

SPORTING AND TECHNICAL REGULATIONS MICHELIN 24H KYALAMI 2027

14 OCTOBER 2026

CREVENTIC

24 HOURS OF KYALAMI

MICHELIN

www.24hseries.com

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1. Foreword

Michelin 24H Kyalami 2027 is a national Event open to foreign competitors, organised in conformity with the provisions of the FIA International Sporting Code and its appendices.

For the Michelin 24H Kyalami 2027, the 2026 24H SERIES Sporting Regulations and Technical Regulations apply, with some additions and amendments as explained in these Regulations.

24H SERIES offers a platform for amateur drivers and teams to partake in their hobby: racing for fun whilst being as competitive as possible both as driver and as team. As such, the series is open to a wide variety of cars suiting amateur endurance competition.

Although 24H SERIES is designed around amateur drivers (AM), semi-pro and professional drivers (PRO) are welcome. However, all drivers must adapt to the 24H SERIES format and must respect the amateur drivers on the track.

24H SERIES offers amateur teams and drivers the opportunity to participate on attractive circuits around the world at a relatively low and reasonable budget and is a place for amateur drivers to compete with an international grid comprised of drivers from all over the world.

2. General

2.1 Regulations

This document describes the Sporting and Technical Regulations for the Michelin 24H Kyalami 2027.

This document (Sporting and Technical Regulations Michelin 24H Kyalami 2027) applies to the Michelin 24H Kyalami 2027 and refers to the approved 2026 24H SERIES Sporting Regulations and 2026 24H SERIES Technical Regulations. Article numbers in these regulations match those of the relevant 2026 24H SERIES regulations.

When mentioned, the below 24H SERIES regulations apply:

- Approved Sporting Regulations 2026, 24H SERIES, version 9 October 2025
- Approved Technical Regulations 2026, 24H SERIES, version 9 October 2025
- In addition, relevant Series Bulletins for the 2026 24H SERIES apply:
  - Series Bulletin to Sporting Regulations 01/2026
  - Series Bulletin to Technical Regulations 01/2026
  - Series Bulletin to Technical Regulations 02/2026

Additionally, Supplementary Regulations will be published for the Event.

2.2 General

2.2.1 Sporting Authority (parent ASN)

Motorsport South Africa
Ground Floor, Quadrum Building 1, Quadrum Office Park
50 Constantia Boulevard, Constantia Kloof
1709, Roodepoort, South Africa

The parent ASN will henceforth be referred to as MSA.

2.2.2 Sporting Authority (host ASN)

Motorsport South Africa
Ground Floor, Quadrum Building 1, Quadrum Office Park
50 Constantia Boulevard, Constantia Kloof
1709, Roodepoort, South Africa

The host ASN will henceforth be referred to as MSA.

2.2.3 Status of the Event

Michelin 24H Kyalami 2027is registered as a National Event, open to foreign Competitors.

2.2.4 Promoter

	For European Races	For Races outside of Europe
Promoter Name	Creventic BV	Creventic International DWC LLC
Address	Zandstraat 1 6591 DA Gennep The Netherlands	Dubai South, Building A3 3rd Floor, Business Dubai World Central PO Box 390667 Dubai United Arab Emirates

Promoter contact details:
Phone: +31 (0)485 471 166
Email: info@creventic.com
Internet: www.24hseries.com

2.2.5 Organiser

The Promoter will assign the (local) Organiser to be Organiser or co-Organiser. This will be mentioned in the Supplementary Regulations. The local Organiser must be a FIA-ASN approved Organiser holding the necessary permit to organise the Event.

2.2.6 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 partiers with respect to one another.

2.2.7 General Conditions

The Promoter reserves the right to amend the approved Sporting Regulations and Technical Regulations with approval of the parent ASN and/or the stewards.

The Promoter reserves the right to postpone, abandon, change (e.g. the duration), replace or cancel the Event or any part thereof before the Event is started. The Promoter alone will in such case make the decision about the consequences for the Event. In this case the competitor has no right to claim against Organiser or Promoter with respect to any loss or expense he may thereby incur.

