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SPORTING REGULATIONS 2026
MICHELIN 24H SERIES

6 OCTOBER 2025

CREVENTIC

24H SERIES

www.24hseries.com

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1. Foreword

24H SERIES is organised in conformity with the provisions of the FIA International Sporting Code and its appendices, the FIA General Prescriptions on Circuits. It will be run in conformity with the Series' Sporting Regulations and Series Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J.

24H SERIES consists mainly of 12-hour and 24-hour endurance races and 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 that suits amateur endurance competition.

Selected Events can also have a main race split into two parts.

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.

24H SERIES awards Teams' and Drivers' Titles for each of the Classes, as well as a special Championship Trophy per Class.

Within the 24H SERIES Championship, the following titles are awarded:

24H SERIES
TITLES
Titles per Class (P1, P2 & P3) • Drivers • Teams

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2. General

2.1 Regulations

The 24H SERIES regulations should be read as follows:

- Sporting Regulations (this document) – applicable to all Classes
- Technical Regulations, Chapter I – applicable to all Classes
- Technical Regulations, Chapter II – applicable to Classes GTX, TCX, and TC
- Technical Regulations, appendices – specific technical regulations per appendix for each Class
- Additionally, Supplementary Regulations will be published for each Event

2.2 General

2.2.1 Sporting Authority (parent ASN)

KNAC Nationale Autosport Federatie
Duwboot 85
3991 CH Houten
The Netherlands

The parent ASN will henceforth be referred to as KNAF.

2.2.2 Sporting Authority (host ASN)

The host ASN will be published in the Supplementary Regulations.

2.2.3 Status of the Event

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

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.

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2.2.7 General Conditions

The Promoter reserves the right to amend the approved Sporting Regulations and Technical Regulations with approval of the KNAF 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 24H SERIES championships. 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. In case it will be regarded as a championship Event, it must be listed on the International Sporting Calendar.

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 series Event. Such circumstances may include but are not limited to general Event requirements (eg timetable needs).

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

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
- These Sporting Regulations
- The Technical Regulations
- The Supplementary Regulations
- Official Series Bulletins for the 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.

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3. Eligible Cars and Classes

3.1 Classes

Class	For European Races	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	Touring Cars, Group N, Group A and Group "24 Hour Specials" TC teams are also entered in Class TCE	Appendix 1	100-199
TCX	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
SP4	Electric, Hybrid and developmental Cars	Appendix 8	300-399

The Promoter reserves the right to add/remove additional Classes at its discretion, after approval of the KNAF, 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

3.2 Eligible Cars

Cars using unleaded 98 petrol fuel are admitted. Upon request, Cars using alternative fuels, full-electric, or hybrid Cars can be admitted by the Promoter after permission from the host ASN.

Only Cars from model year 1996 and later are eligible according to FIA Groups A, N, “24 Hour Special”, “Silhouette”, “Sports Cars”, and “Exceptional Cars”.

Special Cup Cars may be admitted by the Promoter. For each separate Cup Car type, a separate Class may be created.

The Promoter will decide upon possible exceptions.

3.2.1 Race Couple

“Race Couple” is defined as an entry with multiple Cars with 1 start number and 1 transponder.

Additional regulations for “Race Couples” will be published in the Supplementary Regulations and/or in a bulletin.

3.2.2 Cars adapted for disabled drivers

Cars that have been adapted for disabled drivers, must be in possession of a Certificate of adaptations issued by the FIA according to ISC Art. 10.3.3. Alternatively, a certificate of adaptions issued by an ASN may also be accepted.

3.3 Change of Car during Event

If a competitor taking part in the Event wishes, under special circumstances, to change Car, a written request must be submitted to the Race Director. At discretion of the Race Director, he can propose this change of Car to the Stewards for approval.

3.4 Prototype Class at Selected Events

The Promoter reserves the right to accept prototype Cars at selected Events. These Cars drive in the P Class and shall not be considered as part of any other Class. The P Class shall have a podium ceremony but shall not participate for championship rankings. The technical regulations for this Class are described in appendix 7 of the Technical Regulations.

When the P Class is part of a selected Event, this shall be mentioned in the Supplementary Regulations of the specific Event or an Event bulletin.

4. Competitions

4.1 Calendar 24H SERIES 2024

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

4.2 Timetable

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

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5. Championship and Titles

5.1 24H SERIES Championship Titles

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

There will be the following rankings for each Title:

Drivers:

- Drivers ranking per Class

Teams:

- Teams ranking per Class

At the end of the season, the following championship trophies will be awarded:

- Drivers per Class
  - Position 1: 24H SERIES Driver Trophy
  - Position 2: 24H SERIES Driver Trophy
  - Position 3: 24H SERIES Driver Trophy

- Teams per Class
  - Position 1: Special Championship Trophy
  - Position 2: 24H SERIES Team Trophy
  - Position 3: 24H SERIES Team Trophy

To be eligible for a Title, a team or driver needs to participate in a minimum of 3 Events.

Events counting toward the titles above will be described in a Promoter Communication

Any Class as per art. 3 of these regulations will be considered a Class for each title.

5.1.1 Dropped Score

The highest score of all Events minus one Event, counts towards these Championship Titles.

5.2 Definition of Team and Team Name

A Team is defined as a unique combination of start number and Team name. So, for the Team ranking, points will be assigned to this unique combination. This Team name may be different than the competitor.

The chosen Team name has to be registered on the entry form along with the competitor's name (or on a special form for this purpose) and both names have to be mentioned on all the official documents.

The start number will be assigned by the Promoter and will be the same for the entire season.

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

The Promoter can refuse Team names at their discretion.

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

The Promoter may decide upon waivers regarding the above-mentioned articles of 5.2 of these regulations.

5.3 Competitor with Multiple Cars

A Competitor with multiple Cars with only 1 competitor licence can register multiple Team names. Each Car can alternatively be registered under the same Team name with different start numbers.

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5.4 Car Brand and Model

The entered Car of a team for each Event is free of choice (brand and model).

