastic, the thickness must not be less than 5 mm. They must in any case be transparent at discretion of scrutineering
Protective-grating in front bumper	For protective-grating in front bumper it is allowed to replace them by more robust protective-grating. Mounting of additional protective-grating in and for air-openings is allowed.
Protective-grating in rear wheel arch	It is allowed to install protective-grating in the rear wheel arch only in the area of the exhaust. The sole purpose of this modification is preventing tyre pickup coming in touch with the exhaust.
Seatbelts	It is allowed to replace the original seatbelts, by FIA approved seatbelts according FIA Appendix J Art. 253.6. However, the original mounting-positions must be respected.
Seat	It is allowed to replace the seat, by FIA-homologated seat.
Fuel-inlet	See also art. 21.3.2 Fuel-inlet Chapter I. For Cars with the fuel-inlet on the side, it is allowed to have fuel-inlet on left- and right- hand side. However, during refuelling, it is NOT allowed to refuel the Car on both sides simultaneously.

10. Technical Regulations Group "Silhouette Cars AND Sports Cars"

10.1 Eligible vehicles

The group is a group of vehicles build for racing.

There is no specific class for silhouette Cars and Sports Cars. Silhouette Cars and Sports Cars will be assigned to most suitable class.

The Promoter decides in which class the individual Silhouette Car or Sports Car will be assigned.

10.1.1 Apart from below explicitly described technical regulations, like weight and fuel tank capacity, all sportive & technical requirements applicable for the assigned class are also applicable for the particular Silhouette Car or Sports Car.

The intention is to admit Silhouette Cars to increase the variety of competing Cars, which fits to the sportive character of the race and fits from performance point of view with the Touring- and GT-Cars.

In interest of this sportive character each Silhouette Car or Sports Car will be accepted on individual basis. This even means that accepting one Silhouette type does not automatically mean another Silhouette Car or Sports Car of the same type is accepted.

10.1.2 For safety reasons, only solely closed Silhouette Cars and Sports Cars are generally admitted.

Also for safety reasons only Cars with a minimum weight of 750kg are admitted.

No open wheels Silhouette Cars are accepted, so the complete wheels must be housed within the original body.

Only the Promoter decides about the admission of a Car and upon possible waivers.

10.1.3 Balance of Performance

The Promoter has the right to compensate the performance of each Car to maximize the equality of the performance. This compensation can be of any kind, e.g. add weight, limit amount of refuelling, maximum fuel capacity, add a restrictor, and give a time penalty and/or any other kind of compensation.

All Silhouette Cars must be according following regulations.

10.2 Engine

10.2.1 Turbo coefficient does apply as per Chapter IV for petrol engines.

10.2.2 Engine brand and type is free. If engine brand is different than Car manufacturer, it must be declared in the entry form.

10.3 Minimum Weights

10.3.1 See Balance of Performance publication of the specific Event.

10.3.2 Generally, only Cars fulfilling the prescriptions of FIA ISC Appendix J Art. 277-3, will be accepted:

10.4 Fuel Tank

Note: The original tank must be replaced by a FT3-1999, FT3, 5 or an FT5 safety tank according to Article 253.14 of the Appendix J to the ISC.

Provisions must be taken to prevent the leakage of fuel in all situations (including the situation of overfilling)!

10.5 Safety

- All Silhouette Cars must comply with the provisions of FIA International Sporting Code Appendix J art. 277 – Category II-SH.
- All Sports Cars must comply with the provisions of FIA International Sporting Code Appendix J art. 277 – Category II-SC.

The chassis (tubular frame) and safety structure of the Silhouette Car must be approved by the ASN and/or FIA and the origin must be mentioned.

Also, the body of the Silhouette Car must be approved.

Also, all other safety regulations are applicable as per technical prescriptions for all Cars, Article 3 of chapter III.

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Chapter IV - Technical Regulations Group "24h-Special" for Cars of divisions TCE and GT

Note: This Chapter is only applicable for classes GTX, TCX and TC

1. Eligible Vehicles

1.1 The Promoter only decides upon the eligibility of the vehicles.
In particular in cases of Car models which were built in smaller units, such as Ferrari Maranello, a vehicle may be refused. Before investing in the preparation of any such vehicle, the Car owner should contact the Promoter regarding its eligibility.
National homologated Cars may be admitted.
The Promoter will decide upon possible waivers.

1.2 For safety reasons, solely closed touring Cars and GT Cars are generally admitted. The vehicles must have a spark ignition engine, a rotary engine (Wankel), diesel engine, electric powered or hybrid and be of the model year 1995 or later (the last year of construction of the model of a Car is decisive) running on 4 non-aligned wheels and having a minimum series height of 1.100 mm and a maximum series height of 1.600 mm. In addition, the height of the Car in race version may in no case exceed this maximum height of 1.600 mm.
There is basically no limitation to cylinder capacity or number of cylinders, however, to be eligible a Car must fit from performance point of view. As a guideline the upper limit is restricted to GT2 Cars.
The vehicle roof must be of a solid, closed structure.
Standard hard-top variants might be accepted.
Vehicles with tubular space frame may be admitted, see Art. 10 Chapter III Technical regulations for group Silhouette Cars and Sports Cars.
(A few Examples of NOT accepted Cars: Caterham, Roadster, Radical, Ligier)

1.3 All Cars must have mudguards which are rigidly connected to the bodywork. Consequently, co-steering mudguards are prohibited. The basic and the race Car must also have a solid bodywork between the front and the rear wheels (running-in protection).

1.4 Cars with exposed wheels are not permitted.

1.5 The standard Car which represents the basic for the race Car must be qualified for obtaining a road licence for public traffic in Europe. In cases of doubt, the competitor must furnish proof by submitting a General Certification (ABE) or an Individual Certification (EBE) or another corresponding certificate.
Solely normal registrations or licence number plates or official certifications for road homologation are accepted which can be obtained by everyone.

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1.6 The series vehicle which provides the basis for the race Car must have been built in at least 4 identical units. The competitor must furnish proof hereof.

1.7 Car manufacturers are accepted as manufacturers if they admitted and registered with the German Federal Motor Vehicle Registration Agency ("KBA"). For the interpretation of the present Regulations, to be accepted as a manufacturer, a minimum number of 1.000 units of a series production Car (independent of the basic vehicle for the race Car) must have been built and be available through the normal commercial dealer channels. The regulations in connection with the list are not affected by the provision.

1.8 Series production Car: For the interpretation of the present Regulations, a series production Car is a Car which complies with the above-mentioned provisions, amongst others in relation to the Car height, production numbers, manufacturer, road licensing etc.

2. General
Anything which is not expressly authorized by the present Regulations is forbidden. Any part worn through use or accident can only be replaced by an original part identical to the damaged one. Authorized modifications may not result in forbidden modifications.

3. Engine

3.1 The engine (engine block, crankcase, cylinder head) must be produced by the same Car manufacturer. Unless otherwise homologated.
The engine must remain inside the original engine compartment. The engine type is free.
The Promoter will decide upon possible waivers.

3.2 Supercharging is permitted if it complies with the manufacturer's production for the series production model which serves as basis for the race Car. For spark ignition engines, the supercharging for the corresponding series production Car must be made with spark ignition engine.
Vehicles of the same model range of a manufacturer are considered to be series production Cars. The model year restrictions specified in this chapter (1995) must be respected.

3.3 In case of supercharging, the nominal cylinder capacity will be multiplied by 1.7 and the Car will pass into the class corresponding to the cubic capacity class thus obtained.

For Cars with mechanical superchargers (compressors), as for example G compressors, the factor for the cylinder capacity will be 1.4.
In both cases, if in a class the cubic capacity is mentioned as: Supercharged engines up to a specific cubic capacity, the coefficient (1.4 or 1.7) is not applicable (e.g. in class TC).

3.4 Unless otherwise homologated: The supercharging system must remain original, e.g. supercharger or compressors (Ex. Comprex and G- compressors). This means that a naturally aspirated engine must remain a naturally aspirated engine, an exhaust-gas turbocharger engine must remain an exhaust-gas turbocharger engine etc. The addition of a supercharger not complying with the original system is consequently not eligible. The make and the design of the supercharging system are free (so a Garrett supercharger can for example be replaced by a KKK supercharger and vice versa).

3.5 The installation of an intercooler is free.

3.6 The equivalence formula for rotary engines covered by NSU Wankel patents is as follows:
The equivalent cubic capacity is 1,5x the volume determined by the difference between the maximum and minimum capacities of the combustion chamber.

3.7 The lubrication system is free.

3.8 Air feed as well as auxiliary devices and radiators are free.
All vehicles must be able to refuel directly with a commercial type of hose as used in usual service stations. Therefore, the refuelling opening of the tanks must allow for this operation.

4. Exhaust System

4.1 The orifice(s) of the exhaust pipe must be located at the rear of the Car or at the Car's side. The orifice of an exhaust pipe directed to the side must be located behind the centre of the wheelbase.

4.2 No exhaust pipe may protrude beyond the perimeter of the Car's bodywork. They must be situated less than 10cm from this perimeter in relation to the external edge of the bodywork.

4.3 The exhaust system must be a separate component and be located outside the bodywork respectively the chassis. The exhaust system is free as for the rest.

4.4 Rear body apron: It is permitted to apply openings with a total surface of maximum 100cm² at the rear body apron for the purpose of the passage of the exhaust pipe orifice. The lower side of the opening must end at the lower edge of the rear body apron. Should there be original standard openings for the passage of the exhaust gas above this area, these openings are acceptable, and they must not end at the lower edge of the rear body apron.

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5. Transmission

5.1 Reverse gear
All Cars must have a reverse gear which, at any time during the Event, can be selected while the engine is running and used by the driver when seated normally.

5.2 Four-wheel drive is only permitted if fitted as an original equipment in the model concerned.

5.3 Clutch, final drive and all drive-train components are free.
The gearbox is free (for example sequential gearbox). The gearbox must, however, remain in its original location, for example in front of or behind the engine, at the drive axle, etc. The number of forward gears is limited to six. A reverse gear is compulsory.
All gear changes, though, must exclusively be made mechanically. Automatic or semi-automatic gearboxes, e.g. rocker type gear change, is only authorized if this operating principle complies with the original version and the standard gearbox housing is retained. Otherwise, the gear shifting must be purely mechanical.

5.4 A front wheel driven Car may not be converted to a rear wheel driven Car and vice versa. The original drive must be retained.

5.5 The addition of any kind of intermediate ratios is permitted.
For Cars originally equipped with a permanent four-wheel drive, one driving axle may be disconnected.
Differential as well as the cooler and pumps provided for these are free.

6. Wheels and Tyres

6.1 Wheel material.
All wheels must be made from homogeneous metallic materials.

6.2 The wheels (flange + rim) are free provided that they may be housed within the original bodywork, this means the upper part of the complete wheel (tyres including the rim flange), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically.