The Promoter furthermore reserves the right to add any Event to the calendar. The promoter shall announce in an official communication if such Event shall be regarded as a championship or non-championship Event.

The Promoter may also offer other services, e.g. transportation of Car and equipment. Related to any services the Promoter offers and related to above mentioned right to postpone, abandon, change or cancel the Event or any part of it and in case of any delay or any other problems, damages or losses, the competitor has no right to claim against Organiser or Promoter with respect to any loss or expense he may thereby incur.

The Promoter reserves the right to adjust any of the following regulations for specific Events at its discretion if circumstances of the Event in question require such adjustments to secure the realisation of the Event. Such circumstances may include but are not limited to general Event requirements (eg timetable needs).

Any adjustment regarding the following regulations must be approved by the Stewards and/or the parent ASN via a Bulletin. Any adjustment regarding specific Event regulations must be approved by the Stewards and/or the host ASN of the Event.

The Promoter reserves the above rights in the following cases: including but not limited to weather conditions, force majeure, act of God, government decisions, pandemic, terrorism, strikes, riots and/or war.

In case of an appeal of any dispute leading to an appeal in connection with the organized Events as described in there regulations, this will be subject to the exclusive jurisdiction of the national motorsport court of appeal of the parent ASN as indicated in the General Prescriptions of the FIA.

2.2.8 Specific Conditions

All Events will be run in compliance with the following regulations to which all competitors submit themselves by the very act of presenting the entry form:

- FIA International Sporting Code (ISC) and its appendices
- MSA General Competition Rules
- These Regulations
- 24H SERIES 2026 Regulations per art. 2.1 of these regulations
- The Supplementary Regulations of the specific Event
- Official Bulletins for the Michelin 24H Kyalami 2027 (MSA)
- Official Series Bulletins for the 2026 24H SERIES (KNAF)
- Official Event Bulletins during the specific Event (Stewards)
- Briefing Presentation and Briefing Notes
- Promotor Communications

2.2.9 Circuit Conditions

Any cost of damages to circuit properties, caused by the competitor, driver, or any team member, will be recovered from the competitor.

2.3 Interpretation of the Regulations

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

3. Eligible Cars and Classes

3.1 Classes

Class	Description	Technical Regulations	Start Number Allocation
TCE	TCX and TC teams are also entered in Class TCE There will be a combined classification and ranking for Class TCE	*Not applicable*	*Not applicable*
TC	Mainly FWD-layout Cars: Touring Cars, Group N, Group A and Group "24 Hour Specials". TC teams are also entered in Class TCE	Appendix 1	100-199
TCX	Mainly RWD-layout Cars: Special Touring and GT Cars Weight/HP-ratio: approx. 3,1-4,0 kg/hp TCX teams are also entered in Class TCE	Appendix 2	100-199
GT3	Mainly FIA-GT3-homologated Cars For teams with PRO-driver line-up GT3-AM and GT3-PRO/AM teams are also entered in Class GT3	Appendix 3	1-99
GT3-AM	Mainly FIA-GT3-homologated Cars For teams with AM-driver line-up	Appendix 3	1-99
GT3-PRO/AM	Mainly FIA-GT3-homologated Cars For teams with PRO/AM-driver line-up	Appendix 3	1-99
GT4	GT4-homologated Cars	Appendix 4	400-499
GTX	Special GT Cars Weight/HP-ratio: approx. 2,0-3,0 kg/hp	Appendix 5	700-799
992	Porsche 911 (GT3) Cup (992) (models 2021 onwards) For teams with PRO/AM-driver line-up 992-AM teams are also entered in Class 992	Appendix 6	900-999
992-AM	Porsche 911 (GT3) Cup (992) (models 2021 onwards) For teams with AM-driver line-up	Appendix 6	900-999
SP	Electric, Hybrid and developmental Cars	Appendix 8	500-599

The Promoter reserves the right to add/remove additional Classes at its discretion, after approval of the MSA, before the closing date of the Event.

If an additional Class is added, the Class and its related regulations will be included in the Supplementary Regulations of the specific Event.