However, please note, if a Car brand or model is changed from Event to Event, it will have the following consequences for the ranking:

- If the new Car is in the same Class, no consequences for the ranking, or
- If the new Car is in a different Class, points will be assigned to the new Class.

5.5 Driver Line-Up

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

5.6 Tie Breakers

If multiple teams or drivers have scored the same number of points, the ranking in the standings will be determined as follows:

- According to most victories of all Races, then;
- According to the most second places, third places, fourth places, etc, then;
- According to the most victories of only 24-hour Races, then;
- According to the most second places, third places, fourth places, of only 24-hour Races etc.

If, after applying the above rules, there are still multiple drivers and/or teams with the same ranking, all drivers and teams in question will be ranked equally.

5.7 Class GT3, GT3-PRO/AM, and GT3-AM

There will be a separate Class ranking for:

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

There is no separate GT3-PRO ranking.

5.8 Class 992 and 992-AM

There will be a separate Class ranking for:

- Class 992-AM
- Class 992

There is no separate 992-PRO ranking.

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6. Points

In each Race, points will be awarded to teams and drivers using the distribution below according to the achieved result in their Class.

6.1 Point allocation for Races of 24 hours

Points shall be allocated during all Events with an initial duration of 24 hours according to the following table according to final result of the Event per Class.

An intermediate classification after 12 hours of racing is drawn up to determine the point allocation at halfway mark. Points after 12 hours shall be allocated according to the following table according to the classification at the halfway mark per Class. For the avoidance of doubt, this means that the maximum amount of available points in this case is 60.

Position in Class	Points after 12 hours	Points according to final result
1st in Class	20	40
2nd in Class	18	36
3rd in Class	16	32
4th in Class	14	28
5th in Class	12	24
6th in Class	10	20
7th in Class	9	18
8th in Class	8	16
9th in Class	7	14
10th in Class	6	12
11th in Class	5	10
12th in Class	4	8
13th in Class	3	6
14th in Class	2	4
15th in Class	1	2

6.2 Point allocation for Races from 10 to 24 hours

Points shall be allocated during all Events with an initial duration from 10 to 24 hours according to the following table according to final result of the Event per Class.

Position in Class	Points according to final result
1st in Class	40
2nd in Class	36
3rd in Class	32
4th in Class	28
5th in Class	24
6th in Class	20
7th in Class	18
8th in Class	16
9th in Class	14
10th in Class	12
11th in Class	10
12th in Class	8
13th in Class	6
14th in Class	4
15th in Class	2

6.3 Point allocation for Races shorter than 10 hours

Points shall be allocated during all Events with an initial duration shorter than 10 hours according to the following table according to final result of the Event per Class.

Position in Class	Points according to final result
1st in Class	20
2nd in Class	18
3rd in Class	16
4th in Class	14
5th in Class	12
6th in Class	10
7th in Class	9
8th in Class	8
9th in Class	7
10th in Class	6
11th in Class	5
12th in Class	4
13th in Class	3
14th in Class	2
15th in Class	1

6.4 Detailed Scoring Rules

6.4.1 Conditions to be Awarded Points

Only teams, which are classified, will be awarded with points. See art. 37 of these regulations.

6.4.1.1 Minimum Driving Time per Driver

For a driver, to be awarded with points in the championship ranking, a driver needs to have driven a minimum of 2 laps in the Race.

Under special circumstances, the Race Director may decide on deviations from this rule.

If a team retires, and a driver has not yet driven the above specified minimum driving time, the driver will not be awarded points.

6.4.1.2 Conditions to be Awarded Points at Halfway Mark in Races of 24 Hours Only

The halfway mark classification is defined as the classification at exactly 50% of the initial Race duration. For the avoidance of doubt: this classification is not taken at the line but at the exact moment of the 50%.

Only those teams and drivers, who have completed a minimum of 50% of the laps of the Class leader* at the halfway mark will be eligible for points at the halfway mark.

*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 are no minimum driving requirements for a driver to be eligible for points at the halfway mark.

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

- If the halfway mark is passed, then halfway points will be awarded. Points at the end of the Race will be awarded according to art. 6.4.2 of these regulations.
- If the halfway mark is not passed, then no halfway points will be awarded. Points at the end of the Race will be awarded according to art. 6.4.2 of these regulations.

6.4.2 Shortened or Stopped Races

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

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

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

* if the Race duration is between 1/3 and 2/3 of initial Race length, the minimum driving time according to art. 6.4.1.1 of these regulations is not applicable.

** if the Race duration is over 2/3 of initial Race length, the minimum driving time for a driver to be awarded with points, remains according to art. 6.4.1.1 of these regulations.

6.4.3 Pole Position and Fastest Lap

No points are awarded for pole position or fastest lap during the Race.

6.4.4 Driver Driving on 2 Cars

If a driver is driving on 2 Cars in the same Class, the Car which is notified at administrative checks to the Organiser prior to 30 minutes before the start of the first free practice session will be taken into consideration for the classification of the driver in that Class. If no Car is notified, the Car with the lower start number will be taken into consideration for the allocation of points for that Class.

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

If a driver is driving on 2 Cars in different Classes, no Car has to be notified to the Organiser for the purposes of classification and points. The Driver will be awarded points on both Cars in both Classes.

6.5 Publication

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

The deadline for any objections regarding the allocation of points in a Race and/or overall classification may be submitted within 14 days after the Event and must be sent to info@creventic.com.

6.6 Promoter Decisions

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

The Promoter may add additional championship rankings.

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7. Officials

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

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

Other officials: see Supplementary Regulations of each Event.

8. Competitors and Drivers

8.1 Competitors

8.1.1 Competitor License

Any person or legal entity holding an international competitor license. Foreign competitors must submit the authorization of their ASN according to ISC Art 3.9.4. 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.

8.1.2 Team Manager

On the entry form, the Competitor must assign a Team Manager who, in the Competitor's absence, shall assume all of their rights and obligations.

The Team Manager must be available throughout the Event for Promoter and Officials.