6.3 Wheel fixation systems are free.

6.4 In no case may the rim/tyre width, in relation to the cubic capacity or the fictive volume of the Car, exceed the following values:

up to 1.400 cc: 8,5 "
over 1.400 cc up to 1.600 cc: 9,0 "
over 1.600 cc up to 2.000 cc: 10"
over 2.000 cc up to 2.500 cc: 10,5 "
over 2.500 cc up to 3.000 cc: 11,5 "
over 3.000 cc: 14,0 "
The width may be measured at any point of the rim including rim flange (not wheel disc) with the exception of the tyre contact area.

6.5 The spare wheel and its attachment parts may be removed.

7. Ground Clearance
No part of the Car, with the exception of the rims and/or tyres, must touch the ground when the tyres situated on the same side of the Car are deflated. In order to check this point, the air valves of the tyres on the same side of the Car will be removed. The ground clearance is checked without passengers.
This test must be carried out on a relatively flat surface. It is left to the competitor's discretion to remove the tyres from the rims before the check of the ground clearance.

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8. Braking System

8.1 A dual-circuit brake system operated by the same pedal and having a simultaneous effect on the front and the rear wheels are compulsory. As for the rest, the braking system is free. A handbrake is recommended. Carbon fibre parts are forbidden (with the exception of brake pads).

8.2 Cooling of Brakes

Front and rear brakes: protection shields are free.

The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 ccm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.

The air pipes must not protrude over the perimeter of the Car, seen from above.

9. Steering

The steering system must not act on the rear axle. As for the rest, the steering system is free, but the power steering may not be installed inside the cockpit (exception: if serial). It is permitted to install steering angle limitations.

10. Suspension/ Shock absorbers

10.1 The shock absorbers parts are free. In the case of an oil pneumatic shock absorbers, lines and valves connected to the spheres (pneumatic parts) are free.

E.g. manual, automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are allowed.

Electronic height adjustment is forbidden.

Any height adjustment which can be done from the cockpit by the driver is forbidden, as well as any other electronic/pneumatic means. Height adjustment is only allowed by the "classic" method (manual adjustment with tools by a mechanic in the pit).

10.2 Chromium plating

All shock absorbers parts must be made of homogeneous metallic material and may not be chrome-plated.

10.3 Strengthening of the mounting points of shock absorbers parts on the body side, by adjunction of material, is allowed.

10.4 Anti-roll bar: Anti-roll bars may not be adjustable from the cockpit.

10.5 The shock absorbers mounting points to the body shell, or the chassis may be modified.

11. Cockpit

11.1 Seats:

The passenger seats and the rear seats (including the backrest) must be removed during the Event. For driver' seat: See also Chapter III of the present Regulations.

11.2 Dashboard:

The dashboard is free, but it must not have any sharp edges.

11.3 Pedal Boxes:

Pedal boxes may be installed.

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11.4 Doors – Side trim:

It is permitted to remove the soundproofing material from the doors, but the doors must be equipped with door trims.

This trim may be original or be made of a metal sheet with a thickness of minimum 0,5 mm or of another composite material with a minimum thickness of 2 mm. In the case of a two-door Car, the trim situated beneath the rear side windows must also comply with the above provisions.

It is permitted to remove the interior trim from the door in order to install a side protection panel which is made from composite material side pad (lateral protection integrated in the side protection bar). The minimum height of this panel must extend from the base of the door to the maximum height of the door strut.

It is permitted to replace electric winders with manual ones.

11.5 Floor:

Carpets are free.

11.6 Other sound proofing materials and trim:

Other padding materials may be removed.

11.7 Heating system:

The original heating system may be replaced by another one. It is permitted to remove or to blank off the water supply of the internal heating device, in order to prevent water spillage during an accident, providing an electric demist system or similar is available. The heating system may be removed partly or completely, provided that a windscreen which can be heated with electric resistance, or an electrical blower is installed. The air guiding components are free. The air outlet openings must be standard parts and may not be modified. The electrically heated windscreen must be made of laminated glass with design certification and comply with the standard exterior shape.

11.8 Air-conditioning:

Air-conditioning is free.

11.9 Steering wheel:

The steering wheel is free, but it must have a constant cross-sectional, closed steering-wheel rim.

It is permitted to place adapters between the steering wheel and the steering column. These adapters may be connected or welded to the steering wheel and the steering column by means of separable fixations. The anti-theft steering-lock device must be made inoperable. The vertical installation angle of the steering column may be modified in the area of the dashboard through the fixation of adapters.

The steering can be on either the right or left provided that it is a question of a simple inversion of the steered wheels control, laid down and supplied by the manufacturer without any other mechanical modifications except those made necessary by the inversion.

The rear removable window shelf in two-volume Cars may be removed.

11.10 Air pipes:

Air pipes may only pass through the cockpit if these are intended for the ventilation of the cockpit.

11.11 Additional accessories:

All those which have no influence on the Car's behaviour are allowed, for example equipment which improves the aesthetics or comfort of the Car interior (lighting, radio, etc.). In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or road holding not even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc.

11.12 The following is also allowed:

- Measuring instruments such as speedometers etc. may be installed or replaced, and possibly has different functions. The speedometer may be removed.
- The horn may be changed or an additional one added or removed.
- Circuit breakers may be freely changed vis-à-vis their use, position, or number in the case of additional accessories.
- A "fly-off" hand brake may be installed.
- Additional compartments may be added to the glove compartment and additional pockets in the doors provided they use the original panels.
- Insulating material may be added to the existing bulkhead to protect the passengers from fire.
- The washer system is free but there must be the minimum of 1 windscreen wiper provided for the windscreen.

Unused supports may be removed, e.g. seat supports, etc.

12. Electrical System

12.1 The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.
The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables.
Electric cables and their sleeves are free.

12.2 The make and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks. The number of batteries laid down by the manufacturer must be retained. Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts.
For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counter plate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork.

12.3 If a wet battery is used, the battery must be covered by a leak proof plastic box, attached independently of the battery. Its location is free, however if in the cockpit it will only be possible behind the front seats. In this case, the protection box must include an air ventilation pipe with its exit outside the cockpit.

12.4 Fuses:
The fuses in the electrical circuit and the fuse carriers are free.

12.5 Lighting - Indicating:
All lighting and signalling devices must comply with the legal requirements or with the International Convention on Road Traffic.
The operating system of the retractable headlights, as well as its energy source, may be modified.
The frontal glass may be covered with a clear transparent film.

Lighting equipment (according to Appendix J art. 259-8.4.1 – 8.4.3)
All lighting equipment must be in working order throughout the competition, even if the competition is run entirely in daylight.

All Cars must be fitted with two red stop lights and two red rear lights. They must be located symmetrically on either side of the longitudinal axis of the Car and must be mounted in a visible position.

For night races, all Cars must be fitted with at least two headlights, and with direction indicators mounted at the front and rear of the vehicle (with side indicators mounted to the rear of the front wheel axle).

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13. Fuel Tanks

13.1 According Appendix J 253 art. 14. the fuel tank must be a FIA approved safety fuel tank homologated by the FIA (specification FT3-1999, FT3.5 or FT5-1999).

The number of tanks is free and he FIA approved safety fuel tank(s) must be placed inside the luggage compartment* or in the original location (exception: see Art. 13.5 of this chapter).

The total fuel capacity may not exceed the limit corresponding to each of the classes.

*A luggage compartment of a Car is defined as a (luggage) compartment, which is separated from the cockpit, by a fluid-proof separation as from the original serial production Car. (See Art. 251 of the Appendix J of the current ISC)

13.2 Tank fillers and caps (according to Appendix J 259-6.4.1 – 6.4.3):

All filler and vent caps must be designed to ensure an efficient locking action which reduces the risks of accidental opening following a crash impact or incomplete closing after refueling.

The tank fillers, vents and caps must not protrude beyond the bodywork.

The tank fillers, vents and breathers must be placed where they are not vulnerable in the Event of an accident.

13.3 The construction of collector tanks with a capacity of less than 1 litre is free.

13.4 It is possible to fit a radiator in the fuel circuit with a maximum capacity one litre.

13.5 The accommodation of the fuel tank inside the cockpit is authorized provided that the following prescriptions are respected:

- All fuel tanks must be placed behind the front edge of the standard rear seat bench or heel plate (exceptions to this rule, at strict discretion of scrutineering).
- All fuel tanks must be FT3-1999, FT3, 5 or FT5 safety tanks.
- Attachment to the bodywork with the least 40mm wide and 2mm thick metal straps, two times longitudinal and once transverse to the Car's longitudinal axis. The straps must be positioned around the box. Alternatively, a fixation to the bottom of the box with at least 10 M8 screws or 16 M6 screws is possible.
- A liquid proof bulkhead or box must be made of CFRP, GFK, metal or honeycomb sandwich construction.
- A sandwich construction must have a minimum thickness of 10 mm and a fire-proof core with a deformation resistance of at least 18 N/cm2 (24lb/in2). Aramid fibre is permitted. The sandwich construction must have two skins with a thickness of 1.5 mm each and a tensile strength or at least 225 N/mm2 (14 tons).
- If not, a sandwich construction is used, a shock absorbing foam with a thickness of at least 15 mm and a liquid tightness of at least 35 kg/m3 must be provided between the attached box and the fuel tank.
- The fuel tank must always be refilled from the exterior.
- All fuel lines must comply with the current prescriptions as specified in Article 253-3.2 (FIA-ISC)
- All fuel lines situated inside the cockpit must be continuous (not in pieces).
- The tank filler may be placed at an appropriate location of the bodywork with the exception of the roof.
- Fuel tank filler in rear side window is allowed.
  The filler hose must be flexible (i.e. rubber) and have two walls.
- The name of the manufacturer and the date of manufacture must be visible. Alternatively, the badge provided by the tank manufacturer and belonging to the tank must be placed at a visible location.
- A non-return valve must be installed ion the filler hose.
- The main tube of the rollover structure must have two diagonal members (cross members) or equivalent tubes.
- Fuel pumps must be separated from the cockpit by a bulkhead (box).

13.6 The obligation for 15mm foam or cross members in the rollover structure is only applicable if the fuel tank (tank including filler hose) is totally or partly located inside the cockpit or the theoretic cockpit (for two-volume Cars). Otherwise, the fuel tank must be located in the luggage compartment or in its original standard position.

13.7 For the sole purpose of the fixation of the tank filler neck, the rear side windows may be replaced by windows made of polycarbonate with a minimum thickness of 5 mm or by another fuel proof suitable material with a minimum thickness of 5 mm. Design and position must comply with the original rear side windows.

The filler position (filler neck) for refuelling must not be situated in the roof.

Furthermore, refuelling through the luggage compartment is permitted.

If the filler neck is fitted inside the boot lid or hatchback, the filler neck must not be rigidly connected to the lid or hatchback. If the filler neck is fitted inside the hatchback, it must be positioned below the upper edge of the rear window.