The Promoter reserves the right to allocate start numbers to individual Teams outside the described start number ranges following a request from a Team.

Remainder of article 3 according to the approved 2026 24H SERIES Sporting Regulations.

4. Competitions

4.1 Calendar

For the official and actual calendar, see www.24hseries.com

4.2 Timetable

For the official timetable, see the Supplementary Regulations of the Event.

5. Championship and Titles

Not applicable.

6. Points

Not applicable.

7. Officials

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

- Race Director
- Chief Scrutineer
- Chief Timekeeper
- Series Secretary

Other officials: see Supplementary Regulations of each Event.

8. Competitors and Drivers

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations, with the following exceptions:

8.1.1 Competitor License

Any person or legal entity holding at minimum a national competitor license. Foreign competitors must submit the authorization of their ASN according to ISC Art 2.3.7. If the original license and ASN authorization are drawn up in a language which makes verification impossible, the competitor must submit an authenticated copy in English.

According to ISC Art. 9.1.2 if a team does not have a team competitor license, 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.

8.1.3.1 Driver Eligibility

Drivers must have at minimum a valid National licence for circuit racing from a FIA-recognised ASN.

All foreign drivers must submit the authorization of their ASN according to ISC Art. 2.3.7. If the original license and ASN authorization are drawn up in a language which makes verification impossible, the driver must submit an authenticated copy in English.

9. Balance of Performance

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

10. Driver Categories and Line-ups

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

11. Driving Time Requirements

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

12. Conditions of Entry

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

13. Passes

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

14. Instructions and Communications

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

15. Event Rules of Conduct

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

16. Code of Driving Conduct

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

17. Flag Signals and CODE 60

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

18. Incidents and Penalties

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

19. Protests and Appeals

19.1 Protests

The protest procedure is governed by the provisions of the FIA International Sporting Code. Protest fees will be set according to the FIA International Sporting Code.

19.2 Appeals

The appeal procedure is governed by the provisions of the FIA International Sporting Code.

19.3 Right of Review

The right of review procedure is governed by the provisions of the FIA International Sporting Code.

20. Administrative Checks

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

21. Briefings

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

22. Scrutineering

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

23. Weighing

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

24. Tyres

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

25. Pit Lane

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

26. Fuel and Fuelling

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

27. Pit Stops

Full article from 2026 24H SERIES Sporting Regulations repeated below for convenience, with changes applicable for Michelin 24H Kyalami 2027 highlighted in yellow.

27.1 General

Service and repairs on the Cars may only be carried out in the pit lane.

Refuelling outside the predesignated refuelling area is prohibited, during the whole Event.

Pit stops must be carried out in the working lane.

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.

27.2 Longer Repairs

Only longer repairs are allowed to be performed inside of the pit box at the discretion of Race Director. If the Car must be raised for a longer repair, the use of safety props is mandatory.

For the avoidance of doubt, the following work on the Car is not considered a “longer repair”:

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

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

27.3 Pit Stops

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

When the Car approaches the pit box, a single car controller must come out from behind the white line and stop the Car in the working lane in front of the pit box at the correct position. The car controller stands in front of the Car with a board or stand to manage the pit stop. In the case of a driver change, the new driver and the 2 driver assists (wearing the green armband) may also be ready in the working lane before the Car has stopped.

Only when the Car has come to a complete stop in front of the pit box, the 4 mechanics (wearing the yellow armband) are allowed come out from behind the white line, taking the necessary parts and tools to carry out the pit stop.

Other team members must remain behind the white line between the working lane and the pit box and are not permitted to hand over or take any tools or parts to those team members who are performing the pit stop, before and during the pit stop.

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

The engine of the Car must be stopped before the mechanics start working on the Car and must remain stopped until the work is finished during a pit stop.

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 armband (yellow or green).

When a Car leaves the pit box after a service or a repair, the Car must be pushed out of the pit box by maximum 4 mechanics/team members all wearing the appropriate armband (yellow or green).