Among others, the Team Manager will be responsible for the following tasks:

- To carry out the steps for Administrative Checks and Scrutineering, and to submit the Class Selection Form for Classes GT3 and 992 (see article 9 of these regulations)
- To acknowledge (on paper or electronically) communications and sanctions
- To use the official 24H SERIES App. Use means to read notifcations, messages and communication from Promotor and Officals, check and fill administrative tasks and confirm receipt of message or penalty from Race Director (art 18.3)
- To ensure the serving and completion of penalties
- To consult the Race Director on any point which is not clear
- To make sure that all team members know their task
- To attend the mandatory Team Managers' Briefing and ensure that all Drivers attend the mandatory Drivers' Briefing
- To confirm that all drivers have completed clothing scrutineering and admin checks
- To verify that all drivers, who have passed full clothing scrutineering, wear the obligatory driver's equipment as indicated in the Regulations
- To ensure that competitors and drivers have sent an electronic copy of the following documents to the Promoter:
    - Licenses
    - ASN Authorisation

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

8.1.3 Drivers

8.1.3.1 Driver Eligibility

Driver eligibility is according to ISC appendix L, Chapter 1:

For Cars with power to weight ratio between 2 and 3 kg/hp:
Driver license minimum required International Grade C – Circuits (ITC-C)

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For Cars with power to weight ratio greater than 3 kg/hp:
Driver license minimum required International Grade D – Circuits (ITD-C)

Power: maximum power output of Car in hp as measured at the crankshaft
Weight: weight of Car in kg in running condition including driver as described in the relevant Technical Regulations

All foreign drivers must submit the authorization of their ASN according to ISC Art. 3.9.4. 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 or German.

8.1.3.2 Minor Drivers

In case of a minor driver (younger than 18 years at the start of the Event), the competitor is responsible for delivering a parent's authorization to be handed over at the administrative checks. A digital copy must be sent in advance.

Drivers under 16 years of age at the start of the Event are not accepted.

8.1.3.3 Drivers with a handicap

In case of a driver with a handicap, to ensure the safety of the driver, drivers with a handicap and their team must inform the Promoter in writing on the entry form prior to the Event.

8.1.3.4 Driver medical examination

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

8.1.3.5 Driving multiple Cars

A driver is allowed to drive a maximum of 2 different Cars during any single Event.

9. Balance of Performance

In the 24H SERIES, the goal of dividing the Teams into AM, PRO/AM, or PRO Teams and Classes, combined with the unique Creventic Balance of Performance method, is to give amateurs and semi-pro driver a better opportunity to compete with the professionals.

GT3 and 992 Teams must select, based on their driver line-up, whether they enter as a AM team, PRO/AM team, or PRO team (PRO/AM for GT3 only). Additional Balance of Performance measures apply to each of these three categories of team.

For all other Classes, Teams with driver line ups which do not contain an AM driver will have a specific SEMI-PRO BOP applied, see art. 10.2.1 of these regulations

9.1 GT3

Class GT3 is divided into three kinds of teams:

- GT3-AM Teams
- GT3-PRO/AM Teams
- GT3-PRO Teams

GT3 teams must confirm the chosen Class and BOP in writing (Class selection form) and send this to the Promoter prior to the Event.

Teams who have not confirmed their Class and BOP 10 days prior to the start of the Administrative Checks will be considered as a GT3-PRO team. These teams will be reported to the Race Director, and can be penalised at discretion of the Race Director.

In addition to the balance of performance of the GT3-PRO teams, GT3-PRO/AM teams and GT3-AM teams, driving time limitations and requirements are specified in art. 11 of these regulations.

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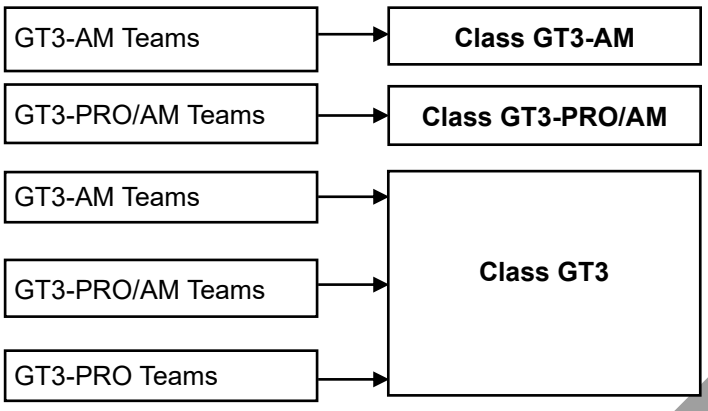
9.1.1 GT3 Classes

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



GT3-AM Teams are running in 2 Classes: Class GT3-AM and Class GT3

GT3-PRO/AM Teams are running in 2 Classes: Class GT3-PRO/AM and Class GT3

GT3-PRO Teams are running in only 1 Class: Class GT3

9.1.2 Changing of Class

Prior to the start of the Event, the Promoter will decide upon a request to change Class.

During the Event, the Race Director will decide upon such requests in consultation with the Promoter. In these cases, the team must be scrutineered again. Such requests must be submitted latest three hours before the published start time of the Race.

In these cases, the team will be considered in every case as a team in the Class to which it has been assigned to, including:

- Driving time requirements
- Balance of Performance
- Points allocation

If a request is pending, teams will be scrutineered according to the Class listed in the (provisional) entry list.

9.1.2.1 Start Grid Consequences

Referring to art. 9.1.2 of these regulations, in case of changes of GT3 Class, before the start of the Race and after Qualifying, (only with approval of the Race Director) and in case of BOP benefits relative to the reassigned Class during Qualifying, teams will be repositioned on the start grid, according to the following table:

BOP change	Start grid consequence
AM-advantage -> PRO/AM	GT3 Start grid: behind last GT3 Car with the same Qualifying Status
AM-advantage -> PRO	
AM -> PRO/AM	
AM -> PRO	
PRO/AM -> PRO	

If more teams are repositioned according to the above rule, the position at the back of the GT3 Class will be according to the best Qualifying lap.

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9.1.3 Class-specific BOP

To each GT3 Class, a specific GT3-BOP will be assigned, see table below:

Please note, within GT3-AM, 2 different BOPs are assigned, depending on the driver line-ups.

