HANKOOK

6H ABU DHABI

21-22 JANUARY 2022

SPORTING & TECHNICAL REGULATIONS

Hankook 6H ABU DHABI

21-22 January 2022

VERSION 28.12.2021

Approved under EMSO permit No.: UAE-2022-007

Introduction

HANKOOK 6H ABU DHABI is a National status event with foreign participants at Yas Marina Circuit

and is organised in conformity with the provisions of the International Sporting Code and its appendices and under the National Sporting Code, Code of Conduct and Covid-19 Return to Race Guidelines of the EMSO (Emirates Motor Sports Organization).

It is the competitors' responsibility to follow these Sporting & Technical Regulations and the relevant Supplementary Regulations and any subsequent officially published bulletins.

HANKOOK 6H ABU DHABI offers an endurance race 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 both HANKOOK 6H ABU DHABI is basically for amateur drivers (AM), also semi- and even some professional drivers (PRO) are welcome. However, the PRO-drivers have to adapt to 6H ABU DHABI format, National event, and have to respect the amateur drivers on the track.

We aim to offer amateur teams and drivers to participate at a low budget and to offer an endurance race for amateur drivers to compete with other nationalities from all over the world.

Teams and drivers can participate with a wide variety of cars, like Touring cars, silhouette cars, GT-cars, sports cars and prototypes.
The race is not open for formula cars.

Drivers can participate with minimum a valid National race licence from a recognized ASN.
Competitors from outside UAE, must submit the authorization of their ASN (according Art. 2.3.7 ISC).

Note:

Although 6H Abu Dhabi is a National event with limited and simple regulations, for the convenience of regular 24H SERIES competitors, these regulations are derived from 24H SERIES regulations.
The article- and chapters-number which are not applicable or kept in these regulations with the note: not applicable.

Yellow marked text is different from 24H Series. (note: there might be text or items which differs from 24H Series which are NOT marked yellow.)

Chapter I – Sporting Regulations

1. These regulations should be read as follows:

- Chapter I: Sporting Regulations (FOR ALL CLASSES)
- Chapter II: Not applicable
- Chapter III: Technical Regulations (FOR ALL CLASSES)
- Chapter IV: Technical Regulations (FOR GROUP "24H SPECIAL" CARS)
- Individual appendix with specific technical regulations for this class

2. General

This document describes the Sporting & Technical Regulations for the above mentioned 6H ABU DHABI endurance event.

Additionally Supplementary Regulations will be published for each event.

2.1 Sporting Authority (ASN)

Emirates Motorsports Organization (EMSO)
Al Wuheida Street,
P.O. Box 5078
Dubai, UAE

3. Status of the Event

6H ABU DHABI is registered as National Status event with foreign participants.

4. Promoter/Organiser

4.1 Promoter – Postal Address

Creventic International DWC LLC
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.creventic.com

4.3 Organiser

Yas Motor Racing Club (YMRC)
Yas Marina Circuit, Yas Island
P.O. Box 130001
Abu Dhabi, UAE

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 ASN before the closing date of the event.

The promoter reserves the right to postpone, abandon, change (e.g. the duration, track or date) or cancel the meeting or any part thereof. The promoter alone, will in such case, make the decision about the consequences for the Event. 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 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 related to any of these services, the competitor has no right to claim against neither the organizer nor the promoter with respect of any loss or expense he may thereby incur.

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 ASN.

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 EMSO
- Official Bulletins for the 6H ABU DHABI (EMSO)
- 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.

6. Organisation and officials

6.1 Organising Committee

The organising Committee will be appointed by the promoter (and published in the Supplementary Regulations)

6.2 Officials

The following permanent officials, who may have assistance, will be appointed by the promoter in cooperation with the organizer and published in the Supplementary Regulations

- Race Director

Other officials: See Supplementary Regulations of the event.

7. Calendar and Timetable

7.1 Calendar

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 minimum a national competitor (or driver) licence.
Foreign competitors must submit the authorization of their ASN (see Art. 3.9 ISC)

According to International Sporting Code (art. 9.1 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.

8.1.2 Competitor/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 the acknowledgement of communications and sanctions.
- To attend the Team Managers' Briefing.
- The TEAM MANAGER is responsible to check and verify that all drivers have passed full clothing scrutineering and wearing the obligatory drivers equipment in this event as indicated in the regulations; see also article 14.3 and 15.11

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

The event will be open for any driver (minimum age 16 years) holding minimum a valid National race licence from a recognized ASN.
Competitors from outside UAE, must submit the authorization of their ASN (according Art. 2.3.7 ISC).

The event will be also open for any driver holding a current and valid International licence:

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 Competitors from outside UAE, must submit the authorization of their ASN (according Art. 2.3.7 ISC).

8.1.3.4 In case of an underage driver (younger than the age of 18 years) the Team/Entrant must submit a parents authorisation of their ASN, that must be handed over to the sporting checks.

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).

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 may be made before the beginning of Qualifying and must be done in writing to the secretary of the event.

8.1.4.2 A change of driver 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.

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 is 1 (one).

8.3.1 The promoter will determine if the driver category is PRO.
PRO is Gold or Platinum

8.4 Specific driving time requirements

There are no minimum or maximum driving time requirements for all classes.

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 (Yellow Control Card.)

9.1.8 Change of class or group of a competitor after the entry closing date is only possible by the Organising Committee 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 into 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 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 – Paddock Organisation.

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 has to 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, XXXXXX below the race numbers, XXXXX above and XXXX on the left side of the race numbers.
- Small competition numbers on the rear window, up to 20cm high
- Upper windscreen streamer XXXXXX, 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. These and following checks may also executed digitally.

14.2 Administrative Checks will take place in the Race Administration where the following documents must be presented:

- Competitors and all drivers current and valid licences
- Competitor and all drivers much have their passport available for verification.
- ASN approval for foreign competitors and drivers

14.3 ENTRY FORM

At the WELCOME Centre / Race Administration, each team will receive a control card, which must be submitted at all points (as for example Administrative Checks, Scrutineering etc.) for registration.