14. Bodywork

14.1 The total width of the bodywork may not exceed 205 cm (without mirrors). Unless wider homologated.

14.2 Front and rear spoilers are free, provided that the following prescriptions are respected for non-standard or non-FIA homologated devices:

- Aerodynamic devices must be added to the original exterior bodywork and may not fundamentally modify the exterior original shape of the bodywork.
- Front aerodynamic devices may not protrude by more than 20 cm to the front over the outmost edge of the original bodywork.
- Rear aerodynamic devices may not protrude by more than 40 cm to the rear over the utmost edge of the original bodywork.
- The front spoiler width is limited to the dimension between the outer points of the front mudguards.
- The width of the complete rear spoiler including end plates is limited to the dimension between the outer points of the rear mudguards. The rear spoiler must be provided with end plates each one of which may have a maximum dimension of 400 mm x 250 mm and a minimum thickness of 10 mm. The end plates must not have any sharp edges.
  The rear spoiler may have maximum two flaps which must be completely located between the two end plates. The flaps may be adjustable in steps but not be continuously adjustable and not whilst the Car is moving.
- The rear spoiler (rear wing), including wing end plates may not be higher than 20cm above the roof of the Car.
- Standard spoilers may be removed.

14.3 The floor assembly and the rear apron (exceptions mentioned in this chapter) must comply with the original version. Panels or aerodynamic devices may be fixed to the floor assembly.

14.4 Two openings may be applied in the bulkhead each between the engine compartment and the cockpit and between the luggage compartment and the cockpit to allow the passage of pipes. The maximum diameter for each opening is 50 mm. After the passage of the pipes, the possibly remaining openings must be closed.

14.5 Doors, Engine Bonnet, Boot Lid and Roof:

The material used for the doors, for the bonnet the boot lid and roof is free, provided that the exterior original shape and the original door locks remain unchanged.

The kind of the fastening devices (no hinges) for the bonnet and the boot lid is free. If the material or fastening devices for the bonnet or the boot lid is not the original material, two additional safety fasteners securing the bonnet must be fixed on each bonnet. Such fasteners are recommended in any case.

The maximum of one opening (Naca duct) with the maximum dimensions of 200 x 300 mm may be applied in the bonnet cover but it must not protrude to the outside of the engine cover. It must however be designed in a way to prevent the view onto any mechanical components. The relief possibly resulting from the opening must be covered by a fine-meshed grid (mesh width: maximum 5 x 5 mm) which re-establishes the original form.

The airbox is free.

It must in any case be possible to replace the modified doors and bonnets by the original ones.

14.6 Mudguards:

Material and design of the mudguards is free. The design of the wheel openings – not their dimensions – must however, remain original.

The mudguards must cover at least 1/3 of the wheel circumference und at least the total tyre width. It is permitted to provide the mudguards with openings for cooling. Air inlets located behind the rear wheels in the wheel cover must be designed so that the tyres are not visible in horizontal plane.

The dimensions of the mudguards are defined in Appendix J 251 Art. 2.5.7.

The interior of the mudguards is free (not the wheelhouse), where mechanical components may be applied.

Sharp edged bodywork parts in the area of the wheel arch which might damage the tyres or other rotating parts may be folded back.

The plastic soundproofing parts may be partly or completely removed from the interior of the wheel passages. These plastic elements may be partly or completely changed for other elements of the same shape.

Original wheel arch openings may be closed partly or completely provided that the original wheel arch contour respectively the basic shape remains original.

14.7 Wheel arch/ Inner wing panel

Wheel arches/inner wing panels delivered by the Car manufacturers, or their sports department are authorized, provided that the minimum of four bodyworks in this configuration were factory produced. A Motor Vehicle Construction and Use Regulations admission is not relevant for this purpose. The competitor must furnish proof in cases of doubt.

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14.8 Unused supports which do not have any influence on the bodywork rigidity may be removed on the complete bodywork (interior and exterior). Only those supports which are exclusively screwed may be completely removed.

14.9 Reinforcement of transversal struts

Transversal struts between identical axle pivot points on the right and the left may be installed on the upper, lower, front and rear side but they must be removable and be screwed to the mounting points of the shock absorbers or in its vicinity; on the upper side, three bores may in addition be applied on each side.

15. Glass Surfaces and Material

15.1 The original surfaces of the side windows must be retained. Sliding windows are permitted. The fixation of the windows and the operating mechanism of the side windows are free.

It is permitted to install ventilation systems into the side windows for better ventilation.

Windscreen and windows

The windscreen must be of laminated glass or of a polycarbonate,

If a windscreen made of polycarbonate is used the thickness must not be less than 5mm and it must be in good condition at any time during the Event. At discretion of scrutineering.

The windows must be of safety glass or polycarbonate.

If of polycarbonate, the thickness must not be less than 3 mm.

They must in any case be transparent. Only the rear window may be tinted, e.g. with foil.

Cars with laminated windscreens which are damaged to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the competition, will be rejected.

Films, stickers and spraying are not allowed, except those authorised by the Promoter.

Synthetic screens must not be tinted. Tinted glass screens, e.g. heat shield screens, are only permitted if they are original for this Car.

The fitting of an additional windscreen washer tank or of one with a greater capacity is authorised. This tank must be strictly reserved for the cleaning of the windscreen.

15.2 It is not permitted to position connectors for pneumatic jacks or similar in the windows.

For the sole purpose of the fixation of the tank filler neck, the rear side windows may be replaced by windows made of polycarbonate with a minimum thickness of 5 mm or by another fuel proof suitable material with a minimum thickness of 5 mm. Design and position must comply with the original rear side windows.

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16. Safety Regulations

16.1 Non-return valve

A FIA homologated non-return valve must be installed in the filler hose of the fuel tank.

16.2 Bulkhead

A fire and liquid proof bulkhead must be installed between the fuel tank and the cockpit.

Appendix 1 – Class TC: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all Cars).
- Chapter IV of these regulations (Technical regulations group "24H Special").
- Appendix 12 of these regulations (class overview).
- Below specific regulations for Class TC.

2. Eligible Cars

- Petrol Touring Cars: at discretion of the Promoter.
- Diesel Touring Cars: at discretion of the Promoter.

The performance guideline for class TC is: Cars that are slower than class TCR and TCX.

For Diesel Cars the turbo charging coefficient will not apply.

2.1 Eligibility guideline

Generally, the following Car groups, based on their cylinder capacity, are eligible in class TC. The Promoter reserves the right to accept or refuse any other Car, if the performance parameters fit. As a guideline, the following Cars are eligible:

- Touring Cars up to 2000cc.
- Touring Cars, supercharged up to 1600cc.
- BMW 240i Racing CUP (only on condition, the Car is according to BMW Cup regulations. If NOT, the Car is eligible in class TCX).

3. For Diesel Cars: Exhaust Gases, Smoke Formation

High exhaust-emission levels and smoke/root emission are prohibited.
The Race Director has the right to signal, by showing the black flag with orange disc, a Car producing more smoke than normal in the exhaust system to come to the pits in order to carry out an appropriate repair.

For any DIESEL Car, it is mandatory to install the following:

- Catalytic converter.
- Particle Filter (e.g. HJS).

4.1. Balance of Performance

4.1 In case a Car has an unreasonable advantage or disadvantage compared to other Cars as a result of type of engine and/or special chassis qualities and or track conditions and or due to driver line-up, the Promoter has the right to compensate the performance of each Car to maximize the equality of the performance. Also the Promoter has the right to refuse a (too professional) driver line-up.

This compensation can be of any kind, e.g. higher or lower minimum weight, higher or lower refuelling amount, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire Event, any practice, qualifying and during the race.

Above regulation might be applicable for diesel Cars, therefor the refuelling amount for diesel Cars might be prescribed on individual basis and/or in the Supplementary Regulations.

4.2 Weight and refuelling amount

To balance those differences and increase competition, there is a balance (BOP) in weight and refuelling amount.

The Promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the Supplementary Regulations or BOP publication of the specific Event.

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Appendix 3 – Class TCR: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all Cars).
- Appendix 12 of these regulations (class overview).
- Below specific regulations for Class TCR.

2. Eligible Cars

2.1 TCR-certified (homologated) Cars.

3. Technical regulations Class TCR:

3.1 As this is a specific class for the TCR Cars, different than other classes, the specific technical TCR regulations are applicable:

3.2 All Cars with an official TCR TECHNICAL FORM are eligible. The Promoter reserves the right to accept waivers in agreement with WSC (World Sporting Consulting Limited). WSC is the owner of the TCR Trademark.

3.3 The latest version of the TCR International Series: Technical Regulations (including existing bulletins) are applicable with the following exceptions/additional regulations:

Item	Description
General items	**See chapter III, art.9**
Tyres	The tyre brand is shown in the sporting regulations. The tyre size (slick and Rain-tyres): The Hankook type-specification may be maximum 260/660/R18. The number of tires is not restricted.
Exhaust / Silencers	The Exhaust must be basically according TCR Technical form. It is allowed to install silencers to comply with the noise regulations Please note: under all circumstances the applicable noise measures need to be within the specified limits!
Data logging	The Car must be equipped with a data logger including pressure sensor according to art.5.5 of chapter III of the Sporting & Technical Regulations. The collected data must remain at disposal of the Organiser.
Shock absorbers	Brand, model, and type of shock absorbers need to be according to the TECHNICAL FORM of the Car. Alternatively, shock absorbers supplied and manufactured by Tractive Suspension are allowed to be used, this includes: • Tractive standard (manually adjustable) shock absorbers. • Tractive automatic, semi-automatic and/or electronic controlled dampers or shock absorbers. • See www.24HSERIES.com for more information.
Quick (dry) brake line connectors	It is allowed to use any quick (dry) brake lines connectors in the brake system.
Fuel tank ventilation hose	It is allowed to replace the original fuel tank ventilation hose by a hose which is of the same diameter and type (fuel resistance) and with a length of maximum 400mm longer than the original hose. The longer hose is meant to be mounted above the (endurance) fuel-inlet, to avoid fuel spoiling.
Seals	Seals must be according TCR-technical regulations and according TCR-TECHNICAL FORM. Alternatively, the Promoter is allowed to accept other seals. In this case these alternative seals must be specified accordingly. E.g. in Promoter-communication, in bulletin, in scrutineering administration or in Race Director decision. The Promoter can also add additional seals, even if the OEM seals are in place.

3.4 The Sporting regulations for TCR Class are the same as for any other class.

3.5 Balance of performance

The balance of performance is basically according the latest TCR BOP for Endurance Events.
The Promoter has the right (e.g. due to specific circuit characteristics) to apply small deviations.
The applicable balance of performance will be published in the BOP publications of the specific Event.

Note:
Minimum weight: Car's Endurance Minimum Weight (EMW) is defined without driver and with empty fuel tank.

Note: Balance of Performance – Class TCR vs. Class TCX
The BOP of class TCX will be applied in a way to make it possible for both classes TCR and TCX to have to chance for overall victory in the "TCE" division.

3.6 Weight
Minimum weight: is without driver and with an empty fuel tank.

3.7 Ride height
Ride height will be measured:

- Without driver.
- At tyre pressure of 2,0 bar.