Team	Class	BOP*
GT3-AM	GT3-AM	AM-Advantage BOP
		AM-BOP
GT3-PRO/AM	GT3-PRO/AM	PRO/AM BOP
GT3-PRO	GT3	PRO-BOP

* The specific and BOP for each category will be published in the specific BOP-Publication of each Event.

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

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

The Race Director reserves the right to adjust the BOP of a specific Car.

9.2 992

Class 992 is divided into two kinds of teams:

- 992-AM Teams
- 992-PRO Teams

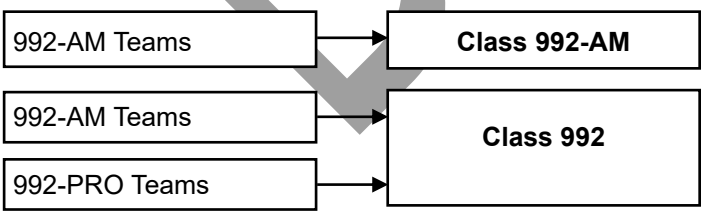
992 teams must confirm the chosen Class and BOP in writing (Class selection form) and send this to the Promoter prior to the Event.

Teams who have not confirmed their Class and BOP 10 days prior to the start of the Administrative Checks will be considered as a 992-PRO team. These teams will be reported to the Race Director, and can be penalised at discretion of the Race Director.

In addition to the balance of performance of the 992-AM teams and 992-PRO teams, driving time limitations and requirements are specified in art. 11 of these regulations.

9.2.1 992 Classes

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



992-AM Teams are running in 2 Classes: Class 992-AM and Class 992

992-PRO Teams are running in only 1 Class: Class 992

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9.2.2 Changing of Class

Prior to the start of the Event, the Promoter will decide upon a request to change Class.

During the Event, the Race Director will decide upon such requests in consultation with the Promoter. In these cases, the team must be scrutineered again. Such requests must be submitted latest three hours before the published start time of the Race.

In these cases, the team will be considered in every case as a team in the Class to which it has been assigned to, including:

- Driving time requirements
- Balance of Performance
- Points allocation

If a request is pending, teams will be scrutineered according to the Class listed in the (provisional) entry list.

9.2.2.1 Start Grid Consequences

There are no start grid consequences for a change of BOP selection after Qualifying.

9.2.3 Class-specific BOP

To each 992 Class, a specific 992-BOP will be assigned, see table below:

Please note, within 992-AM, 3 different BOPs are assigned, depending on the driver line-ups.

Team	Class	BOP*
992-AM	992-AM	AM-Advantage BOP
		AM-BOP
		AM+-BOP
992-PRO	992	PRO-BOP

* The specific and BOP for each category will be published in the specific BOP-Publication of each Event.

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

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

The Race Director reserves the right to adjust the BOP of a specific Car.

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10. Driver Categories and Line-ups

10.1 Driver Category

The Promoter will determine the driver category (PRO, SEMI-PRO, AM+, AM or AM-Spirit) in which the FIA driver category list is a guideline. Drivers who are not on the FIA list will be assigned their category by the Promoter, based on their experience and results. The Creventic Driver Category Procedure is explained on www.24HSERIES.com.. The Promoter may deviate from the Creventic Driver Category Procedure, and drivers may request a review for an exception.

Driver Category	Guideline
PRO	level FIA Gold or FIA Platinum
SEMI-PRO	level FIA Silver*
AM+	Assigned by Promoter to drivers who fall in between SEMI-PRO and AM
AM	level FIA Bronze
AM-Spirit	Assigned by Promoter to AM drivers whose performance falls outside general FIA Bronze level

Any driver who is 30 years old or younger during the entire calendar year of 2026 (born on or after 1 January 1996) and does not have a FIA categorization, shall be automatically categorized as SEMI-PRO.*

*: Drivers who believe they are ranked Silver on the FIA-list or SEMI-PRO by Creventic due to their age, may request to be assigned to another category. Each request is handled individually by the Promoter.

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

10.2 Driver Line-ups

10.2.1 Number of Drivers per Team

Each Team's driver line-up must be made up of minimum 2 and maximum 5 drivers.

Each driver line-up must contain at least one AM or AM-Spirit driver.

Alternatively, line-ups without an AM driver may only consist of AM+ and/or SEMI-PRO drivers. Teams without an AM driver in all Classes except 992 and GT3 will be assigned a separate SEMI-PRO Balance of Performance. For the Balance of Performance for GT3 and 992 Teams, see art. 9 of these regulations.

10.2.2 Change of Driver Line-up during the Event

A change of driver line-up during the Event includes adding and/or removing driver(s). A change of driver line-up may be made before the beginning of Qualifying and must be done in writing to the Race Director.

A request for change of driver line-up after Qualifying due to special circumstances must be sent to the Race Director in writing. At discretion of the Race Director, he can propose this driver change to the Stewards for approval.

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11. Driving Time Requirements

11.1 Definitions

The stint and driving time is defined as the first time the driver crosses the pit out line until the last time the driver crosses the pit in line during their stint, excluding intermediate pit stops and refuelling times.

11.2 Stint Times

11.2.1 Maximum Stint Time

The maximum stint time for each driver without a change of driver is 2 hours and 30 minutes.

11.2.2 Stint Time at the Start of the Race

Stint and driving time for all drivers who take the start on the track commences when the Race time starts. For drivers who start the Race from Pit Lane, the stint and driving time commences when the Car first leaves Pit Lane after the Race time has started.

11.2.3 Stint Time at the Finish of the Race

The stint and driving time of a driver ends when the driver crosses the Control Line.

11.3 Maximum Driving Time over any 6 Hour Period

The maximum driving time of a driver in any 6-hour period, is 4 hours. This also applies to drivers who are entered on multiple Cars.

11.4 Specific Driving Time Requirements per Class

The specific driving time requirements for all Classes are as described in the table on the next page. All times in the table are sum totals of the driving times of all drivers of the specific category (AM-Spirit, AM, AM+, SEMI-PRO, PRO) of 1 Team.