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.

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)
- These Technical Regulations, 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)	No	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
LUMIRANK display (front window passenger side) AND STS Driver Information display (on dashboard in driver view)	Yes	art. 5.4 Chapter III	Provided by promoter – included in entry fee. Mandatory deposit
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
MyLaps X2 RaceLink	Yes	Art. 5.6 Chapter III	Can be purchased at the timekeeper
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 has to 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. Before or during the first free practice sessions 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 scrutineers after repair and be approved in order to be allowed to continue in any practice or race. Competitors and drivers 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, 2.4.4.1.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.

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

15.11.1 Drivers' clothing is an important safety item at Creventic 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:

- Each driver has to 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 race clothing, this also needs to be put on above declaration.

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 fireproof outfit (suit, balaclava, gloves, underwear, socks and shoes), homologated according to the current ISC Appendix L.

Note to art.1.4 (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 An arm restraint according to SFI 3.3 specification is allowed if there is no approved 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.

16. Weighing and Weights

16.1 All cars will be weighed at scrutineering. This weight determined for the car will be recorded and registered on the control card.

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 2kg 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)

18. Eligible Cars, Divisions and Division into Classes

18.1 Eligible Cars

18.1.1 Vehicles using Unleaded 98 (EURO-SUPER) or DIESEL fuel will be admitted.
Also special Cup Cars might be admitted by the promoter. Each special cup will have their separate class.
The promoter will decide upon possible waivers.

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 Not applicable

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 Not applicable

18.3 Division into Classes

The promoter keeps the right to add additional race classes at his discretion, after approval of the ASN, 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 eligible cars 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.

EMSO

18.3.2 Classes:

Class	Description	Technical Regulations	Class names in 24H SERIES
GT3	• **GT3 cars**	Appendix 10	GT3
GT	• **special cars, close to GT3 cars**	Appendix 7	GTX
992	• **Porsche Cup 991 & Porsche Cup 992**	Appendix 9A & 9B	991/992
TG	• **GT4 cars** • **special touring cars close to TCR**	Appendix 4	GT4 & TCX
TCR	• **TCR cars**	Appendix 3	TCR
TC	• **Touring Cars (close to production) (e.g. BMW M240i, Renault Clio, etc.)**	Appendix 1	TC
PX	**Prototype cars:** • Production sports cars, FIA group CN cars • Prototype cars according FIA Art. 277 Category II-SC (e.g. Wolf GB08, Ligier JS P3, Ligies JS51 etc.)	Appendix 11	N/A

19. Class Amalgamations

19.1 There is No Amalgamation of classes

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 person or team that caused it.

20.7 Any team failing to respect these conditions / prescriptions mentioned in art. 20 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.

EMSO

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.

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 changes, 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 applicable

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 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. 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 hose as used in usual service stations.

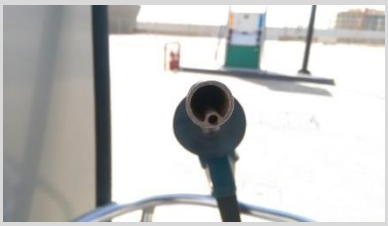
21.3.2.2 The refuelling orifices of the tanks must be equipped for this operation.

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).
For refuelling under (standard) Code60 and during CSP-procedure, see art. 29 of this Chapter.

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

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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.

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

21.3.3.13 For all cars it is allowed to leave the lights on while being refuelled.

21.3.3.14 No activity other than refuelling is allowed, also no windshield cleaning.

21.3.3.15 All instructions of fuel officials, pit and fire officials have to 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 empty the fuel tank of the car the car has to 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. Only before or during the first free practice sessions this fuel can be refuelled into the car again.

21.3.3.18 After refuelling: (Seat belt, and/or in case of arm restraint, still fastened)
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 vest, 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 Not applicable

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

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 and/or Exemption granted by the promoter.)

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 e.g. 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 sticker 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 is obligatory and must be placed on the upper chest area of the driver's race-suit.

These badges (Hankook) 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

22.5 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

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.

22.8 Not applicable

22.9 Not applicable

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

Messages and/or communications may be published on the official timing screens. Any message or communication via the official timing screens is considered a service towards the competitors and are to be treated as such.

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
- All 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 and
- 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;

With regard to 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). With regard to 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/promotor 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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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. Due to the fact that 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 Does not apply.

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 Chapter I, art. 34.4). 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 penalise

27.9 It is not allowed to have any kind of 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 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.**

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.

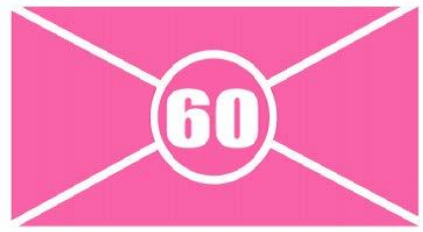
28.3 According to art. 2.10 of the Appendix "H" (ISC) Light boards might substitute the flag signals.
The light boards and other light signals used must be respected in the same way as the flag signals mentioned before.

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

28.5 The STS Driver Information display (DID) (art. 5.4.2, Chapter III) is used to display the flag status and flags to the driver in each car. However, at any moment during the event, the STS DID must be regarded as an information tool and does not replace or overrule the official flags and flag panels around the circuit. In any case, the official flags presented by marshals and displayed on flag panels are valid and prevail over any information presented on the STS DID.

29. NEUTRALISATION: (STANDARD) 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 any official session (Free Practice, Qualifying, Night Practice, Warm Up and Race) by means of a Code 60 Procedure (purple Code 60 flag).



29.2 The idea behind the 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 60 km/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.

By means of the timekeeping loops 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 Code 60 flag. Additionally, when in use, the drivers may be warned by the in-car STS Driver Information Display and/or electronic flag panels around the track.

At the moment the Code 60 flag is displayed, all drivers have to release the throttle immediately without braking.

During the Code 60 Procedure it is forbidden to drive faster than 60 km/hour.