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Appendix 4 – Class TCX: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all Cars)
- Chapter IV of these regulations (Technical regulations group "24H Special")
- Appendix 12 of these regulations (class overview)
- Below specific regulations for Class TCX

Silhouette Cars and Sports Cars may be accepted in this class. For these Cars, the additional technical prescriptions of Chapter III, art. 10 apply.

2. Eligible Cars

2.1 Group TCX, exceptional Cars, is a class generally meant for special Touring Cars and some GT-Cars, with approximately the performance of TCR Cars.

2.2 Guideline is approx.: 3,5-4,0kg/hp.

2.3 Balance of Performance – Class TCR vs. Class TCX

The balance of performance will be applied in a way to make it possible for both classes TCR and TCX to have to chance for overall victory in the "TCE" division. This balance of performance may be of any kind at discretion of the Promoter.

2.4 Only the Promoter decides about the admission of a Car and upon possible waivers.

3. Technical regulations Class TCX:

3.1 By participating in class TCX and in case the Car will be (by incident) too fast at discretion of the Race Director the team will accept and cooperate with any type of balance of performance.

3.2 Only the Promoter (before the start of the Event) or the Race Director (during the Event) decides about the admission of a Car and upon possible waivers.

3.3 There is no subdivision into cylinder cubic classes for TCX.

3.4 Engine

Turbo coefficient does apply as per Chapter IV for petrol engines.

3.5. Balance of Performance

3.5.1 In case a Car has an unreasonable advantage or disadvantage compared to other Cars as a result of type of engine and/or special chassis qualities and or track conditions and or due to driver line-up, the Promoter has the right to compensate the performance of each Car to maximize the equality of the performance. Also the Promoter has the right to refuse a (too professional) driver line-up.

This compensation can be of any kind, e.g. higher or lower minimum weight, higher or lower refuelling amount, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire Event, any practice, qualifying and during the race.

Above regulation might be applicable for diesel Cars, therefor the refuelling amount for diesel Cars might be prescribed on individual basis and/or in the Supplementary Regulations.

3.6. Weight and refuelling amount

To balance those differences and increase competition, there is a balance (BOP) in weight and refuelling amount.

The Promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the Supplementary Regulations or BOP publication of the specific Event.

3.7 For Diesel Cars: Exhaust Gases, Smoke Formation

High exhaust-emission levels and smoke/root emission are prohibited.
The Race Director has the right to signal, by showing the black flag with orange disc, a Car producing more smoke than normal in the exhaust system to come to the pits in order to carry out an appropriate repair.

For any DIESEL Car, it is mandatory to install the following:

- Catalytic converter.
- Particle Filter (e.g. HJS).

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Appendix 5 – Class GT4: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all Cars)
- Appendix 12 of these regulations (class overview)
- Below specific regulations for Class GT4

2. Eligible Cars

- GT4 Homologated Cars with owner's certificate.

3. Technical regulations Class GT4:

3.1 As this is a specific class for the GT4 Cars, different than other classes, the specific technical GT4 regulations are applicable:

3.2 All Cars with complying with an official GT4-homologation, approved by the RACB/SRO are eligible. The Promoter reserves the right to accept waivers.

3.3 The latest version of the GT4 Technical Regulations (including existing bulletins) are applicable with the following exceptions/additional regulations.

Item	Description
General exceptions	See chapter III, art. 9 of these regulations.
Tyres	The tyre brand is shown in the sporting regulations. The number of tires is not restricted.
Data logging	The Car must be equipped with a data logger including pressure sensor according to art. 5.5 of chapter III of the Sporting & Technical Regulations. The collected data must remain at disposal of the Organiser.
Shock absorbers	Brand, model and type of shock absorbers and springs are free, according to chapter IV of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.
Exhaust/Silencers	The exhaust must be according to the homologation of the specific Car It is allowed to install silencers to comply with the noise regulations. In case complying with the noise regulations requires additional modifications, this may be accepted at discretion of scrutineering.

3.4 The Sporting regulations for GT4 Class are the same as for any other class.

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3.5 Modified GT4 Cars may be accepted in other classes based on their initial date of homologation, on discretion of the Promoter and on written request. It is the responsibility of the competitor to present an overview of the modifications made:

- Modified GT4 Cars with initial homologation date 2016 or older: Class TCX.
- Modified GT4 Cars with initial homologation date 2017 or younger: Class GTX.

3.6 Balance of performance

The Promoter will decide on balance of performance, which will be published in the balance of performance of the specific Event. E.g.:

- Weight
- Ride height
- Max Refuelling amount
- Restrictors
- Turbo boost pressure
- Time Compensation for Cars with advantage from central wheel nut (e.g. KTM X-BOW)

3.7 Weight

Minimum weight: is without driver and with an empty fuel tank.

3.8 Ride height

The ride height is free, unless explicitly described otherwise in these or Supplementary Regulations.

Ride height will be measured:

- Without driver.
- At tyre pressure of 2,0 bar.

Appendix 6 – Class GT8R: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all Cars)
- Appendix 12 of these regulations (class overview)
- Below specific regulations for Class GT8R

2. Eligible Cars

- Aston Martin Vantage GT8R Cars.

3. Technical regulations Class GT8R

3.1 As this is a specific class for the GT8R Cars respecting the provisions set out by Aston Martin Racing for this class.

3.2 All Cars with complying with the Aston Martin Vantage GT8R technical passport, as provided by AMR.

3.3 The following regulations apply, next to the safety regulations as lined out in FIA ISC Appendix J 277 Art. 2:

Item	Description
General exceptions	See chapter III, art. 9 of these regulations.
Tyres	The tyre brand is shown in the sporting regulations. The number of tires is not restricted.
Data logging	The Car must be equipped with a data logger including pressure sensor according art 5.5 of chapter III of the Sporting & Technical Regulations. The collected data must remain at disposal of the Organiser.
Shock absorbers	Brand, model and type of shock absorbers and springs are free, according to chapter IV of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.
Exhaust/Silencers	The exhaust must be according to the homologation of the specific Car It is allowed to install silencers to comply with the noise regulations. In case complying with the noise regulations requires additional modifications, this may be accepted at discretion of scrutineering.

3.4 The Sporting regulations for GT8R Class are the same as for any other class.

3.5 Balance of performance

The Promoter will decide on balance of performance, which will be published in the balance of performance of the specific Event. E.g.:

- Weight.
- Ride height.
- Max Refuelling amount.
- Restrictors.
- Turbo boost pressure.
- Time Compensation for Cars with advantage from central wheel nut (e.g. KTM X-BOW).

3.6 Weight

Minimum weight: is without driver and with an empty fuel tank.

3.8 Ride height

The ride height is free, unless explicitly described otherwise in these or Supplementary Regulations.
Ride height will be measured:

- Without driver.
- At tyre pressure of 2,0 bar.

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Appendix 7 – Class GTX: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all Cars)
- Chapter IV of these regulations (Technical regulations group "24H Special")
- Appendix 12 of these regulations (class overview)
- Below specific regulations for Class GTX

Silhouette Cars and Sports Cars may be accepted in this class. For these Cars, the additional technical prescriptions of Chapter III, art. 10 apply.

2. Eligible Cars

2.1 Group GTX, exceptional Cars, is a group of Cars which is added to accept a wider variety of Cars.

2.2 Guideline is approx.: 2,5-3,4kg/hp (for example: faster than GT4 and slower than GT3).

2.3 Only the Promoter decides about the admission of a Car and upon possible waivers.

3. Technical regulations Class GTX:

3.1 By participating in class GTX and in case the Car will be (by incident) too fast at discretion of the Race Director the team will accept and cooperate with any type of balance of performance.

3.2 Only the Promoter decides about the admission of a Car and upon possible waivers.

3.3. Balance of Performance

3.3.1 In case a Car has an unreasonable advantage or disadvantage compared to other Cars as a result of type of engine and/or special chassis qualities and or track conditions and or due to driver line-up, the Promoter has the right to compensate the performance of each Car to maximize the equality of the performance. Also the Promoter has the right to refuse a (too professional) driver line-up.

This compensation can be of any kind, e.g. higher or lower minimum weight, higher or lower refuelling amount, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire Event, any practice, qualifying and during the race.

Above regulation might be applicable for diesel Cars, therefor the refuelling amount for diesel Cars might be prescribed on individual basis and/or in the Supplementary Regulations.

3.4. Weight and refuelling amount

To balance those differences and increase competition, there is a balance (BOP) in weight and refuelling amount.

The Promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the Supplementary Regulations or BOP publication of the specific Event.

Appendix 8 – Class SP4: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations
- Appendix 12 of these regulations (class overview)
- Below specific regulations for Class SP4

2. Eligible Cars

2.1 Group SP4, Electrical & Hybrid Cars.
Those Cars need to fit from performance point of view to the eligible Cars prescribed in these regulations, e.g. Cars in group GTX or class 991.

2.2 Only the Promoter decides about the admission of a Car and upon possible waivers.

3. Technical regulations Class SP4:

All electric and hybrid Cars need to comply with FIA Appendix J Art. 253.18
The technical regulations of class SP4 will be published in the Supplementary Regulations of the specific Event.

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Appendix 9A – Class 991 (Pro & Am): Technical Regulations

1. Applicable Technical regulations:

- Chapter II of these regulations (May the best team win: BOP-implementation for class GT3 & 991)
- Chapter III of these regulations (Technical regulations for all Cars)
- Appendix 12 of these regulations (class overview)
- Below specific regulations for Class 991

2. Eligible Cars

2.1 Eligible models and clarification: 991-I versus 991-II

- 991: (may a be written as 991-I)
  When is mentioned 991 it must be read as:
  Porsche 911 GT3 Cup (type 991),
  according to Porsche Carrera Cup Deutschland regulations, see art. 4 of this chapter
  (year of build: MY 2014-2015-2016)

- 991-II:
  When is mentioned 991-II it must be read as:
  Porsche 911 GT3 Cup (type 991 II),
  according to "Porsche Carrera Cup Deutschland" regulations: see art. 4 of this chapter
  (year of build: MY 2017-2018-2019-2020)

Other Porsche models might be accepted (in other classes) on individual basis.

Modified Porsche Cup Cars (991-I or 991 II) might be accepted and assigned to **GTX**, at discretion of the Promoter.
A copy Car passport, Wagenpass and/or any other relevant technical documentation, must be provided on request.

2.2 Older Porsche Cup models

Explicit other Porsche models or types, e.g. Porsche 997, Porsche Cup S, 997 RS, 997 Cup R or 997 RSR are not accepted in class 991.
Porsche 997 Cup will be assigned to class GTX (BOP, see class GTX).
Porsche 997 Cup R and 997 Cup S will be assigned to class GTX or class GT3.

2.3 The Promoter alone decides on the eligibility of the individual vehicles and upon possible waivers.

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3. Note:

Class 991 divided into 2 class 991-PRO & 991-AM

There are two 991 classes:

- **Class 991-PRO** for limited pros and semi-pros and amateurs.
- **Class 991-AM** for amateurs, gentlemen, some semi-pros and limited pros (BOP-advantage).