If a Race has been suspended by a red flag:

- the Race duration used for determining maximum driving time requirements will be the initial Race duration.
- the Race duration used for determining minimum driving time requirements will be the initial Race duration minus the red flag duration. These times will be communicated by the Race Director.

The race duration will be specified in the Supplementary Regulations. In case of a split race, the race duration will be equal to the sum of part 1 and part 2.

Note, for all drivers in all Classes to score points for the championship, the individual minimum driving time according to article 6.4.1.1 of these regulations remains applicable.

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NOTE: driving times in the tables below are sum totals for all drivers of the same driver category in the same Team.

All classes (except GT3 and 992) – driving time requirements sum totals per driver category							
Class	**BOP**	**Notes**	**AM-Spirit drivers**	**AM drivers**	**AM+ drivers**	**SEMI-PRO drivers**	**PRO drivers**
GTX, GT4, TCE, SP4	**Acc. BOP publ.**		Min. $\frac{1}{6}$ of Race duration		Free	Free	Max. $\frac{1}{2}$ of Race duration
	SEMI-PRO BOP		Free	Free	Free	Free	*Not allowed*

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**	Min. $\frac{1}{2}$ of Race duration			Free	*Not allowed*
		With PRO driver	Min. $\frac{1}{2}$ of Race duration			Free	Max. $\frac{1}{3}$ of Race duration
			Min. $\frac{1}{6}$ of Race duration		Free		
		With AM-Spirit driver	Min. $\frac{1}{3}$ of Race duration		Free	Free	Max. $\frac{1}{3}$ of Race duration
			Min. $\frac{1}{6}$ of Race duration	Free			
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

All 992 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 992-AM	**AM-advantage BOP**	**Full AM driver line-up**	Free	Free	*Not allowed*	*Not allowed*	*Not allowed*
	AM BOP	**Max 1 AM+ driver**	Min. $\frac{1}{6}$ of Race duration		Free	Max. $\frac{1}{3}$ of Race duration	*Not allowed*
	AM+ BOP	**Multiple AM+ drivers**					
992-PRO Teams (in Class 992)	**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

12. Conditions of Entry

12.1 General

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

Entry applications must be submitted on the official entry form. The entry form including its appendices must be duly completed to be accepted. All required declarations must be made. Only entries submitted through the official entry form are accepted.

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.

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.

Change of Class of a competitor before the start of the Event is only possible by the Promoter.

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

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

12.2 Entry Confirmation

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

12.2.1 Class Confirmation GT3 and 992 Teams

GT3 and 992 Teams must confirm in writing 10 days prior to the start of Administrative Checks which GT3 or 992 Class they are entering. See art. 9 of these regulations.

12.3 Entry Fees

12.3.1 Entry Fee Payment

The entry fees and any additional fees must be transferred in EUR to the account listed on www.24HSERIES.com. The name of the Event and the Team name must be included in the payment details.

12.3.2 Incomplete Entry Fee

Any entry for which the entry fees have not been received by 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 any fees already paid will be returned to the sender.

12.3.3 Payment during Events

Any payment which is done on site, must be made in cash or with card payment (as accepted by the Promoter). Cheques submitted on site will not be accepted.

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

12.3.4 Reimbursement of Entry Fee

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

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If the entry is withdrawn after the entry closing date, no claim can be made to the reimbursement of the entry fees already paid.

12.4 Provisional Entry List

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

12.5 Advertising and 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 of any kind without written approval of the Promoter is strictly forbidden.

Any inappropriate advertising (at discretion of the Promoter) is strictly forbidden, unless explicitly stated in the Supplementary Regulations or with written approval from the Promoter.

The Promoter retains the right to enforce compulsory participation of Teams in promotional activities, including the use of the Car entered in the Event. Any Team that fails to take part in compulsory promotional activities, can be issued a grid penalty. Cars that do not take part in compulsory promotional activities, will be under Parc Ferme conditions for the duration of the compulsory promotional activity.

12.6 Responsibilities and Liability Renunciation of Competitors

Responsibility

Competitors, 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 Cars they are using, provided that no liability exclusion is concluded subsequent to the present regulations.

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

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

Liability

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

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

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Against:

- The other competitors, 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 Car'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. 12.6 of these regulations "Responsibilities and Liability Renunciation of Participants" from any claim by the Car owner, with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

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

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

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

With the submission of the entry and/or by signing the entry form, the Team Manager confirms that he has informed the competitor and the owner of the Car about the entire content of this art. (art. 12.6; 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.

12.6.1 General Data Protection Regulations (GDPR)

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

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

13. Passes

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

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14. Instructions and Communications

14.1 Official Notice Board

All communications will be published on the Official Notice Board. The location (physical or digital) will be published in the Supplementary Regulations.

14.2 Official Timing Screens

Any message and/or communication via the official timing screens and/or the 24H SERIES app must be considered as an official instruction.

14.3 Radio Communications

The use of radio transmitters and frequencies is subject to approval by the local authorities.

It is the responsibility of the user of the radio transmitter to make sure they have the relevant approval or authorization.

Only in case of any unforeseen disturbance, the Race Director can forbid any Radio communication by the competitors.

15. Event Rules of Conduct

15.1 General

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

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

Any team failing to respect these conditions / prescriptions mentioned in art. 15 of these regulations may be penalized by the Race Director or he may refer the matter to the Stewards for a penalty at their discretion.

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, mechanics, consultants, service providers, or passengers, as well as any person to whom the competitor has allowed access to the reserved areas.

Smoking of any kind, including e-cigarettes, is strictly forbidden on the start grid, inside the pit box or any buildings, on the roof of the pit building, in the pit lane, refuelling area, and in Parc Fermé.

15.2 Paddock Space

Possibilities and prices for paddock space are available on written request and/or on the entry form.

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

The allocation of paddock 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.

In the paddock, space will be reserved for each team. This is included in the entry fee.

If paddock space permits, teams may rent additional paddock space beyond the space reserved for them. Fees for the additional space may apply.

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16. Code of Driving Conduct

16.1 General

All drivers must respect the requirements detailed in the provisions of ISC appendix L, Chapter IV – Code of Driving Conduct on Circuits. In addition to these provisions, the following regulations apply.