Penalty: Any car exceeding the speed limit of 60 km/h may be penalised at the discretion of the Race Director with a time penalty double the value of the encountered advantage when driving too fast with a minimum of 10 seconds.

Any car overtaking another car during a Code 60 Procedure may be penalised at the discretion of the Race Director with a time penalty of 60 seconds.

29.4 While the Code 60 Procedure is in operation the Pit Lane remains 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 60 km/h).

29.4.1 Serving of time penalties during Code 60 is allowed, however under the following conditions:

- If the execution of the time penalty in the designated Penalty Area commences during a Code 60 Procedure, the time penalty to be executed must be doubled.
- If the execution of the time penalty in the designated Penalty Area commences under green flag conditions, the time penalty to be carried out does not need to be doubled.

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Both cases depend on the time when the time penalty commences, regardless of when a car enters the Pit Lane.

Penalty: When the time penalty is not executed correctly during a Code 60 Procedure, the time penalty (or the part of it where the car did not stop) will have to be executed again.

29.4.2 During the Code 60 Procedure, the Refuelling Area remains open and refuelling of cars is allowed, however, the maximum amount (in litres) that may be refuelled per refuelling is 10 litres.

After refuelling has been completed during a Code 60, a new refuelling may only start after a car has re-joined the track through the Pit Exit and re-entered the Pit Lane through the Pit Entry.

The moment of entering the Pit Lane (passing the Pit In loop) and entering the Track (passing the Pit Exit loop) determined by the timekeepers is valid.

It remains the responsibility of the team to know if the car enters the Pit Lane during a Code 60 Procedure and to refuel accordingly.

A car which has entered the Pit Lane under green flag conditions may, despite a Code 60 Procedure being deployed hereafter, refuel the original number of litres as permitted under normal race conditions based on the BOP.

Car entering Pit Lane during	**Car entering Track during:**	**Max refuelling**
Green flag	Code 60	100%
Green flag	Green flag	100%
Code 60	Code 60	10 litres
Code 60	Green flag < 3 mins after end of Code 60	10 litres
Code 60	Green flag > 3 mins after end of Code 60	100%

Penalty: When the maximum amount of fuel is exceeded during a Code 60 Procedure, a time penalty of 5 seconds per litre (always rounded up) will be issued.

29.5 When there is a Standard Code 60 Procedure (displayed on timing monitors as "Code 60 – Standard Procedure") and as soon as the Race Director has determined that the track is clear and acceptable for the continuation of the session, all flag marshal points will simultaneously withdraw the purple Code 60 flag and display waved green flags.

As soon as the green flags are shown, the speed limit is lifted, and overtaking is allowed.

29.6 Each lap completed during the Code 60 Procedure will be counted as a race lap.

If during the Code 60 Procedure the original race time is exceeded, the race will be ended with the chequered flag in accordance with the standard procedures.

29.7 NEUTRALISATION: CODE 60 SAFETY CAR PROCEDURE (CSP)

29.7.1 The Race can be neutralised by a Code 60 Procedure, which unless there is a Standard Code Procedure, will be followed by a Safety Car Procedure. The primary purpose of the Safety Car is to enable the Code 60 Safety Car Procedure (hereafter CSP).

29.7.2 All neutralisations during the Race will commence as a Standard Code 60 Procedure which will change to a CSP (displayed on timing monitors as "Code 60 – CSP") on the instruction of the Race Director, unless the neutralisation commences

a. within 15 minutes after the start of the Race;
b. within 15 minutes after the restart of a previous CSP;
c. within 30 minutes before the scheduled end of the Race.

In case of 29.7.2 a., b. or c., the neutralisation will be carried out as Standard Code 60 Procedure according to (displayed on timing monitors as "Code 60 – Standard Procedure").

29.7.3 The Safety Car is identified as such and fitted with an augmented flashing light system.

29.7.4 As soon as the Race Director considers the situation on the track suitable, the Safety Car will enter the track with the light system switched off. The speed limit for all participants remains 60 km/h. The Safety Car will be positioned in front of the overall leader with the light system switched off. If this is not possible at once, the Safety Car will be able to overtake competitors for this purpose.

Teams will be advised that the Safety Car will be deployed at short notice by a message on the timing monitors: "Safety Car to be deployed in X minutes".

29.7.5 After a set time interval (equal to two times the Code 60 lap time) following the announcement "Safety Car to be deployed in X minutes" and as soon as the overall leader drives behind the Safety Car and the situation on the track allows it, the Code 60 Procedure will change to a Safety Car Procedure. At that point the Safety Car will switch on the orange light system and at all flag marshal points the purple Code 60 flags will be replaced by waved yellow flags and an SC-board. Additionally, when in use, the drivers may be warned by the in-car STS Driver Information Display and/or electronic flag panels around the track.

29.7.5.1 At this time the entrance to the Pit Lane will be closed ("Pit Entry Closed") for a full lap behind the Safety Car – as soon as all cars on the track have passed the Control Line on the track for the second time behind the Safety Car, the entrance to the Pit Lane will be opened again ("Pit Entry Open").

The eligibility for a Pass-Around will be determined at the first crossing of the Control Line on the track (Article 29.7.8).

Penalty for entering the Pit Lane while it is closed ("Pit Entry Closed"): time penalty equal of one race lap (as determined by the Race Director).

29.7.5.2 During the Pass-Around the exit of the Pit Lane remains open and cars may re-join the track as long as the Pit Exit Light is green. A car re-joining the track under these conditions will proceed at reduced speed.

The Pit Exit is closed (Pit Exit lights are red) as soon as the Safety Car crosses Safety Car Line 1. The Pit Exit will open again (Pit Exit lights) as soon as the last car behind the Safety Car crosses Safety Car Line 2.

29.7.6 As soon as the Safety Car is deployed, all cars on track will do their best endeavours to safely catch up behind the leader behind the Safety Car, no more than five car lengths apart and must follow it in a single file and in current running order. A driver must not overtake the Safety Car unless specifically instructed to do so.

