

Michelin 24H SERIES 2026

Series Bulletin to Sporting Regulations Nr. 01/2026

Dated: 3 March 2026

To Sporting Regulations Michelin 24H SERIES 2026
(version 9 October 2025)

This Series Bulletin is in force per 10 March 2026.

Subject: Various amendments / corrections / clarifications

Balance of Performance

Referring to art. 9 of the 2026 Michelin 24H SERIES Sporting Regulations

9.1.2.1 Start Grid Consequences

This article is no longer applicable.

Flag Signals and CODE 60

Referring to art. 17 of the 2026 Michelin 24H SERIES Sporting Regulations

17.2.2.2 Refuelling during CODE 60

Refuelling during CODE 60 is allowed, however the following applies:

In case the refuelling operation is completely during CODE 60, the CODE 60 refuelling amount is **15%** of the maximum refuelling amount, unless specified otherwise in the Balance of Performance Publication;

- It is only allowed to refuel above mentioned amount once per CODE 60.
- When the CODE 60 lasts longer than **30 minutes**, it is allowed to refuel above mentioned amount **every 30 minutes of CODE 60 duration, regardless of the moment of the previous refuelling.**

This is dependent on the time when the refuelling operation commences, independent of the moment, when a Car enters the pit lane. The start of a refuelling operation is determined as the moment when a pump has been activated by presenting the fuel tag.

17.2.2.3 Refuelling during Change of Track State

If the track state changes when the refuelling operation is still ongoing, the following applies:

- Green flag to CODE 60
 - From the moment the CODE 60 starts, the remaining amount that may be refuelled is **15%** of the maximum refuelling amount, unless specified otherwise in the Balance of Performance Publication. However, the total amount refuelled during the complete refuelling operation (during green flag and during CODE 60 combined) may not exceed the maximum refuelling amount as per the official Balance of Performance Publication of the Event;
 - It is not allowed to refuel in the same CODE 60 again, unless the CODE 60 lasts longer than **30 minutes**. In this case it is allowed to refuel **every 30 minutes** as

described in art. 17.2.2.2 of these regulations.

- CODE 60 to green flag
 - The maximum refuelling amount for the refuelling operation (during CODE 60 and during green flag combined) is according to the official Balance of Performance Publication of the Event.

17.2.2.4 Stint and Driving Times during CODE 60

If a Car enters the pit lane to execute a Driver change during a CODE 60 or at the end of the same lap during which the CODE60 ended, the minimum CODE 60 lap time may be added to the maximum stint and driving times described in article 11 of these regulations if otherwise these stint and driving times would be exceeded. This additional time will be specified in the Supplementary Regulations for the specific Event.

Incidents and Penalties

Referring to art. 18 of the 2026 Michelin 24H SERIES Sporting Regulations

18.5 List of Penalties

| Article | Infringement | Penalty | Conditions |
|---------|--|-----------------------------|-----------------------------|
| 18.5.30 | Changing tyres (slick to slick) when the tyre service life* is less than 50 minutes during CODE 60 | Time Penalty: 20 seconds | See Series Bulletin 01/2026 |
| 18.5.32 | 1 to 4 qualifying tyres (1 set) not used during the Race | Time Penalty: 20 seconds | |
| 18.5.33 | 5 to 8 qualifying tyres (2 sets) not used during the Race | Time Penalty: 40 seconds | |
| 18.5.34 | 9 to 12 qualifying tyres (3 sets) not used during the Race | Time Penalty: 60 seconds | |

*: the total elapsed time since the previous tyre change, measured from the point that the Car crossed the Pit Exit Timing Loop until crossing the Pit Entry Timing Loop.

18.6 Procedure to Serve Time Penalties

A Competitor, who has received a time penalty, stops in the designated penalty area. The penalty time starts the moment the Car comes to a complete stop. Only after the completion of the time penalty may the Car leave this area.

The driver of the penalised Team will stop at a predesignated place in the pit lane and wait at this place for the duration of the time penalty (during this time it is not allowed to touch the Car). The driver must wait in the Car without loosening safety belts, helmet and Race clothing. It is the team's responsibility to see that the time penalty is carried out in the proper manner and at the appropriate place.

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 using video film from the circuit or any other means at his disposal.