16.2 Behaviour on Track

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

The ISC appendix 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 sporting overtaking of the driver of the slower Car. The driver of the slower Car is not permitted to make manoeuvres liable to hinder, deliberately crowd a Car beyond the edge of the track or make abnormal changes of direction; stay on your racing line.

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 of the Race may be summoned for a medical examination by the Race Director and/or refused to start or to continue at discretion of the Stewards.

Drivers may not seek to gain advantage from a possible unclear situation on the track. An unclear situation is not an opportunity for advantage and may be penalized at discretion of the Race Director.

Should a driver have to stop his Car on the circuit for any reason, the Car must be removed from the track with the utmost caution as quickly as possible by taking the shortest way. Instructions given by the officials must be followed.

Any stopping immediately in front of, in, or after a curve is prohibited. In case of a (technical) problem, drivers should always do whatever possible to stop the Car at a safe place, e.g. at the side of the track or run off area. It is not permitted to stop on track.

It is also prohibited to move a Car opposite or transverse to the direction of the Race for whatever reason unless the driver is instructed to do so by an official.

If the circuit is blocked or any practice, Qualifying or Race is stopped, 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 the incident.

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.

Excessive flashing of head lights is prohibited. The definition of excessive is at the Race Director's discretion.

Taking an additional person aboard the Car during any practice, Qualifying, warm-up, or Race is prohibited.

16.3 Entrance to and Exit of the Pit Lane

See also ISC appendix L, Chapter IV, art. 4 & 5.

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

It is the responsibility of the driver entering the pit lane from the track and leaving the pit lane to re-join the track to do so safely.

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 when entering the pit lane.

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.

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17. Flag Signals and CODE 60

17.1 Flag Signals

The rescue services and Race Control are organised in compliance with the prescriptions of ISC appendix H. 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 they perceive a dangerous situation.

According ISC appendix H Art. 2.5.3, light panels may be used in addition to flag signals. The light panels and other light signals used must be respected in the same way as the flag signals mentioned before.

The STS Driver Information Display (STS DID) (see Technical Regulations, Ch. I art 5.4.2) displays 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 informational tool only. The STS DID does not replace or overrule the official flags and light panels around the circuit.

17.2 CODE 60

Instead of the use of a Safety Car to secure areas of danger or accidents, the Race Director can neutralize the Race by means of a CODE 60. The CODE 60 provides additional levels of safety over a Safety Car.

17.2.1 Start of CODE 60

When the order is given to deploy the CODE 60, all marshal posts and light panels will simultaneously display the purple flags, with the number 60 on it. From this moment overtaking is prohibited, except for reasons accepted as such by the Race Director.

At this moment, the Race Director starts a countdown which is announced on the online timing and the DID (see art. 2.10.6.3 of the Technical Regulations). At the end of the countdown, all Cars must be at 60 km/h.

17.2.2 During CODE 60

During the CODE 60 the speed limit on the track is 60 km/h. Any Car exceeding the CODE 60 sector times can be penalised. The penalty will be double the time gained from the speeding. The minimum sector time is calculated based on the length of the relevant sector. The CODE 60 sector times and the sector length will be published by the Race Director. In addition, the GPS data logger signal can be used for determining the speed.

The Pit Lane entry and exit remain open, so competing Cars can enter the pit lane and enter the track. A Car re-joining the track during a CODE 60 must respect the 60 km/h speed limit.

Each lap completed during CODE 60 will be counted as a Race lap.

If during this procedure the Race time elapses, the chequered flag will be used as normal to finish the Race.

17.2.2.1 Serving penalties during CODE 60

Beginning to serve time penalties during CODE 60 is not allowed.

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.

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 **25%** 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 1 hour, it is allowed to refuel above mentioned amount each hour.

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.

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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 25% 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 1 hour. In this case it is allowed to refuel each hour 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, 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.

17.2.3 End of CODE 60

When the Race Director gives the order to end the CODE 60, a countdown will be started on the DID. At the end of the countdown, all marshal posts will simultaneously display waved green flags. At the moment the green flags are shown, the Race will proceed, and it is allowed to overtake.

18. Incidents and Penalties

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

All penalties can be inflicted on the Team as defined in art. 5.2 of these regulations, which means not the individual driver but the complete team. The Race Director and Stewards can make exceptions on this.

18.1 Penalties Imposed by the Race Director

The following penalties may be imposed by the Race Director:

- Cancellation of any practice or Qualifying laps
- Cancellation of Race laps
- Disallowance of lap times in any session
- Time Penalty
- Drive Through Penalty
- Lap Penalty
- Drop of grid position
- Drop of positions in the classification
- Warnings
- Any other penalties at discretion of the Race Director

18.2 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.

18.3 Penalty Notification

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

The time frame to serve time penalties starts (a) for digital notification at the time issued by the Race Director and (b) for the notification on paper when the team signs for receival of the notification.

If presented digitally, it is mandatory for the Team Manager to confirm receipt of the penalty in the Creventic Portal as soon as possible.

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18.4 Time 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, and determine time penalty lengths, as he sees fit to do so.

18.4.1 Time Penalty Deadline

Time penalties must always be served by a team within 2 hours after the team has been notified about the (time) penalty (see art. 18.3 of these regulations). If a team does not respect this time frame, the imposed time penalty will be doubled.

After every CODE 60, any penalties not yet served, must be served during the next pit entrance of the team under green conditions. The time deadline of 2 hours will no longer apply for these penalties. See also art. 17.2.2.1 of these regulations.

18.4.2 Small Time Penalties

If the sum of the penalties received is less than 10 seconds, it is not required to serve the penalties. Penalties less than 10 seconds will be added to another time penalty and may be served together. Otherwise, time penalties sums of less than 10 seconds will be added to the Race time at the end of the Race.

18.4.3 Time Penalties Received or Pending During Last 2 Hours of the Race

- **Sum of Penalties > 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.
- **Sum of Penalties ≤ 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.

18.4.4 Non-served Penalties at the End of PART 1 During Races with Intervention Break

Time penalties received during the last 2 hours of PART 1 may be served:

- Before the finish of PART 1, or;
- During the first 2 hours of PART 2.
  If a team does not respect this time frame, the imposed time penalty will be doubled.