Any car not yet behind the Safety Car must proceed around the track as quickly as possible consistent with safety to re-join the field at the rear of the cars behind the Safety Car.

The speed limit of 60 km/h is not applicable anymore, and the speed will be determined by the Safety Car. Overtaking remains prohibited and drivers must observe extreme caution at any incident site. Overtaking will be permitted under the following circumstances:

a. any car entering the Pit Lane may pass another car or the Safety Car after it has crossed Safety Car Line 1;
b. any car leaving the Pit Lane may be overtaken by another car on the track before it crosses Safety Car Line 2;
c. when the Safety Car is returning to the Pit Lane, it may be overtaken by cars on the track once it has crossed Safety Car Line 1;
d. any car stopping in its designated garage area in the Pit Lane whilst the Safety Car is using the Pit Lane may be overtaken.

29.7.7 Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the Safety Car is deployed can be penalised by the Race Director. This will apply whether any such car is being driven on the track, the Pit Entry, the Pit Lane or the Pit Exit.

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29.7.8 Once the Safety Car is deployed (Art. 29.7.5), the first crossing of the Control Line on the track will be used to determine which cars are eligible for a Pass-Around.

29.7.8.1 Only cars that have their class leader behind them in the order circulating behind the Safety Car are eligible for the Pass-Around.

29.7.8.2 Cars that are behind their class leader in the order behind the Safety Car are not eligible for the Pass-Around.

29.7.8.3 Cars identified as eligible for the Pass-Around at the time the Safety Car was deployed, but which exit the track or enter the Pit Lane during this procedure, will lose their eligibility for this procedure.

If the class leader (and any subsequent car) is in the Pit Lane at the moment the eligibility for Pass-Around is determined, the highest classified car (e.g. P2) behind the Safety Car in that class shall become the placeholder to determine eligibility for the Pass-Around for the cars ahead of that placeholder.

29.7.8.4 It is the team's responsibility to determine if their car is eligible for the Pass-Around Procedure.

Penalty for overtaking the Safety Car when ineligible: time penalty equal of two race laps (as determined by the Race Director).

29.7.9 When the Race Director considers it appropriate to engage with the Pass-Around, teams will be informed to "Prepare for Pass-Around".

29.7.9.1 The Safety Car will then be instructed to drive on the left-hand side of the track and all cars behind the Safety Car must follow and also drive on the left-hand side. The warming up of tyres must stop immediately from that moment.

Cars deemed eligible for the Pass-Around must remain on the right-hand side of the track, however, must throughout the procedure remain in a single file in the order initially established behind the Safety Car unless otherwise instructed by the Race Director. The warming up of tyres remains prohibited where cars are in two files during the procedure.

29.7.9.2 Subsequently, the Race Director will instruct teams to "Start Pass Around".

At this point the Safety Car will switch on a green light and then the cars moved on the right-hand side of the track and eligible for the Pass-Around should now pass the cars in the pack-up and the Safety Car to take the Pass-Around.

These cars may only overtake the Safety Car on the right-hand side and circulate as quickly as possible consistent with safety (reducing speed at any incident site) to re-join the field rear of the cars remaining behind the Safety Car.

Any car eligible for the Pass-Around that has not moved to the right-hand side of the track by the time the Pass-Around starts may no longer benefit from the Pass-Around and must remain in its relative position. Any such car may be passed.

Please note the STS Driver Information Display will show the message "Start Pass-Around" to all cars, independent if the car is eligible or not.

29.7.10 During the Pass-Around the entrance to and exit of the Pit Lane remain open and cars may enter the Pit Lane and re-join the track as long as the Pit Exit Light is green. A car re-joining the track under these conditions will proceed at reduced speed.

The Pit Exit is closed (Pit Exit lights are red) as soon as the Safety Car crosses Safety Car Line 1. The Pit Exit will open again (Pit Exit lights green) as soon as the last car behind the Safety Car crosses Safety Car Line 2.

During the Pass-Around, the refuelling Area remains open, but the maximum number of litres that may be refuelled is limited in accordance with.

29.7.11 Each lap completed during the Safety Car Procedure will be counted as a Race lap.

29.7.12 Once the Pass-Around has been executed and the eligible cars re-joined the field rear of the cars remaining behind the Safety Car, the Safety Car will extinguish its flashing lights at the discretion of the Race Director, indicating that this is the final lap of the Safety Car Procedure ("Safety Car in this Lap").

At this point the Pit Exit is closed and remains closed until the last car to take the restart has passed the Pit Exit.

The Safety Car may accelerate away and enters the Pit Lane. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the Safety Car returns to the Pit Lane, from the point at which the lights on the Safety Car are extinguished, drivers must proceed at a pace which 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 the Pit Entry and passes Safety Car Line 1, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags: "Green Flag". At this point the Race resumes, however overtaking is allowed after passing the Control Line on the Track.

Penalty: Any manipulation of this pace or procedure may be penalised for False Start.

29.7.13 This procedure may be modified at the Race Director's discretion.

Summary in chronological order of the various steps in the Code 60 Safety Car Procedure (CSP)

1. *Announcement "Code 60 – CSP": Code 60 flags displayed*
2. *Announcement "Safety Car to be deployed X minutes"*
3. *Announcement "Safety Car deployed" & "Pit Entry Closed": Safety Car switches on orange lights and eligibility for Pass-Around Procedure is determined by timekeepers – pit entry is closed for 1 lap*
4. *Announcement "Pit Entry Open": Cars are allowed to enter Pit Lane again.*
5. *Announcement "Prepare Pass-Around": Safety Car and all cars behind it will drive left-hand side on the track – cars eligible for Pass-Around will drive right-hand side on the track*
6. *Announcement "Start Pass-Around": Safety Car switches on its green light and cars eligible for Pass-Around Procedure are allowed to overtake the Safety Car and all cars behind it on the right-hand side*
7. *Announcement "Safety Car in this lap": Safety Car will extinguish its lights, the first car behind the Safety Car may dictate the pace*
8. *Announcement "Green flag": restart of the Race, overtaking allowed after passing the Control Line*

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30. Practice/Driving Time/Change of Drivers/Qualifying

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 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 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.