Rules for dividing class 991 into 2 class 991-PRO and 991-AM and corresponding BOP see:
Chapter II MAY THE BEST TEAM WIN: BOP-implementation for class 991 (and GT3).
In both classes the same Cars are eligible.

4. Technical regulations Class 991

4.1 For Porsche 991-I Cup Cars

As this is a specific class for the Porsche 911 GT3 Type 991-I Cars, different than other classes, the following specific technical regulations apply:

- "Porsche Carrera Cup Deutschland" 2014 / 2015 / 2016
  (latest version, including technical bulletins).
  For model 2014 "Porsche Carrera Cup Deutschland 2014, for model 2015 "Porsche Carrera Cup 2015, etc.
- Additions and exceptions mentioned in this Appendix.

4.2 For Porsche 991-II Cup Cars

As this is a specific class for the Porsche 911 GT3 Type 991-II Cars, different than other classes, the following specific technical regulations apply:

- "Porsche Carrera Cup Deutschland" 2017 / 2018 / 2019 / 2020
  (latest version, including technical bulletins).
  For model 2017 "Porsche Carrera Cup Deutschland 2017, for model 2018 "Porsche Carrera Cup 2018, etc.
- Additions and exceptions mentioned in this Appendix.

5. Modifications for type 991-I and 991-II:

5.1 For general modifications allowed, see chapter III art.9.

5.2 For type 991-I it is allowed to use original parts of younger year of build of type 991-I.

5.3 For type 991-II it is allowed to use original parts of younger year of build of type 991-II.

5.4 Porsche 911 GT3 Cup Cars with „GrandAm-Roll Cage" will be accepted on condition a DMSB-certificate is available.

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6. Deviations and additional regulations for type 991-I and 991-II

6.1 Minimum weight of the Car according to the balance of performance publication of the specific Event

- This is the weight is without driver and with empty fuel tank.
- The Promoter has the right to amend the minimum weight during the season.

6.2 BASIC TECHNICAL APPROVAL

- At the first participation, a basic check of each Car will be carried out by scrutineering.
- The Organiser has the right to secure the Engine ECU and/or the engine, for verification by Porsche/Bosch or any other specialist.

6.3 Tyres

For all above Porsche Cup Cars, the tyres must be Hankook, according 24H SERIES Sporting Regulations. The number of tires is not restricted.

<u>For all Porsche 991-I Cup and Porsche 991-II Cup, the tyre size is restricted to the following Hankook tyres:</u>

<u>Slick Tyres</u>

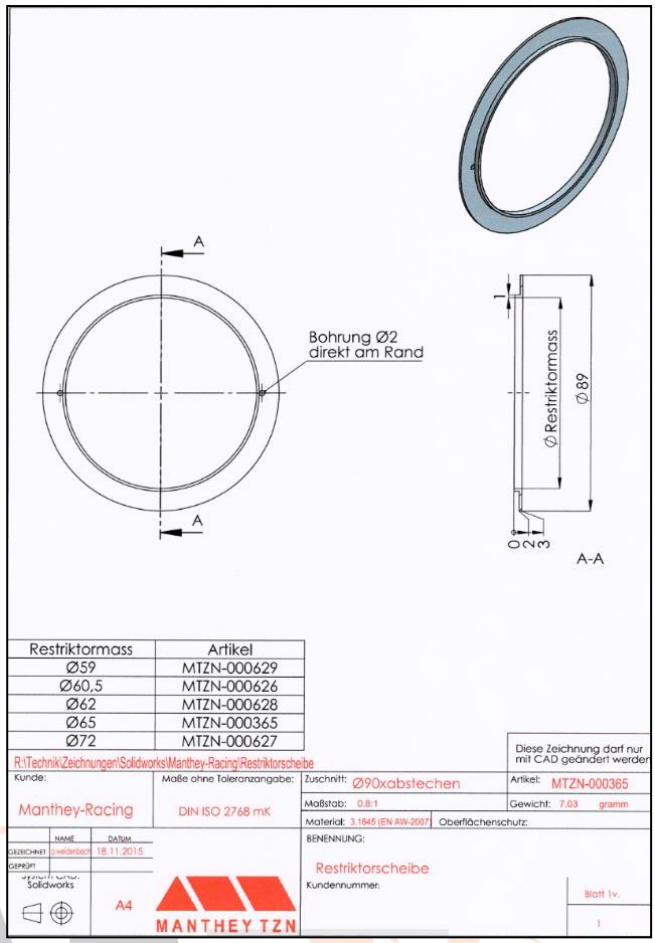
- Front: 280/660R18 F200
- Rear: 320/710R18 F200

<u>Rain Tyres</u>

- Front: 280/660R18 Z207
- Rear: 320/710R18 Z207

6.4 Specifications Restrictor-Blende

If applicable: The restrictor-blende (dimension is described in the BOP-publication of the specific Event) needs to be according to the specifications as described in the following image:



6.5 Other deviations

Shock absorbers	Brand, model and type of shock absorbers and springs are free, according to chapter IV of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation/Porsche Carrera Cup Technical regulations.

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7. Exceptions and Notes for Porsche 911 GT3 Cup Type 991-I and 991-II

7.1 Allowed alternatives modifications: as described in Chapter III.
Other allowed alternatives/modifications are described below.

7.2 The following "VLN Areo Kit" parts are allowed (only allowed if used completely)

- Gurney 10 mm Height
- Spoilers on the front left and front right:

Porsche 911 GT3 Cup	Flick left / right	Gurney (10mm)
Type 991-I	991.505.935.8A / 991.505.936.8A	991.512.991.8C
Type 991-II	MTH 505711 / MTH 505712	991.512.991.8C

7.3 Ride height

For Porsche 991-I Cup: Free.
For Porsche 991-II Cup: Free, unless specified differently in the BOP-publication.

7.4 Opening in bonnet:

All vehicles must be able to refuel directly with a commercial type of hose as used in usual service stations.

Therefore, the refuelling orifices of the tanks must be equipped for this operation (see art. 21.3 Fuel / Refuelling of chapter I)

It is allowed to make an opening in the bonnet, with maximum size of 400 cm², to refuel the Car. So the Car can be refuelled without opening the bonnet.

Alternative, for the 991 Cup Car, it is allowed to open the bonnet for the sole purpose of refuelling. (This because this is considered as safe for the 991 Cup, this can be done without tools and enables teams with 992 Cup to participate without making an opening in the bonnet.

7.5 Fuel tank and filler neck with safety overflow

7.5.1 Fuel tank according Carrera Cup regulations (100L).

7.5.2 Fuel filler neck with safety overflow

- If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.
- The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.
- See picture with example.

7.5.3 Fuel tank modifications

Following fuel tank modifications are allowed, as long as the maximum fuel capacity remains 100 L:

- Catch tank is free
- Fuel pumps are free
- Fuel level sensor is free

7.6 Exhaust

The complete exhaust, must be the original exhaust according to the Carrera Cup regulations.

Additional silencers are allowed with the sole purpose to fulfil the applicable noise measures limits!

7.7 Clutch is free

7.8 Paddle shift is free

7.9 Gearbox ratio is free

7.10 ABS System is allowed, brand and type is free

7.11 Drive shafts are free

7.12 Wheels/Rims:

Porsche 991-I Cup and Porsche 991-II Cup

- Sizes must be according to Porsche Carrera Cup regulations:
  - Front: 10.5J x 18 ET 28
  - Rear: 12J x 18 ET 53
- Manufacturer is free.
- It is not allowed to extend the width of the Car.

7.13 Brakes

- Allowed alternatives/modifications, see chapter III art. 9.
- Brake calliper: Brand, model, type, dimensions, and number of pistons is free.
- Although Brake calliper is free, quick (dry) release of brake lines is NOT allowed.

7.14 Oil Quick Refill

Oil Quick Refill (Öl-Schnellbefüllung) is allowed*

Including the related hole in the engine bonnet, to refill oil. (equal to Porsche 911 GT3 R).

*Only the Oil Quick Refill system of Porsche (911 GT3 Cup special parts) is allowed (alternative parts are allowed).

7.15 Wheel housing:

Using parts 9915042138A (left) & 9915042148A (right) is allowed (to avoid rubber from the tyres to get in contact with the exhaust).

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7.16 Headlights

7.16.1 • Modification

Modification of the inside of standard headlights-lamps is allowed, as long as the lamp-unit at the outside stays and looks the same. E.g. replace the lamp/bulb itself by LED-lights or Xenon lights, under the strict condition the headlights are still according art. 3.4.1 (Excessive light NOT allowed), at discretion of scrutineering.
See also Chapter III, art. 3.4.

7.16.2 24H Night face

Alternative to art. 3.4 Chapter III; Front Headlights:
24H Night face Part nr. MTH631110 is allowed.
This Night face consist of 4 lights to be integrated in the front bumper.
Single part numbers. Are:

Komponente	Komponentenbezeichnung	Menge
MTH631111	Kabelstrang 24H Beleuchtung Option Steck	1
MTH941411	Anschlusskabel 4 in 1 - 24h-Beleuchtung	1
MTH631910C	Scheinwerfer 24h Zusatzbeleuchtung	4

8. Exceptions for Porsche 911 GT3 Cup Typ 991-I only

8.1 The piston diameter of the Master Brake Cylinder is free.

8.2 Optional (allowed) parts for 911 GT3 Cup Typ 991-I only

8.2.1 150 A Alternator (Lichtmaschine)

1 x 997.603.019.8A Z Alternator (Drehstromgenerator) 1 x 997.603.531.8A Bracket (Halter) Generator
1 x 900.385.042.01 6RD-SHR M8X35 10.9
1 x 900.385.001.01 6RD-SHR M8X20 8.8
1 x 900.385.274.01 6RD-SHR M10X25 10.9
1 x 999.513.075.40 Cable Ties (Kabelbinder)
1 x 900.385.148.01 6RD-SHR M10X55 10.9
1 x 900.377.011.01 6KT-MU M10

8.2.2 Gear-system (Schaltsystem) „Megaline"

1 x 991.618.355.8A Z Compressor circuit (Kompressor Schaltung)
1 x 991.605.310.8E Slave cylinder Transmission (Nehmerzylinder Getriebe)
1 x 991.618.485.8E Z Air pipe valve block + Compr. (Luftleitung Ventilblock+Kompr.)
1 x 991.618.785.8E Air pipe (Luftleitung)
1 x 991.618.471.8B Valve Block (Ventilblock)
1 x 991.618.795.8B Bracket Valve Block (Halter Ventilblock)
4 x 999.703.193.01 Dämpfelem. 15x15/ M5
4 x 900.817.005.02 6KT-MU M5
4 x 999.073.268.09 LI-SHR M5X12
1 x 991.618.765.8A Adapterkabel Ventilblock
4 x 996.355.857.9A Mantle (Hülse)
4 x 999.073.270.A2 LI-SHR M5X20

8.2.3 The following Porsche parts are also allowed to be used:

991.575.333.8A AS00 Brake Cooling Part
991.575.334.8A AS00 Brake Cooling Part
997.102.041.93 Fly Wheel

9. Weight, fuel tank and balance of performance

9.1 The minimum weight, the fuel tank and possibly other balance of performance figures of the table of Class 991 in the balance of performance publication of the specific Event are applicable.