27.4 Pit Crew

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

Team members involved in a pit stop (wearing an armband) must wear long-legged trousers. Armbands must be visibly worn on arms only.

27.4.1 Mechanics

- must wear yellow armband provided by Promoter
- maximum 4 mechanics per Car per pit stop
- allowed to perform any work or task allowed during the pit stop, but not before the Car has come to a complete stop in front of the team's garage.
- may use a maximum of 2 wheel guns total per pit stop to change the wheels. Except in Class GTX and TCE, for cars with 4 or 5 wheel nuts per wheel, a maximum of 4 wheel guns total per pit stop to change the wheels is allowed.
- may not be assisted in any way. Any assistance can be penalised as "Working with more than 4 team members on the Car". For the avoidance of doubt, this includes the handing over or taking of any tools or parts by other team members who remain in the pit box.
- is the only team member who is allowed to readout/collect data logger data.

27.4.2 Driver Assists

- must wear green armband provided by Promoter
- maximum 2 team members per Car per pit stop
- may assist the driver(s) exiting/entering the Car during a driver change:
    - help fasten the seat belt
    - replace the drinks bottle and/or seat insert
    - connect the radio communication set
    - remove and affix the window net
    - adjust the mirrors
- may perform tasks of the car controller if not present
- may also clean the window(s) and lights of the Car
- may also plug in and/or remove the air jack

27.4.3 Car Controller

- must wear red armband provided by Promoter
- 1 team member per Car per pit stop
- may use a lollypop or pit board
- responsible for a safe stopping and safe release of the Car
- may also clean the window(s) and lights of the Car

27.4.4 Driver Entering and Exiting the Car

- allowed only to assist the driver exiting/entering the Car during a driver change:
    - help fasten the seat belt
    - replace the drinks bottle and/or seat insert
    - connect the radio communication set
    - remove and affix the window net
    - adjust the mirrors
- when driving down the pit lane, tension in the belts may be loosened but the belts may not be removed from the buckle and the belts must remain in contact with the Driver so that they are considered to still be properly restrained in accordance with ISC Appendix L Ch. III Art. 4.

27.4.5 Combined Roles

If any of the above mentioned roles (Mechanic, Driver Assist, and/or Car Controller) are performed by the same person, this person must wear the armbands for each of the roles performed by that person.

27.5 Driver-ID Switch

The new driver must switch the driver-ID to the correct setting after a driver change and always before the pit exit line.

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

- change to correct driver-ID setting for the current driver.
- report to Secretary of the Event with Yellow Pit Card within 20 minutes.

27.6 Unsafe Release

Cars in the fast lane have priority over Cars coming from the working lane. In case of an unsafe release the Race Director may issue a penalty.

28 Practice and Testing

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

29. Qualifying

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

30. Start Grid

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

31. Start Procedure

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

32. Suspension of a Session

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

33. Finish of the Race

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

34. Podiums

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

35. Parc Fermé

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations.

36. Intervention Break

Not applicable.

37. Classification

Applicable regulations according to the approved 2026 24H SERIES Sporting Regulations, repeated below for convenience:

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 Control Line at the end of the Race.

Cars will be classified in order of the number of laps completed and then in the order in which they have crossed the Control Line if there are equal numbers of laps. Only laps which have been completed with own engine power will be considered for the classification.

Only Cars, which have achieved a minimum of 50% of the laps of their Class leader*, will be classified. This is also applicable for teams which have not taken the chequered flag.

*This 50% rule:

- for Class GT3-PRO/AM and GT3-AM is calculated/referred to Class GT3
- for Class 992-AM is calculated/referred to Class 992
- for Classes TC and TCX is calculated/referred to Class TCE

There will be a class and an overall classification.

38. Technical Regulations

Applicable regulations according to the approved 2026 24H SERIES Technical Regulations, with the following addition:

Chapter I – Technical Regulations for all Cars

3.9 Video Cameras

The Race Director may, on the request of the Promoter, require specific Cars or Classes to install video cameras. These cameras will be provided by the Promoter and must be installed according to the relevant installation instructions prior to initial scrutineering.