30.2 Driving Time (stint time) during the race

30.2.1 The maximum driving time (stint time) for each driver without a change of driver is: No restrictions
Also NO restrictions on minimum driving time.
Note art. 30.5 about mandatory minimum driver changes.

30.3 Minimum Rest Time

The Minimum Rest Time of a driver: No restrictions

30.4 Driving multiple cars

A driver is allowed to drive **maximum two different cars** during the event.

30.5 Change of Drivers

Minimum 3 driver changes mandatory (a driver change is only counted if the driver is another driver)

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. The Start grid will be 1 group (all classes)

32.2 Qualifying

At each Event, there shall be two qualifying sessions for each competing vehicle, of a duration of 12 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.

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 Not applicable

32.2.5 Average Qualifying Time (AQT)

The AQT is determined as follows:

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

32.2.6 Qualifying status (QS)

The qualifying status is divided in four categories:

- QS 1: Cars that have participated in all two qualifying sessions. (set 2 timed Qualifying laps).
- QS 2: Cars that have missed a maximum of one qualifying session (set 1 timed Qualifying laps).
- QS 3: Not applicable
- 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: Not applicable
- 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 and T2), 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.

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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

33.2 Starting procedure

33.2.1 The following boards will be shown to the competitors:

- 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 warm-up lap behind the official leading car and cover ONE lap over the complete circuit. The starting order must be maintained until the start line.

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 shall remain at the end of the 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 starting group in the order in which they have left the starting grid.

Any car that is NOT passed by the complete field may take up again its assigned position of the 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 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 warm-up lap, when the first car passed the FINISH line after the warm-up 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.

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

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 after passing the Control Line on the Track.
- 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.

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.

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 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 car of each class may be asked to come into the pit lane for the podium ceremony. Please note, there will be an podium ceremony per class. 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

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

38. Not applicable

39. Classification and podium

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 finishing 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 All cars will be classified. Independent of their laps. 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.

39.2 Podium

39.2.1 The provisional prize giving for the top three winners of each class will take place immediately after the race end on the prize giving podium.

39.2.1 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.

39.2.2 This ceremony is part of the event. Prizes will not be mailed.

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

39.3 – 39.18 Not applicable

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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 applicable

41.2 List of time penalties
Below time 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 cancellation**

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 Not applicable

41.2.9 Not applicable

41.2.10 Not applicable

41.2.11 Not applicable

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. 21.2.5 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 Not applicable

41.3 Procedure

41.3.1 The infringement for which time penalties are given is as observed by any official and or the official time keeper 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 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 sectary 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 on 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 pre designated 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 pre designated 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.

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 of the meeting 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**

- Deposit as defined : See supplementary regulations
- 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 is: See supplementary regulations

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

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Chapter II – Not applicable

Chapter III – Technical Regulations for all Cars

1. General Regulations for all Cars

For all specific Cup Classes (e.g. GT3, 992 and TCR) the technical regulations of this chapter prevails over the technical regulations of the specific class (appendices).

The applicable Technical regulations per class can be found in the class appendices

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.

1.1 The promoter reserves the right to amend the present Regulations with approval of the ASN 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 possible 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 is must provide to the required documentation requested by and on discretion of scrutineering. E.g. manufacturer information and technical information of the car.

1.6 Not applicable

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 circuits 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 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

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.

3. Special Technical Regulations and Safety Regulations for all Cars

3.1 Window Net or Arm Restraint

3.1.1 The use of a window-net (NASCAR net) on the driver's side is compulsory for all cars, mounted accordingly to the FIA regulations, Article 253 of the Appendix J.
As an alternatively the use of an arm restraint as per SFI 3.3 specification is allowed.
One of those is compulsory.

3.1.2 For the use of an arm restraint: A climbing hook is advised and allowed between the hip belt part of the safety harness and the lower loop of the arm restraint.

See below examples of both.

Example of window-net (NASCAR net)

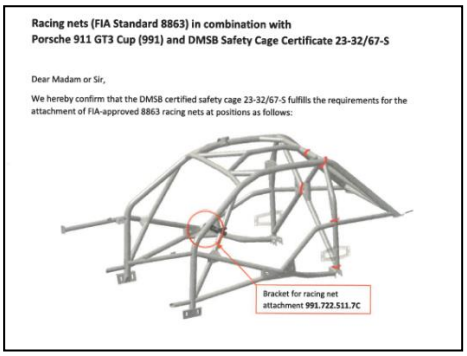
Example of Arm restrain

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:
The window-Nascar-net is NOT required.
An arm restraint is strongly advised

Porsche 911 GT3 Cup (991 and 992) cars
It is mandatory to use one of the following options:

- Window (NASCAR) net
- Arm restraint
- 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:

- Window (NASCAR) net
- Arm restraint
- FIA-approved Racing net (standard 8863), as provided by the car manufacturer of the specific vehicle

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.

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)

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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 (Chapter III) of the present Regulations 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.

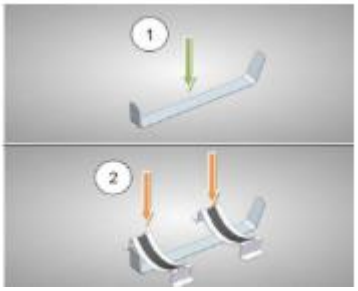
As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings for closed Cars. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm. See picture below.

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 homologation, if this is minimum according the FIA-regulations.

3.15.2 For Fire extinguishers (Systems and Manual extinguishers):
Anti-torpedo tabs are required according art. 7.2 and 7.3 of Appendix J – art. 253
E.g. like following pictures:



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.

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.

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 assign the car to another class and/or amend BOP.

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 art. 5.3). In addition, a small competition number must be affixed to the right side of the upper rear 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.