9.2 The Promoter reserves the right to modify those figures for individual Cars at any time of the Event. The balance of performance change can be of any kind.

10. Datalogger

For all Cars in class 991, a datalogger according Chapter III, art. 5.5 is compulsory.

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Appendix 9B – Class 992 (Pro & Am): Technical Regulations

1. Applicable Technical regulations:

- Chapter II of these regulations (May the best team win: BOP-implementation for class GT3 & 991/992)
- Chapter III of these regulations (Technical regulations for all Cars)
- Appendix 12 of these regulations (class overview)
- Below specific regulations for Class 992

2. Eligible Cars

2.1 Eligible models

- Porsche 911 GT3 Cup (**type 992**),
  When is mentioned 992 or 992 Cup it must be read as:
  Porsche 911 GT3 Cup (type 992),
  according to Porsche Carrera Cup Deutschland regulations, see art. 4 of this chapter (year of build: MY 2021-2022)

Other Porsche models might be accepted (in other classes) on individual basis.

Modified Porsche Cup Cars (992) might be accepted and assigned to **GTX**, at discretion of the Promoter.
A copy Car passport, Wagenpass and/or any other relevant technical documentation, must be provided on request.

2.2 Older Porsche Cup models
Not applicable.

2.4 The Promoter alone decides on the eligibility of the individual vehicles and upon possible waivers.

3. Note:
Class 992 divided into 2 class 992-PRO & 992-AM
There are two 992 classes:

- **Class 992-PRO** for limited pros and semi-pros and amateurs.
- **Class 992-AM** for amateurs, gentlemen, some semi-pros and limited pros (BOP-advantage).

Rules for dividing class 992 into 2 class 992-PRO and 992-AM and corresponding BOP see:
Chapter II MAY THE BEST TEAM WIN: BOP-implementation for class 991&992 (and GT3).
In both classes the same Cars are eligible.

4. Technical regulations Class 992

4.1 For Porsche 992 Cup Cars
As this is a specific class for the Porsche 911 GT3 Type 992 Cars, different than other classes, the following specific technical regulations apply:

- "Porsche Carrera Cup Deutschland" 2021 / 2022 (latest version, including technical bulletins).

5. Modifications for type 992:

5.1 For general modifications allowed, see chapter III art.9.

5.2 For type 992 it is allowed to use original parts of younger year of build of type 992.

6. Deviations and additional regulations for type 992

6.1 Minimum weight of the Car according to the balance of performance publication of the specific Event

- This is the weight is without driver and with empty fuel tank.
- The Promoter has the right to amend the minimum weight during the season.

6.2 BASIC TECHNICAL APPROVAL

- At the first participation, a basic check of each Car will be carried out by scrutineering.
- The Organiser has the right to secure the Engine ECU and/or the engine, for verification by Porsche/Bosch or any other specialist.

6.3 Wheels/Rims & Tyres

6.3.1 Wheels/Rims

Porsche 992 Cup

- Sizes must be according to Porsche Carrera Cup regulations:
  - Front: 12J"x18" (one piece) ET 23.5 mm.
  - Rear: 13J"x18" (one piece) ET 44.5 mm.
- Manufacturer is free.
- It is not allowed to extend the width of the Car.

6.3.2 Tyres

For all above Porsche Cup Cars, the tyres must be Hankook, according to 24H SERIES Sporting Regulations. The number of tyres is not restricted.

For all Porsche 992 Cup, the tyre size is restricted to the following Hankook tyres:

Slick Tyres

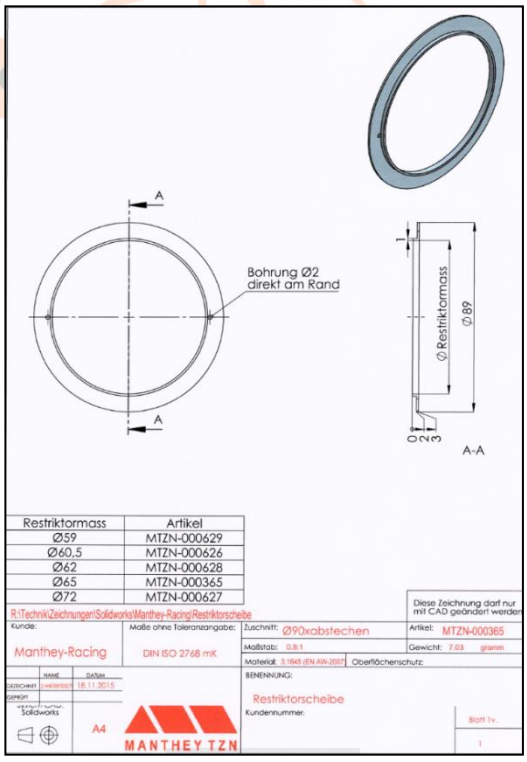
- Front: 300/660 R18 (F200)
- Rear: 320/710 R18 (F200)

Rain Tyres

- Front: 300/660 R18 Z207
- Rear: 320/710 R18 Z207

6.4 Specifications Restrictor-Blende

If applicable: The restrictor-blende (dimension is described in the BOP-publication of the specific Event) needs to be according to the specifications as described in the following image:



7. Exceptions and Notes for Porsche 911 GT3 Cup Type 992

7.1 Allowed alternatives modifications: as described in Chapter III.
Other allowed alternatives/modifications are described below.

7.2 There will come available a "Manthey Porsche 992 Endurance kit".
As soon as this is available, a separate bulletin will be issued.

7.3 Ride height
For Porsche 992 Cup: Free.

7.4 Opening in bonnet:

All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations.
Therefore, the refuelling orifices of the tanks must be equipped for this operation (see art. 21.3 Fuel / Refuelling of chapter I).

It is allowed to make an opening in the bonnet, with maximum size of 400 cm², to refuel the Car. So the Car can be refuelled without opening the bonnet.
Alternative, for the 992 Cup Car, it is allowed to open the bonnet for the sole purpose of refuelling. (This because this is considered as save for the 992 Cup, this can be done without tools and enables teams with 992 Cup to participate without making an opening in the bonnet.

7.5 Fuel tank and filler neck with safety overflow

7.5.1 Fuel tank according Carrera Cup regulations (approx. 110 L).

7.5.2 Fuel filler neck with safety overflow

- If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.
- The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.
- See picture with example.

7.5.3 Fuel tank modifications
Following fuel tank modifications are allowed, as long as the maximum fuel capacity remains 110 L:

- Catch tank is free.
- Fuel pumps are free.
- Fuel level sensor is free.

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7.6 Exhaust
The complete exhaust, must be according to the Carrera Cup regulations.
Additional silencers are allowed with the sole purpose to fulfil the applicable noise measures limits!

7.7 Clutch: must be according to the Carrera Cup regulations.

7.8 Paddle shift: must be according to the Carrera Cup regulations.

7.9 Gearbox ratio: must be according to the Carrera Cup regulations.

7.10 ABS System is allowed, brand and type are free.

7.11 Drive shafts are free.

7.12 Porsche Motorsport Traction Control PMTC: is allowed.

7.13 Brakes

- Allowed alternatives/modifications, see chapter III art. 9.
- Brake calliper: Brand, model, type, dimensions, and number of pistons is free.
- Although Brake calliper is free, quick (dry) release of brake lines is NOT allowed.

7.14 Oil Quick Refill

Oil Quick Refill (Öl-Schnellbefüllung) is allowed*
Including the related hole in the engine bonnet, to refill oil. (equal to Porsche 911 GT3 R).
*Only the Oil Quick Refill system of Porsche (911 GT3 Cup special parts) is allowed (alternative parts are allowed).

7.15 Wheel housing:

Using parts 9915042138A (left) & 9915042148A (right) is allowed (to avoid rubber from the tyres to get in contact with the exhaust).

7.16 Headlights

7.16.1 • Modification

Modification of the inside of standard headlights-lamps is allowed, as long as the lamp-unit at the outside stays and looks the same. E.g. replace the lamp/bulb itself by LED-lights or Xenon lights, under the strict condition the headlights are still according art. 3.4.1 (Excessive light NOT allowed), at discretion of scrutineering.
See also Chapter III, art. 3.4.

7.16.2 24H Night face

Alternative to art. 3.4 Chapter III; Front Headlights:
24H Night face Part nr. MTH631110 is allowed.
This Night face consist of 4 lights to be integrated in the front bumper.
Single part numbers. Are:

Komponente	Komponentenbezeichnung	Menge
MTH631111	Kabelstrang 24H Beleuchtung Option Steck	1
MTH941411	Anschlusskabel 4 in 1 - 24h-Beleuchtung	1
MTH631910C	Scheinwerfer 24h Zusatzbeleuchtung	4

In case for 992 Cup a different 24H Night face will be available, this will be published in a separate bulletin.

8. Intentionally left blank.

9. Weight, fuel tank and balance of performance

9.1 The minimum weight, the fuel tank and possibly other balance of performance figures of the table of Class 992 in the balance of performance publication of the specific Event are applicable.

9.2 The Promoter reserves the right to modify those figures for individual Cars at any time of the Event. The balance of performance change can be of any kind.

10. Datalogger

For all Cars in class 992, a datalogger according to Chapter III, art.5.5 is compulsory.

Appendix 10 – Class GT3:
Technical Regulations

1. Applicable Technical regulations:

- Chapter II of these regulations (May the best team win: BOP-implementation for class GT3 & 991 & 992).
- Chapter III of these regulations (Technical regulations for all Cars).
- Appendix 12 of these regulations (class overview).
- Below specific regulations for Classes GT3-PRO and GT3-AM.

Note: Part of these regulations, are sporting regulations, but are described in this appendix, for readability.

2. Eligible Cars

2.1 This class is basically meant for GT Cars which fits from performance point of view.
See Appendix 12 (class overview), with a list of eligible Cars.

Basically homologated Cars will generally be accepted.
A copy of the homologation needs to be sent together with the entry form.

2.2 The Promoter alone decides on the eligibility of the individual vehicles and upon possible waivers.

3. Note GT3-Teams and GT3-Classes

GT3-Teams
We divide the teams into 3 categories:

- GT3-AM Teams (for amateur drivers and maximum one semi-pro driver)
- GT3-PRO/AM Teams (for amateur drivers, some semi-pros drivers and maximum one pro driver)
- GT3-PRO Teams (for semi-pro drivers, maximum 2 pro drivers and minimum one amateur driver)

The assignment of each team to above specific classes, will be done according to the drivers line-up described in art. 8.3.2 (Team Composition/Drivers line-up) of Chapter I.

GT3-Classes
We assign the teams to 3 GT3 Classes

- GT3-AM Class
- GT3-PRO/AM Class
- GT3 Class

Please note there is NO GT3-PRO Class.