18.5 List of Penalties

The following is a non-exhaustive list of penalties that may be imposed at the discretion of the Race Director.

Article	Infringement	Penalty	Conditions
18.5.1	Overtaking under a CODE 60 situation	Time penalty	
18.5.2	Speeding in the pit lane	Time penalty: 2 seconds per km/h	
18.5.3	Speeding in the refuelling area	Time penalty: 2 seconds per km/h	
18.5.4	Speeding during a CODE 60	Time penalty: (Driving time gained in seconds) x 2	
18.5.5	Overtaking under a yellow flag situation	Time penalty	
18.5.6	Not respecting track limits during the race.	After three times: Warning (*on timing screen*) Every next three times: Time penalty	In the same turn
18.5.7	Not respecting track limits during qualifying.	Every infringement: Lap time will be disallowed	

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Article	Infringement	Penalty	Conditions
18.5.8	Taking a short cut	Penalty in accordance with article 18.1 of these regulations	
18.5.9	Finishing the race in the pit lane	Time penalty: 20 seconds	
18.5.10	Exceeding the maximum driving time (stint time)	Time penalty: 60 seconds for every 10 minutes or part thereof beyond the maximum driving time	For the maximum driving time definition, see article 11 and 17 of these regulations
18.5.11	Exceeding the total maximum driving time of the PRO driver(s)	One lap deducted from the total number of laps for every 10 minutes or part thereof beyond the maximum driving time	For the specific driving time requirements, see article 11 and 17 of these regulations
18.5.12	Exceeding the total maximum driving time of the SEMI-PRO driver(s)	One lap deducted from the total number of laps for every 20 minutes or part thereof beyond the maximum driving time.	For the specific driving time requirements, see article 11 and 17 of these regulations
18.5.13	Not fulfilling the minimum driving time requirements of the AM driver(s), AM+ driver(s) or AM-Spirit driver(s)	One lap deducted from the total number of laps for every 30 minutes or part thereof below the minimum driving time.	For the specific driving time requirements, see article 11 and 17 of these regulations
18.5.14	Not applying Driver-ID switch correctly, but report to Secretary of the Event within 20 minutes	No penalty if conditions are respected.	Change to correct driver-ID setting is mandatory. Always report to Secretary of the Event with Yellow Pit Card.
18.5.15	Not applying Driver-ID switch correctly, but report to Secretary of the Event after 20 minutes	Time penalty: Minimum 30 seconds	Change to correct driver-ID setting is mandatory. Always report to Secretary of the Event with Yellow Pit Card.
18.5.16	Not applying Driver-ID switch correctly, not reported to Secretary of the Event	Time penalty: 60 seconds	
18.5.17	(Small) technical infringements (e.g., weight of the Car, Car ride height, etc.), with reference to the technical regulations	Time penalty of at least twice of the advantage the team has gained	Time gained is determined by RD
18.5.18	Exceeding the maximum refuelling amount	Penalty in accordance with article 18.1 of these regulations	See also article 17.2.2.2 and 26.4 of these regulations
18.5.19	Refuelling more than once during 1 hour CODE 60	Time penalty: 60 seconds	See also article 17.2.2.2 and 17.2.2.3 of these regulations
18.5.20	Not delivering USB/SD Datalogger memory device on time	Penalty in accordance with article 18.1 of these regulations	
18.5.21	Missing the Official Briefing (drivers or Team Managers)	Penalty in accordance with article 18.1 of these regulations	
18.5.22	Driving Car into or out of pit box under its own power and/or momentum	Time penalty: 10 seconds	See also article 27.3 of these regulations

Article	Infringement	Penalty	Conditions
18.5.23	Working with more than 4 people on the Car	Time penalty: 10 seconds	See also article 27.4 of these regulations
18.5.24	*Intervention Break only:* Written request to work on the Car within 30 minutes after the finish of PART 1	5 laps deduction	See article 36 of these regulations Request to the Secretary of the Event
18.5.25	*Intervention Break only:* Performing work on the Car without any approved request from RD after the finish of PART 1	10 laps deduction	See article 36 of these regulations
18.5.26	*Intervention Break only:* Penalty for entering the pit lane before crossing the Control Line once after the restart of the race	Time penalty: 3 minutes	See article 36.3.4 of these regulations
18.5.27	*Intervention Break only:* Penalty for entering the pit lane and performing a pit stop or refuelling in the last 10 minutes of PART 1	2 laps deduction	See article 36 of these regulations
18.5.28	Not respecting pit stop regulations	Penalty in accordance with article 18.1 of these regulations	
18.5.29	Not respecting or violating the branding placement regulations (see article 22 of these regulations)	Penalty in accordance with article 18.1 of these regulations	
18.5.30	Changing tyres (slick to slick) when the stint length for the current tyre is less than 50 minutes during CODE 60	Time penalty: 60 seconds	See article 24.4 of these regulations
18.5.31	Any other infringement noted by the Race Director	Penalty in accordance with article 18.1 of these regulations	

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 with 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 through the use of 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.

19. Protests and Appeals

19.1 Protests

Protests must be lodged in accordance with the stipulations of Article 13 of the FIA International Sporting Code. All protests must be lodged in writing, addressed to the chair of the panel of Stewards, and handed to the chair of the panel of Stewards, and if this is not possible, to one of the other Stewards, and if this is not possible, to the Race Director, along with a deposit. The protest deposit will be defined in the Supplementary Regulations of the Event. Any additional deposit (such as dismantling costs) resulting from a technical protest must be set in accordance with the prescriptions of the International Sporting Code.

Only the competitor has the right to lodge a protest.

Any additional deposit (such as dismantling costs) resulting from a protest must be set in accordance with the prescriptions of the International Sporting Code.

19.2 Appeals

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

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

KNAF FEDERATIEBUREAU
IBAN: NL57INGB0665545967

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

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

Any additional deposit (such as dismantling costs) resulting from an appeal must be set in accordance with the prescriptions of the International Sporting Code.

The appeal deposit will be defined in the supplementary regulations.