5.3 Not applicable

5.4 Not applicable

5.4 LUMIRANK Display and STS Driver Information Display

5.4.1 LUMIRANK Display

Each competing vehicle must be equipped with the LUMIRANK display. The display and mounting instructions are provided by the promoter at each event. The rental of the LUMIRANK display is included in the entry fee, a deposit must be paid. Any damage or cleaning of the LUMRIANK display after return must be covered by the competitor.

During the official sessions, the LUMIRANK display is used to display the current overall position of the car within its division. The promoter reserves the right to use the LUMIRANK display for further purposes. Any such purpose shall be described in either the Supplementary Regulations of an event or an official promoter's communication.

Please note this display is for information only. For official results and standings please refer to the official results and timing monitors.

The LUMIRANK display, in conjunction with the STS Driver Information display and MyLaps X2 RaceLink system, must be connected to the 12V current of the car in a way that the power supply is ensured even if the engine is switched off.

The mounting position of the LUMIRANK display is on the top of the front window, passenger side.

The colour of the LUMIRANK display indicates the division. GT = WHITE, TCE = YELLOW.

5.4.2 STS Driver Information display (DID)

Each competing vehicle must be equipped with the STS Driver Information display.

The display and mounting instructions are provided by the promoter at each event. The rental of the STS DID is included in the entry fee, a deposit must be paid. Any damage or cleaning of the STS DID after return must be covered by the competitor.

During the official sessions, the STS DID is used to display race-related information to the driver inside the car. This includes the presentation of the track status, flags, timing information and messages from the race director.

Please note this display is for information purposes only. See art. 28.5 Chapter I for flag signals. The promoter reserves the right to use the STS DID for further purposes. Any such purpose shall be described in either the Supplementary Regulations of an event or an official promoter's communication.

The mounting position of the STS DID is on the dashboard inside the car, in driver's view.

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5.4.3 Mounting Instructions

The LUMIRANK display, in conjunction with the STS Driver Information display and MyLaps X2 RaceLink system (art. 5.6, Chapter III), must be connected to the 12V current of the car in a way that the power supply is ensured even if the engine is switched off.

The mounting positions and connection instructions are as pictured below:

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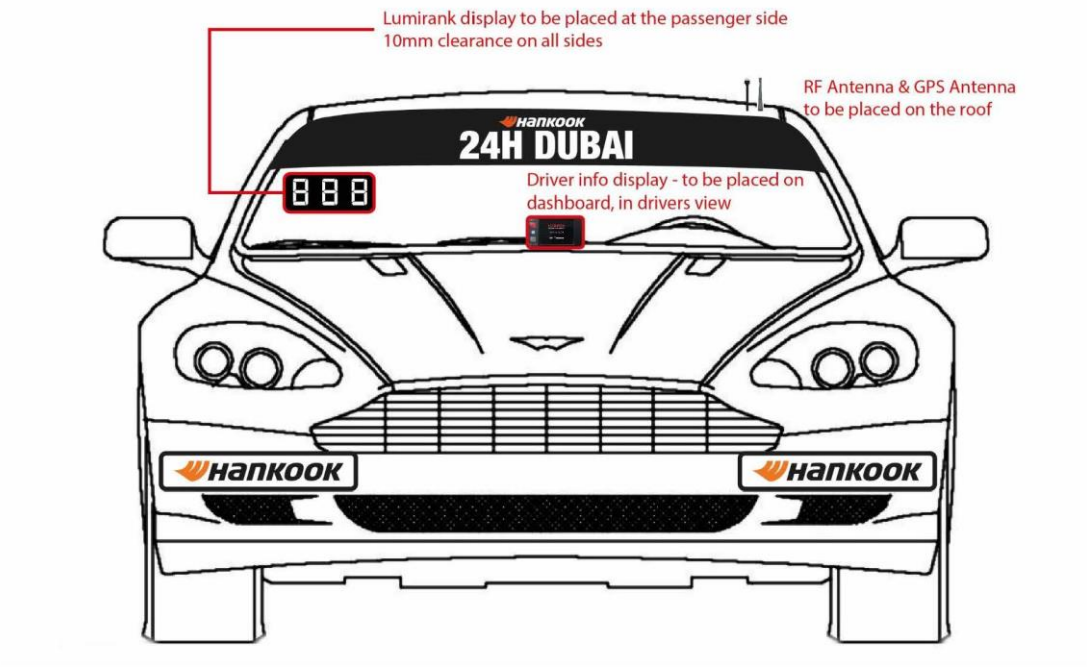

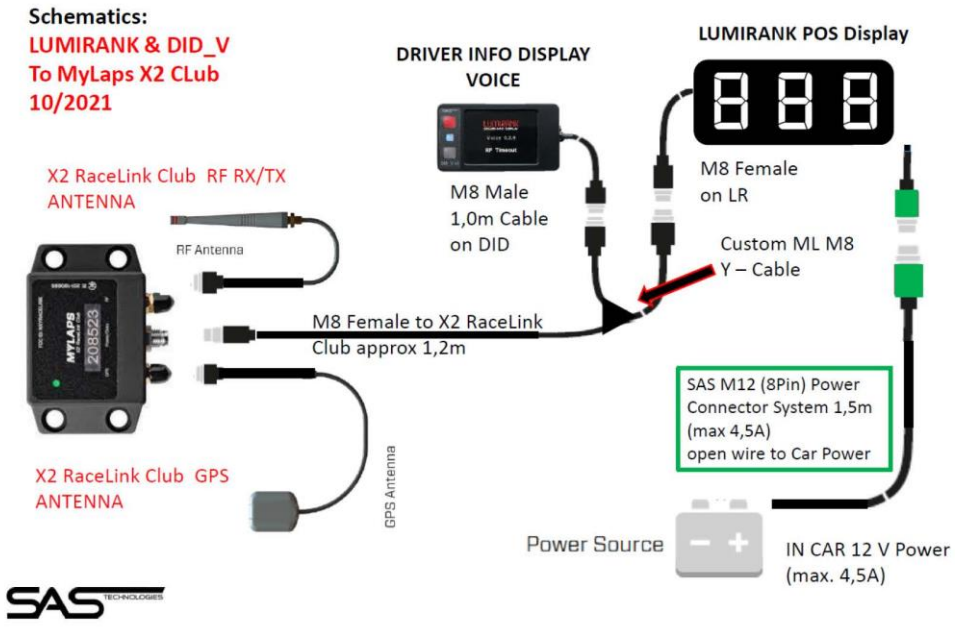

5.5 Data-logger including boost pressure sensor

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**
992/991	**Evo5**	**991 Evo4 is allowed**
GTX	**Evo 4 or Evo 5**	**Selected Cars, see BOP-publication**
TG	**Evo 4 or Evo 5**	**GT4: all GT4 cars must have Evo 5** **TCX: 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**
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.