For time penalties that are not served correctly (wholly or partly), the part of the penalty that was not served correctly will be considered as not served and a new penalty will be issued which will be equivalent to at least the unserved part of the penalty.

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

Penalties must be served during green flag. If a Team started to serve a penalty under green and a CODE 60 starts, the penalty may be continued to be served during the CODE 60.

Multiple time penalties may be served at once, as long as they are served within the timeframe defined in art. 18.4.1 of these regulations.

Tyres

Referring to art. 24 of the 2026 Michelin 24H SERIES Sporting Regulations

24.4 Tyre Changes with Tyre Service Life under 50 minutes

If the Car crosses the Pit Entry Line and the **tyre service life*** for the current tyre is less than 50 minutes and the track status is CODE 60, a change of tyres from slick to slick is not allowed. A change of tyres from wet to slick, from slick to wet, or from wet to wet is not restricted.

***: the total elapsed time since the previous tyre change, measured from the point that the Car crossed the Pit Exit Timing Loop until crossing the Pit Entry Timing Loop.**

For clarity: should the track status change during the pit stop prior to the Car exiting the Pit Lane, the track status at the moment the Car crosses the Pit Entry Line remains applicable for the purpose of this article.

For the avoidance of doubt:

- In this instance, it is only permitted to change the set of tyres once during the pit stop;**
- Rotating the same set of tyres between different sides of the car is permitted.**

When above mentioned conditions are met and tyre changes are not allowed for a specific Car, a red light will be illuminated during the specific pit stop on the windshield of the Car as part of the LUMIRANK system. The red light is for informational purposes only; it is the responsibility of the Team Manager to determine if a change of tyres is allowed.

In this case, only flat or punctured tyres may be changed. Any tyre change for these reasons, when the **tyre service life** of the current **tyre** is less than 50 minutes and the Car entered Pit Lane during CODE 60, must be announced to the Race Director. The replaced tyre must remain in the Team's pit box, on the side closest to Pit Lane, for scrutineering. After approval from a scrutineer, the tyre may be removed from the pit box.

24.5 Declaring Starting Tyres

Prior to the start of the Race, the Team Manager must declare in the 24H SERIES app the starting tyres of the Car. This must be done by scanning the yellow FIA bar code. If the Car is starting the Race on wet tyres, this must also be declared by confirming in the 24H SERIES app that the Car is starting on wet tyres.

24.5.1 Declaring Starting Tyres for PART 2 of a Split Race

Prior to the start of PART 2, the Team Manager must declare in the 24H SERIES app the starting tyres of the Car. This must be done by scanning the yellow FIA bar code. If the Car is starting PART 2 on wet tyres, this must also be declared by confirming in the 24H SERIES app that the Car is starting on wet tyres.

If the same tyres are used for the start of PART 2 as used during the finish of PART 1, the tyre service life is paused when the Car crosses the Control Line at the finish of PART 1. If the same tyres are used during the start of PART 2, the tyre service life is resumed when the race time for PART 2 starts. If the Car starts PART 2 from pit lane, the tyre service life is resumed when the Car crosses the Pit Exit line after the start of PART 2.

24.5.2 Cars Using Tyres Not Equipped with RFID

Cars using tyres that are not equipped with RFID, must declare each new set of slick tyres used during Qualifying and the Race and record the time that the Car crosses the Pit Exit line to start the tyre service life of that set of tyres. This must be done via the 24H SERIES app or using the official Tyre Control Card. If the 24H SERIES app is not used, the light in the windshield will not be illuminated. The official Pit Exit times are published on the timing screens.

When using the official Tyre Control Card, it must be made available to the Race Director after Qualifying, after PART 1 in case of a split race or at the halfway mark of a Race without Intervention Break, and between the Car's final pit stop and the finish of the Race.

Qualifying

Referring to art. 29 of the 2026 Michelin 24H SERIES Sporting Regulations

29.2 Tyre changes during Qualifying

~~Wheels may not be removed during or between any of the Qualifying sessions.~~

Each Qualifying session must be driven on a different set of slick tyres, however only one set of slick tyres may be used in a single Qualifying session.

Tyre blankets cannot not be used 10 minutes prior to the start of, during or between any of the Qualifying sessions in Pit Lane.