Rules for division into class above Classes and corresponding BOP see:
Chapter II MAY THE BEST TEAM WIN: BOP-implementation for class GT3 (and 991&992).
In all GT3 classes the same Cars are eligible.

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4. Technical regulations Class GT3-PRO & GT3-AM

4.1 When in these regulations is referred to class GT3, it is applicable for both, class GT3-AM and GT3-PRO. Unless explicitly mentioned otherwise.

4.2 Modifications

4.2.1 Modifications/deviations referring to the homologation which do clearly NOT have any influence on the (lap time) performance is generally allowed (e.g. driver/cockpit ventilation or fuel level indicator).

4.2.2 Modifications which might have a positive influence on the (lap time) performance is forbidden.
In case an GT3 Car has modifications, which might have a positive influence on the (lap time) performance, this Car might be refused or assigned to class GTX.

4.2.3 The following modifications, which might or will have a positive influence on the performance are allowed:

Item	Description
General Items	See Chapter III art.9
Drive shafts	Free.
~~**Differential**~~	~~Free~~
~~**Gearbox**~~	~~Gearbox and gearbox ratio are free, including paddle shift is free~~
~~**Flat bottom**~~	~~Flat bottom is free~~
Ride height	Ride height is free, unless explicitly otherwise mentioned. **Renault RS01 Configuration BOP GT3 is not free** and is mentioned in the balance of performance publication of the specific Event.
Wheels/Rims	Wheels/Rims inclusive wheel nuts are free (e.g. manufacturer, type, weight). Rim sizes must be according to the homologation. It is not allowed to extend the width of the Car.
Mudguards	Ventilation holes (e.g. Louvre's) in the mudguards are free.
Data logging	The Car must be equipped with a data logger including pressure sensor according to art. 5.5 of chapter III of the Sporting & Technical Regulations. The collected data must remain at disposal of the Organiser.
Exhaust	~~Brand, type and modifications are free.~~ Complete exhaust must be according to homologation. Additional silencers are allowed with the sole purpose to fulfil the applicable noise measures limits!
Window net	Only for GT3-FIA-homologated Cars with FIA racing net 8863-2013 acc. homologation: The window-net (see Chapter III art. 3.1) is NOT required.
Shock absorbers	Brand, model and type of shock absorbers and springs are free, according to chapter IV of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.

5. Performance and Balance of Performance (BOP)

5.1 The Promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the BOP-Publication of the specific Event.

5.2 In case an accepted Car will be (by incident) too fast (on decision of the Race Director) they will accept and cooperate with any type of balance of performance at any time of the Event.
Such an amendment of the balance of performance of an individual Car of a specific team can therefore as a consequence result in being assigned to a specific balance of performance category (e.g. Class GT3) in the class GT3 BOP-table.

5.3 Older models
Older models or year of built, might have a less tight (initial) BOP. E.g. less weight, more refuelling, larger restrictor, etc.). Or alternatively might be assigned to class GTX at discretion of the Promoter.

5.4 Balance of performance in driving time

Additional to art. 8.4 (Chapter I) (Specific driving time requirements for class GT3), for class GT3 please note following rule:

At his discretion, the Race Director might prescribe a (additional and/or different) specific a maximum driving time for the PRO drivers and/or a minimum driving time for the amateur drivers, as well a maximum or minimum driving time for SEMI-PRO drivers.

5.5 Engine intake and Air Restrictors

Unless in the balance of performance publication the restrictor is described as FIA-restrictor-design*, the restrictor must be according following restrictor specifications:

*FIA-restrictor-design

Must be interpreted as: The engine intake restrictor(s) must be according to FIA-specifications/drawings.

5.5.1 Restrictor specifications:

The engine intake system must be provided with one or two air restrictors (restrictor).

They must have a minimum length of 3 mm and a maximum diameter complying with the table of Class GT3 in Appendix 12.

(Besides this the shape and design are free),

The use of a FIA restrictor is obligatory if not described otherwise in the Supplementary Regulations.

The restrictors must be made of a metallic material.

The diameter specified in the balance of performance publication may at no time be higher than indicated, regardless of the temperature conditions.

When opening the engine bonnet, the restrictors must be completely visible without having to remove additional covers.

All the air necessary for feeding the engine must pass through this restrictor.

Behind the restrictor/s no kind of air containing ducts is permitted in the intake system.

The scrutineers must be able to seal all restrictors with a wire which makes a dismantling impossible.

For naturally aspirated engines, the restrictor/s is/are paired with the intake system (air box).

For supercharged engines, the restrictor/s is/are paired with the turbo charger.

For supercharged engines, the restrictor/s must be fitted at a maximum distance 300 mm in front of the compressor wheel of the turbo charger (or as per homologation).

The closing of the restrictor/s must immediately stop the engine. This test is carried out at a speed of 2500 rpm. All the pressure sensors in the intake system must be closed for this test. The pressure measured during this test in the intake system must be at least 150 mbar under the on-site existing ambient pressure and be maintained over at least 0.5 seconds.

A measurement connection on the intake system must be made available for the Promoter upon request.

The Organiser reserves the right to modify the restrictor sizes for individual Cars at any time of the Event.

5.5.2 Restrictor – Test Punch

At any time during the Event and at scrutineering, competitors with a Car which is subject to the restrictor provisions must make available 2 test punches to check the restrictors.

One test punch must comply with the real restrictor size and the second test punch diameter must be 0.1mm smaller than the real restrictor size. A measuring tolerance of -0.02mm is allowed. Before inserting the test punch into the air restrictor, it must have a temperature of +/- 10° Celsius in relation to the ambient temperature.

Each team is solely responsible for the correctness of the test punches.

5.6 Weight, fuel tank and balance of performance

5.6.1 The minimum weight, the fuel tank and possibly other balance of performance figures of the table of Class GT3 in the balance of performance publication of the specific Event are applicable.

The Race Director reserves the right to modify those figures for individual Cars at any time of the Event.

Such an amendment of the balance of performance of an individual Car of a specific team can therefore as a consequence result in being assigned to a specific balance of performance category (e.g. Class GT3) in the class GT3 BOP-table.

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5.6.2 Ride height measurement Renault RS01 GT3

Ride Height Renault RS01 Configuration BOP GT3 **is not free** and is according to BOP GT3 homologation (unless otherwise specified in the Supplementary Regulations of the specific Event.

Ride height will be measured:

- Without driver.
- At tyre pressure of 2,0 bar.

Position of measurement see Renault RS 01 BOP GT3 homologation.

With 15mm Wood plank (front and rear) *

Method to measure the actual thickness of the wooden plank, see pictures below. The thickest position (at discretion of scrutineering is valid).


*The specified Ride height can also be measured with worn (less thick) wooden planks. In this case the measured Ride height will be compensated.

Example:
Rear ride height is 35mm
Normal (new) situation:
Actual Car height: Ride Height + wooden Plank = 35mm +15mm = 50mm

In case the wooden plank is worn to 12mm:
Actual Car height: Ride Height + wooden Plank = 38mm +12mm = 50mm
With new and worn wooden plank the Actual Car height in this example is always 50mm.
So, the compensated measured Ride height must be minimum 38mm.

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5.7 Balance of performance ballast weight

Balance of performance (BOP) ballast weight instructions:

In case a BOP for your Car would be applicable, your team need to be prepared to add a maximum weight of 75kg.

Additional to the mounting requirements in the present regulations it is also allowed to mount according to FIA-regulations appendix J art. 257A art. 4 or Art. 258.

This 75kg and the way of mounting and sealing need to be shown and approved at scrutineering.

6. Data acquisition / data-logger

With respect to fairness in competition all GT3 Cars (GT3-PRO/AM and GT3-AM) must be equipped with a data-logger as described. in art. 5.5 of Chapter III.

Appendix 11 – Class P: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations.
- Below specific regulations for Class P.

2. Eligible Cars

2.1 Group CN and Prototype Type "P3" Cars.
Those Cars need to fit from performance point of view to the eligible Cars prescribed in these regulations.

2.2 Only the Promoter decides about the admission of a Car on an individual basis. This may include open Cars. The list of admitted vehicles shall be communicated in the specific Event Balance of performance publication.

3. Technical regulations Class P:
All CN-type Cars must comply with the technical provisions of the FIA ISC Appendix J Art. 259.
All other class "P" eligible Cars must comply with the technical provisions of the FIA ISC Appendix J Art. 277 Group II-SC.

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Appendix 12 – Eligible Cars and Class Overview

Class overview, including minimum weight, maximum refuelling amount.

For the complete list of eligible Cars and the complete BOP overview, please refer to the balance of performance publication of the specific Event for the most current class overview and balance of performance figures. This BOP-publication will be published by the Promoter before the start of the Event on www.24HSERIES.com

1. Class TC: Touring Cars

Brand & Type	Cylinder capacity	Turbo/ Diesel	Min. Weight	Max. Refuelling amount	Remarks
BMW M235i Racing Cup Acc. to BMW M240i Cup regulations	3000cc/6cyl	Turbo	Balance of Performance parameters will be defined in the Official BOP publications		
BMW M240i Racing Cup Acc. to BMW M240i Cup regulations	3000cc/6cyl	Turbo			
BMW M2 CS (365HP)	3000cc/6cyl	Turbo			
BMW 120D	2000cc/4cyl	Diesel			
BMW 123D	2000cc/4cyl	Diesel			
BMW 320D	2000cc/4cyl	Diesel			
BMW E46 123D	2000cc/6cyl	Diesel			
Ford Fiesta ST	1600cc/4cyl				
Honda Civic Si	1500cc/4cyl	Turbo			
Honda Civic Type-R EP3	2000cc/4cyl				
Honda FD2 Civic Type-R	2000cc/4cyl				
Kia C'eed GT/R	1600cc/4cyl	Turbo			
Mini Cooper S JCW	1600cc/4cyl	Turbo			
Peugeot 208 GTi	1600cc/4cyl	Turbo			
Peugeot RCZ	1600cc/4cyl	Turbo			
Renault Clio Cup III	2000cc/4cyl				
Renault Clio Cup IV	1600cc/4cyl	Turbo			
Seat Leon TDI	2000cc/4cyl	Diesel			
Toyota GT86	2000cc/4cyl				
Volkswagen Golf TDI	2000cc/4cyl	Diesel			

Your (TC) Car not listed here? Please make an individual request to info@creventic.com.

2. Intentionally left blank

3. Class TCR

TCR-certified (homologated) Cars with TCR TECHNICAL FORM.