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 not applicable

5.6 MyLaps X2 RaceLink

Each car must be equipped with an MyLaps X2 RaceLink system. Both the "Club" and "Pro" version of the system are eligible.
The system can be purchased via the Official timekeeper.

The MyLaps X2 RaceLink system must be installed according to the installation guide in conjunction with the LUMIRANK (art. 5.4.1, Chapter III) and STS DID (art.5.4.2, Chapter III). The system must be used with the official MyLaps RF antenna and the GPS antenna. Both antennas must be placed on the roof of the car. It is recommended to guide the cables out of the car via a small hole in the roof.

The MyLaps X2 RaceLink system is used to receive the live GPS position of each vehicle and be able to transmit data to the car (two-way communication). Only the Race Director or his deputy is allowed to utilize the system to send data to the car. The system may also be used to monitor the live speed of each vehicle.

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 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.

7. Fuel tank capacity versus refuelling amount

7.1 **For classes:** TC, TG, GT and PX
The maximum fuel tank capacity for the following classes is 120 Litre, unless explicitly otherwise described:

7.2 The max. refuel amount mentioned in BOP-Publication (published by the Promoter) 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.

EMSO

9. Allowed modifications for classes GT, 992, TCR, and TG

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 992
- Class TG (e.g GT4 cars)
- Class TCR

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 acc. Homologation. • Class 991: acc. Porsche Carrera Cup regulations, see appendix. 9A. • Class 992: acc. Porsche Carrera Cup regulations, see appendix. 9B. • Class TG: GT4 cars acc. Homologation.
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, add a restrictor, and give a time penalty and/or any other kind of compensation.

All silhouette cars have to 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

Chapter IV - Technical Regulations Group "24h-Special"

Note: This Chapter is only applicable for classes GTX, TG (TCX only, not GT4) 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, electrical 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.
(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.

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 engine manufacturer.
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.

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 The supercharging system, e.g. supercharger or compressors (Ex. Comprex and G- compressors) is free.

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 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.

5. Transmission

5.1 Reverse gear (according Appendix J 275-9.3)
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 (according Appendix J 275-12.2)
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

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 (According to Appendix J 275-10.2 and 10.3.1)

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. 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.

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 cm^2 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 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 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)

Exception to the above may be made if the car is based on a production road model and was built by the manufacturer or the manufacturer's agent as a race car e.g. Cup Cars or Challenge Cars and this can be verified via valid documentation which must satisfy the Chief scrutineer.

In this instance the car must have the original fuel tank and lines fitted.

13.2 Tank fillers and caps (acc. 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 Art. 251.2.5.7 of the Appendix J.

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.

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 (According to Appendix J 279-2.4)

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.

If of plastic, the thickness must not be less than 5 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,

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")
  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 TG

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 TG)

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 and restrictor. Such a balance of performance measure can be applied at any moment during the entire event, any practice, qualifying and during the race.

Appendix 2 Not applicable

Appendix 3 – Class TCR: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all Cars).
- 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.

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.

EMSO

Appendix 4 – Class TG: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all cars)
- Below specific regulations for Class TG

2. Eligible Cars

2.1 not applicable

2.2 GT4 Homologated cars

2.3 Special Touring cars and some GT-cars:

- with approximately the performance of TCR cars.
- Guide-line is approx.: 3,5-4,0kg/hp

4. Technical regulations GT4 cars:

4.1 As this is a specific class for the GT4 cars, different than other classes, the specific technical GT4 regulations are applicable:

4.2 All cars with complying with an official GT4-homologation, approved by the RACB/SRO are eligible. The promoter reserves the right to accept waivers.

4.3 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.
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

4.4 The Sporting regulations for GT4 cars are the same as for any other class.

4.5 Modified GT4 cars may be accepted in this class, at discretion of the promoter and on written request.

4.6 Balance of performance

The promoter will decide on balance of performance, which will be published in the balance of performance of the specific event.

4.7 Weight

Minimum weight: is without driver and empty fuel tank.

4.8 Ride height

The ride height is free.

5. Technical regulations Special Touring cars and some GT-cars:

5.1 Approximately the performance of TCR cars.
Guide-line is approx.: 3,5-4,0kg/hp

5.2 Chapter III of these regulations (Technical regulations for all cars)
Chapter IV of these regulations (Technical regulations group "24H Special")

5.3 Balance of performance
The promoter will decide on balance of performance, which will be published in the balance of performance of the specific event.

Appendix 5 – Not applicable

Appendix 6 – Not applicable

EMSO

Appendix 7 – Class GT: 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")
- 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 GT, 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 close to GT3).

2.3 Only the Promoter decides about the admission of a Car and upon possible waivers.

3. Technical regulations Class GT:

3.1 By participating in class GT 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 – Not applicable

Appendix 9A – Porsche 991 Technical Regulations (Class 992)

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all cars)
- 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 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 "Porsche Carrera Cup Deutschland" regulations: see art. 4 of this chapter
  (year of build: MY 2017-2018-2019-2020-2021)

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 **GT**, 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 991.
Porsche 997 Cup R and 997 Cup S will be assigned to class 991.

2.3 The promoter alone decides on the eligibility of the individual vehicles and upon possible waivers.

3. not applicable

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.

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 these Sporting Regulations. The number of tires is not restricted.