Only flat or punctured tyres may be changed. Any tyre change during Qualifying due to aforementioned reasons must be announced to the Race Director. The replaced tyre must remain in the team's pit box for scrutineering. After approval from a scrutineer, the tyre can be removed from the pit box by the team.

Every set of tyres used during Qualifying sessions must be used on the same Car during the Race before there are 2 hours of the Race remaining. For clarity, in case of a split Race, this refers to the last 2 hours of PART 2.

29.2.1 Tyre changes during WET Qualifying

It is allowed to change to any type of tyre (slick or wet) after the Race Director has declared a Qualifying session or parts thereof as "WET". For the avoidance of doubt, a single set of wet tyres may be used for multiple Qualifying sessions.

~~From this declaration onwards, tyre changes will remain allowed for all remaining Qualifying sessions.~~

29.8 Starting Grid Position

The Class order on the starting grid will be:

- Group 1: Class GT3*
- Group 2: Class GTX
- Group 3: Class 992**
- Group 4: Class GT4
- Group 5: Class TCE***

* Note: Class GT3 consists of GT3-AM teams, GT3-PRO/AM teams and GT3-PRO teams. (Therefore, there is no separate class order for Class GT3-AM and GT3-PRO/AM)

** Note: Class 992 consists of 992-AM teams and 992-PRO teams. (Therefore, there is no separate Class order for Class 992-AM)

*** Note: Class TCE consists of TCX teams and TC teams. (Therefore, there is no separate Class order for Class TCX and Class TC)

In case of entries in Class SP4, the location of Class SP4 in the grid order will be specified in the Supplementary Regulations of the specific Event.

Each group will be ordered according to the Qualifying classification.

The starting grid position (order) of each competing Car within its group will be determined as follows:

- QS 1: Fastest to slowest AQT
- Then QS 2: Fastest to slowest AQT
- Then QS 3: Fastest to slowest AQT
- QS 4: From pit lane, order at discretion of the Race Director

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

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

Suspension of a Session

Referring to art. 32 of the 2026 Michelin 24H SERIES Sporting Regulations

32.1.2 Qualifying

During qualifying, Cars may not enter the pit box. Working on the Cars is permitted in the working lane only. Refuelling is not permitted. ~~Removing the wheels is not permitted.~~ Tyre blankets are not permitted to be used in the Pit Lane from 10 minutes before the start of a Qualifying session and during Qualifying sessions.

Class GT3 driving time requirements clarification
Referring to art. 11 of the 2026 24H SERIES Sporting Regulations

11.4 Specific Driving Time Requirements per Class

The below table replaces the class GT3 section of the table on page 20 of the 2026 24H SERIES Sporting Regulations.
 Classes 992, GTX, GT4, TCE, SP4 remain unchanged from the 2026 24H SERIES Regulations.

| All GT3 classes – driving time requirements sum totals per driver category | | | | | | | |
|--|------------------|--|---|--|-------------|-------------------------------------|-------------------------------------|
| Class | BOP | Notes | AM-Spirit drivers | AM drivers | AM+ drivers | SEMI-PRO drivers | PRO drivers |
| Class GT3-AM | AM-advantage BOP | Full AM driver line-up | Free | Free | Not allowed | Not allowed | Not allowed |
| | AM BOP | | Min. $\frac{1}{6}$ of Race duration | | Free | Max. $\frac{1}{4}$ of Race duration | Not allowed |
| Class GT3-PRO/AM | PRO/AM BOP | Without PRO driver Without AM-Spirit driver | Not allowed | Min. $\frac{1}{2}$ of Race duration | | Free | Not allowed |
| | | With PRO driver Without AM-Spirit driver | Not allowed | Min. $\frac{1}{2}$ of Race duration of which Min. $\frac{1}{6}$ of Race duration for AM drivers | | Free | Max. $\frac{1}{3}$ of Race duration |
| | | With AM-Spirit driver | Min. $\frac{1}{3}$ of Race duration of which Min. $\frac{1}{6}$ of Race duration for AM-Spirit drivers | | Free | Free | Max. $\frac{1}{3}$ of Race duration |
| GT3-PRO Teams (in Class GT3) | PRO BOP | Without PRO driver | Free | Free | Free | Free | Not allowed |
| | | With PRO driver | Min. $\frac{1}{6}$ of Race duration | | Free | Free | Max. $\frac{1}{2}$ of Race duration |