4. Class TCX: Special Touring Cars

Brand & Type	Cylinder capacity	Turbo/ Diesel	Min. Weight	Max. Refuelling amount	Remarks
BMW M235i Racing Cup	3000cc/6cyl	Turbo	Balance of Performance parameters will be defined in the Official BOP publications		
BMW M240i Racing Cup	3000cc/6cyl	Turbo			
BMW M235i	3000cc/6cyl	Turbo			
BMW M240i	3000cc/6cyl	Turbo			
BMW M2 CS (450HP)	3000cc/6cyl.	Turbo			
BMW E46 M3	3200cc/6cyl				
BMW E46 GTR	4000cc/8cyl.				
BMW E92 335i	3000cc/6cyl	Turbo			
BMW M3 E92	4000cc/6cyl.				
BMW Z3 M Coupé	3200cc/6cyl				
BMW M3	3200cc/6cyl				
BMW M3 GT4	4000cc/6cyl				
BMW M3 F80	3000cc/6cyl.	Turbo			
Honda Civic Type-R	2000cc/4cyl	Turbo			
Ligier JS2 R	3700cc/6cyl.				
Lotus Elise Cup PB-R	1800cc/4cyl	Turbo			
Mini Cooper F56 JCW	2000cc/4cyl	Turbo			
Ginetta G55	3700cc/6cyl				
KTM X-BOW (TCX)	2000cc/4cyl	Turbo			
Lamera Cup (TCX)	2000cc/4cyl	Turbo			
Lotus Elise	2000cc/4cyl	Turbo			
Lotus Evora	4000cc/6cyl				
Peugeot 308 Racing Cup	2000cc/4cyl	Turbo			
Porsche 996 Cup	3600cc/6cyl				
Porsche Cayman Clubsport	3600cc/6cyl				
Porsche Cayman GT4 Club Sport (type 981)	3800cc/6cyl.				
Porsche 718 Cayman GT4 Club Sport (type 982)	3800cc/6cyl.				
Seat Leon Supercopa MKII	2000cc/4cyl	Turbo			
Seat Leon Cup Racer V1 DSG	2000cc/4cyl	Turbo			
Seat Leon TCR V2 DSG	2000cc/4cyl	Turbo			
Seat Leon V2 SEQ	2000cc/4cyl	Turbo			
Vortex Scirocco V6	3500cc/6cyl				
Volkswagen Golf V GTi	2000cc/4cyl	Turbo			

Your (TCX) Car not listed here? Please make an individual request to info@creventic.com.

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5. Class GT4: Homologated GT4 Grand Touring Cars

Brand & Type	Minimum Weight	Max Refuelling amount	Restrictor*	Remarks
ASTON MARTIN VANTAGE AMR GT4	Balance of Performance parameters will be defined in the Official BOP publications			
Audi R8 LMS GT4				
BMW M4 GT4				
CHEVROLET CAMARO GT4				
FORD MUSTANG GT4				
GINETTA G55 GT4				
KTM X-BOW GT4				
LOTUS EVORA GT4				
MCLAREN 570S GT4				
MERCEDES AMG GT4				
NISSAN 370Z GT4				
PORSCHE CAYMAN GT4 CLUPSPORT MR				
PORSCHE 718 CAYMAN GT4 CS MR				
SIN R1 GT4				

** FIA-restrictor design, according FIA-2014/2015/2016/2017/2018/2019/2020/2021/2022 restrictor design*

Your (TCX) Car not listed here? Please make an individual request to info@creventic.com.

6. Intentionally left blank

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7. Class SP4 ELECTRICAL & HYBRID CARS

Class	BOP	Remarks
SP4 Electrical & Hybrid Cars	Balance of Performance parameters will be defined in the Official BOP publications	

8. Class GTX Special Cars

Brand & Type	Cylinder capacity	Turbo/ Diesel	Min. Weight	Max. Refuelling amount	Remarks
Audi TTRS	2500cc/5cyl	Turbo	Balance of Performance parameters will be defined in the Official BOP publications		
Audi R8 LMS GT2	Tba				
BMW M3 F80	3000cc/6cyl	Turbo			
BMW M4 Silhouette	3400cc/6cyl				
Brokernet Silversting	3800cc/6cyl				
Corvette C6	6200cc/8cyl				
Dodge Viper CC	8400cc/10cyl				
Ferrari Challenge	3900cc/8cyl	Turbo			
GC 10 V8	6200cc/8cyl				
KTM X-BOW GTX	2500cc/5cyl	Turbo			
Lamborghini Huracan ST	5200cc/10cyl				
Lamera Cup (GTX)	2000cc/4cyl	Turbo			
Lotus Exige V6 Cup R	3500cc/6yl.	Turbo			
MARC Focus V8	5000cc/8cyl				
MARC II V8	5200cc/8cyl				
MARC Mazda 3 V8	5000cc/8cyl				
Porsche 991 Cup MR	4000cc/6cyl				
Porsche 997 Cup	3800cc/6cyl				
Porsche 997 Cup S	3800cc/6cyl				
Vortex 1.0	6200cc/8cyl				

Your (GTX) Car not listed here? Please make an individual request to info@creventic.com.

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9A. Porsche 991 Cup classes

Type	BOP	Minimum Weight	Max Refuelling amount	Remarks
Porsche Cup 991-I (3800cc)	**BOP-PRO**	1220 kg	120L	Models 2013 .. 2016 NO Restrictor-Blende *Note: Fuel tank capacity is 100L. Max fuel sticker: 120L just for practical reasons, so max refuelling will be • 100L @green • 60L@CODE-60
Porsche Cup 991-I (3800cc)	**BOP-AM**	1220 kg	100L@Green 100L@CODE-60	Models 2013 .. 2016 NO Restrictor-Blende
Porsche Cup 991-II (4000cc)	**BOP-PRO**	1230 kg	90L	Models 2017 .. 2020 *Restrictor-Blende: 65 mm
Porsche Cup 991-II (4000cc)	**BOP-AM**	1230 kg	100L	Models 2017 .. 2020 NO Restrictor-Blende

Example: The final BOP will be published in the BOP-publication of the specific Event.

9B. Porsche 992 Cup classes

Type	BOP	Minimum Weight	Max Refuelling amount	Remarks
Porsche 992 Cup	**BOP-PRO**	1280 kg	90L	Models 2021 .. 2022 NO Restrictor-Blende
Porsche 992 Cup	**BOP-AM**	1250 kg	110L	Models 2021 .. 2022 NO Restrictor-Blende

Example: The final BOP will be published in the BOP-publication of the specific Event.

10. Class GT3-AM & Class GT3-PRO

GT Cars (Mainly GT3 Cars, also American GT's are eligible)

Brand & Type	Minimum Weight	Max Refuelling amount	Restrictor*	Remarks
Aston Martin Vantage AMR GT3	Balance of Performance parameters will be defined in the Official BOP publications			
Audi R8 LMS				
BMW M4 GT3				
BMW M6 GT3				
Chevrolet Corvette C6 ZR1				
Ferrari 458 Italia GT3				
Ferrari 488 GT3				
Ford GT3 (Lambda)				
Lamborghini Huracán GT3				
McLaren 720S GT3				
Mercedes SLS AMG GT3				
Mercedes-AMG GT3				
Nissan GT-R Nismo GT3				
Porsche 911 GT3 R (991 I)				
Porsche 911 GT3 R (991 II)				
Radical Sportscars RXC Turbo GT3				
Renault Sport RS01 Configuration BOP GT3				
SCG 003C				
SRT Viper GT3 R				

** FIA-restrictor design, according FIA-2014/2015/2016/2017/2018/2019/2020/2021/2022 restrictor design*

Your Car not listed here? Please make an individual request to info@creventic.com.

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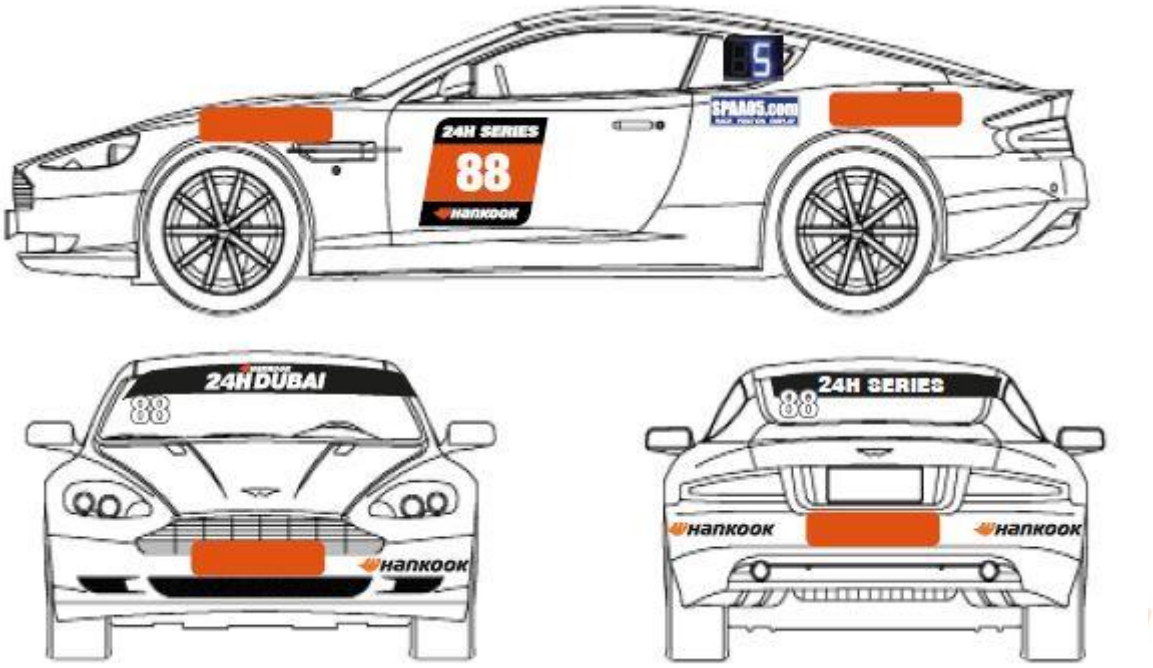
Appendix 13 – Graphical charter and branding obligations

The following branding obligations must be strictly followed throughout the entirety of each Event within the 24H SERIES powered by Hankook. Any infringement may be penalized by the Race Director.

1. Compulsory advertising on Cars

The compulsory advertising overview of stickers on each competition vehicle will be published separately per Event and shall remain obligatory. The following overview is an example of the positioning of mandatory branding:



2. Mandatory badges on driver's overalls.

The following badges are mandatory to be placed in the chest area:

- Hankook badge.
- 24H SERIES badge.
- Special badge to be confirmed in a Promoter communication (e.g. special Event badge, additional sponsor).

PLEASE NOTE: No tyre brand except Hankook may be visible on the driver overall.
Your driver suit won't be approved if you do not have the correct badges.
Therefore, make sure the badges are sewed correctly on your driver suit on the chest area.

3. Mandatory beach flag placement.

Each competitor will receive at the first race they participate, two personalised beach flags of 350 cm representing their team, nationality, class and Car.

The team itself is responsible to take the beach flags with them at each Event they enter in the 24H SERIES.

One beach flag must be fixed to the pit wall fence.

The other beach flag must be placed on the paddock next to the truck.

In case a team enters several vehicles, beach flags must be placed for each individual vehicle that has entered the specific Event.

If a team's beach flag is broken or lost, the team must request a new beach flag at Creventic at additional costs of 100 EURO per flag.