For all Porsche 991-I Cup and Porsche 991-II Cup, the tyre size is restricted to the following Hankook tyres:

Slick Tyres

6 Front: 280/660R18 F200
7 Rear: 320/710R18 F200

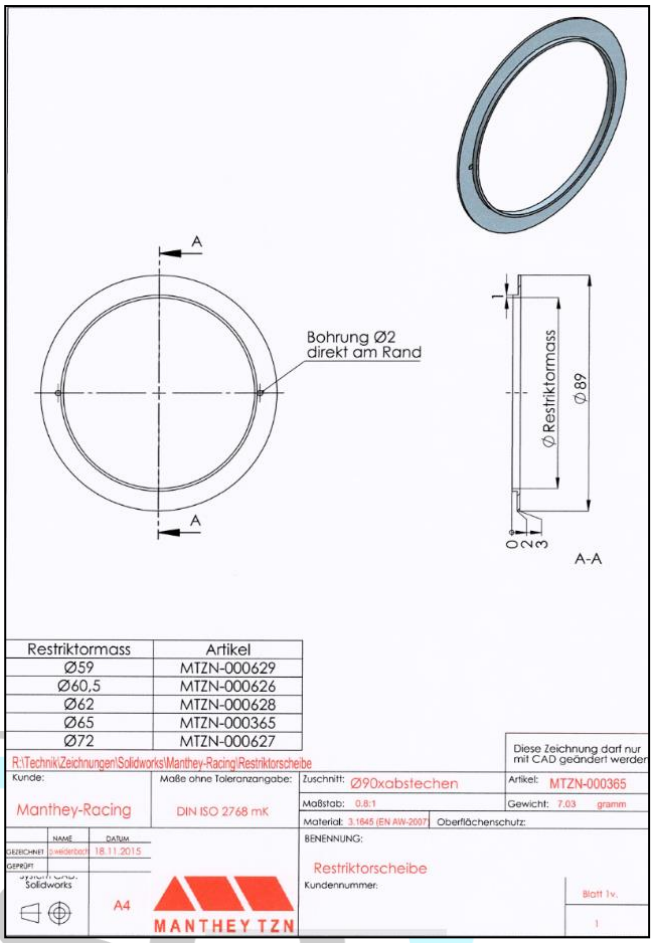
Rain Tyres

- Front: 280/660R18 Z207
- Rear: 320/710R18 Z207

EMSO

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.

7. Exceptions and Notes for Porsche 911 GT3 Cup Typ 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

HANKOOK CREVENTIC EMSO منظمة الإمارات للسيارات والدراجات النارية EMIRATES MOTORSPORTS ORGANIZATION

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 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

Standard Exhaust with silencer is mandatory (Abgasanlage), which includes:
- Katalysator (Krummer)
- Silencer (Abgasschalldaempfer)

With (main) part numbers:

911 GT3 Cup

Pos.	Materialbezeichnung	M	St.	Material
1	Z ABGASKRUEMMER ZYL.1-3	X	1	99111302192
2	Z ABGASKRUEMMER ZYL.4-6	X	1	99111302292
15	Z ENDSCHALLDAEMPFER		1	99711102792

Open exhaust, without silencer, is strictly forbidden.

Additional silencers are allowed with the sole purpose to fulfil the applicable noise measures limits!
For example the Porsche Cup extra silencer (Vorschalldämpfer), with (main) part numbers:

Pos.	Materialbezeichnung	M	St.	Material
1	Z ABGASSCHALLDAEMPF. VORSCHALLD. LI	X	1	9F0251051
2	Z ABGASSCHALLDAEMPF. VORSCHALLD. RE	X	1	9F0251052

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 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)

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

9.1 The minimum weight, see BOP publication of the specific event.

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Appendix 9B – Class 992: Technical Regulations (Porsche 992 in Class 992)

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all Cars)
- 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.

2.3 The Promoter alone decides on the eligibility of the individual vehicles and upon possible waivers.

3. not applicable

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 not applicable

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.

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.

7.6 Exhaust

Standard Exhaust with silencer is mandatory (Abgasanlage), which includes:
- Katalysator (Krummer)
- Silencer (Abgasschalldaempfer Standard)

With (main) part numbers:

911 GT3 Cup

Pos.	Materialbezeichnung	M	St.	Material
1	KRUEMMER ZYL 1-3	X	1	9F1254400A
2	KRUEMMER ZYL 4-6	X	1	9F1254450A

13	Z ABGASSCHALLDAEMPF.ESD STANDARD	X	1	9F1251051

Open exhaust, without silencer, is strictly forbidden.

Alternative is allowed:
- Katalysator (Krummer) (same as above)
- Silencer „Silence"(Abgasschalldaempfer Leise)

With (main) part number:

911 GT3 Cup

Pos.	Materialbezeichnung	M	St.	Material
1	Z ABGASSCHALLDAEMPF.ESD LEISE	X	1	9F1251052B

Open exhaust, without silencer, is strictly forbidden.

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.

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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. MT000403A is allowed.
This Night face consist of 2 lights to be integrated in the front bumper.

Additional it is allowed to upgrade this Night face from 2 to 4 lights.
The Part nr. for the 4 lights option is:
1 x MT000403A + 2 x Part. No MT000430A
(MT000430A is a single light-unit which fits in Part. Nr. MT000403A)

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 III of these regulations (Technical regulations for all Cars).
- Below specific regulations for Classes GT3

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.

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. Not applicable

4. Technical regulations Class GT3

4.1 not applicable

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.
Ride height	Ride height is free, unless explicitly otherwise mentioned.
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	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.

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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 BOP-Publication.
(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.

5.6.2 not applicable

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 must be equipped with a data-logger as described. in art. 5.5 of Chapter III.

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Appendix 11 – Class PX: Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (Technical regulations for all cars)
- Below specific regulations for Class PX

2. Eligible Cars

- Production sports cars, FIA group CN, according: FIA Appendix J Art. 259 of ISC
- Prototype cars, according: FIA Appendix J Art. 277 Category II-SC of ISC
  (e.g. Wolf GB08, Ligier JS P3, Ligier JS 51, etc.)

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