19.3 Right of Review

See Article 14 of the FIA International Sporting Code.

The Right of Review deposit will be defined in the supplementary regulations and must be made payable to:

KNAF FEDERATIEBUREAU
IBAN: NL57INGB0665545967

A Right of Review must be sent to the Parent ASN by email to info@knaf.nl

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20. Administrative Checks

Prior to the beginning of any official practice, the competitors' and Cars' documents will be checked. Each competitor is solely responsible for passing administrative checks and scrutineering before Free Practice.

Administrative Checks will take place ahead of an Event. The Team Manager is responsible that all competitors/drivers of their team have sent a digital copy of the following documents to the Organiser at least 1 week before the beginning of their first Event:

- Competitors' and all drivers' valid license
- ASN authorisation for foreign competitors and drivers
    - once in case of permanent authorisation
    - every Event in case of single Event authorisation

Please note that competitors and drivers must present their valid license, authorisation and their ID-card upon request for verification during the Event, upon request from the Organiser of the Stewards. At the Welcome Centre / Race Administration, the Entry Form of each team will be checked and must be submitted at all points for registration. The Entry Form must be signed by the Team Manager and all drivers.

21. Briefings

A Drivers' and Team Managers Briefing will take place for all competitors of the specific Event. The exact location and time for each meeting will be published in the Event time schedule.

The Briefing will be in English.

All Team Managers must attend the Team Managers Briefing.

All drivers must attend the Drivers' Briefing.

Any additional Briefing(s) during an Event must be attended by the relevant drivers and/or Team Managers.

22. 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 conformity of the Car to the following:

- Compliance with the Technical Regulations applicable for the Car acc. ISC appendix J.
- All Technical Regulations 24H SERIES, including 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

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22.1 Required Items at Scrutineering

Item	Compulsory	See	Remarks
Race numbers and number panels	Yes	Technical Regulations Ch. I art. 5.1	Provided by the Promoter
Compulsory advertising	Yes	Sporting Regulations art. 22.2	Provided by the Promoter
Illuminated back panels behind left and right number panels	Specified in Supplementary Regulations for each Event	Technical Regulations Ch. I art. 5.1	Can be purchased from the Promoter
Transponder with driver-ID	Yes	Technical Regulations Ch. I art. 5.2	Can be purchased from the timekeeper
Michelin RFID tags	Yes		2 RFID tags must be placed on each side of the Car, in front of the rear wheels, at the height of the centre of the wheel The tags are provided by Michelin
LUMIRANK display and tyre change light (front window passenger side)	Yes	Technical Regulations Ch. I art. 5.3	Provided by the Promoter Compulsory deposit Must be fitted according to instructions
STS Driver Information Display (on dashboard in driver's view)	Yes	Technical Regulations Ch. I art. 5.3	Provided by the Promoter Compulsory deposit
Datalogger only for selected Classes/Cars	Yes	Technical Regulations Ch. I art. 5.4	Can be rented/purchased More info see www.24HSERIES.com
Class 992 only: Memory RLU Rugged USB	Yes	Technical Regulations App. 6 art. 10	Two USB required Labelled with start number
MyLaps X2 RaceLink	Yes	Technical Regulations Ch. I art. 5.3	Can be purchased at the timekeeper
Roll cage certificate	Yes		If applicable
FIA-safety tank certificate	Yes		
Homologation papers	Yes		If applicable

22.2 Compulsory Advertising

The following advertising (sponsor name / logo) on each Car can be made compulsory by the Promoter:

- Competition number panels on the front doors, 56 cm x 56 cm, sponsor below, above, and on the left side of the race numbers
- Upper windscreen streamer, up to 20 cm high
- Upper rear window streamer, up to 20 cm high
- Front and rear registration plate area, 40 x 15 cm large
- Front left and right mudguards, 40 x 15 cm large
- Rear left and right mudguards, 40 x 15 cm large
- Tyre brand on each corner of the car, 15 x 5 cm large
- Any other advertising published separately

Failure to comply with the compulsory advertising instructions according to Technical Regulations Ch. I art. 5.1 may lead to non-admission to the start and/or can be penalized.

22.3 Empty Fuel Tank

The Car is to be presented at scrutineering 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.

22.4 TC-Approved and Final Sticker

22.4.1 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 the Race.

22.4.2 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 the Race.

22.5 Repairs after Scrutineering

Any Car which - after having passed scrutineering – is seriously damaged at the discretion of the Chief Scrutineer, must be represented to the Chief Series Scrutineer after repair and be approved in order to be allowed to continue in any practice or Race. Competitors are themselves responsible for presenting the Car concerned on their own accord. The Race Director may also instruct the team.

22.6 Dangerous Cars

Any Car that during the Event presents a potential danger must be stopped for repairs at their pit box. If the Car is on track a 'Black flag with orange disc' is shown to the driver at the line acc. ISC appendix H, Art. 2.5.4.1.e. After stopping for repairs, the Car may not re-join without prior approval from the Race Director and/or Chief Series Scrutineer.

22.7 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 a Car with the Technical Regulations. The teams must give any kind of support to the Race Director and scrutineers so that these checks may be carried out as quickly as possible.

22.8 Ride Height

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 will be made available.

Any failure to comply with the minimum ride height may result in a penalty as described in art. 18 of these regulations.

22.9 Drivers' Equipment

It is the explicit responsibility of the competitor and driver to have and to correctly wear the obligatory drivers' equipment as indicated in these regulations throughout the Event. The competitor shall be held accountable for infringements.

22.9.1 Equipment Checks

For all drivers:

- For the first Event of the driver during the season, a full clothing check including Frontal Head Restraint (FHR) and helmet will take place and is compulsory.
- The Team Manager is responsible to check and verify that all drivers who have passed full clothing scrutineering in a previous Event, have and wear the compulsory driver equipment in this Event as indicated in the regulations.
- Those drivers that have completed the full clothing check, including helmets and FHR, must be logged on the entry form. This administrative check is a responsibility of the Team Manager.
- Each driver must declare explicitly - by signature - that they have and will wear the appropriate and compulsory drivers' equipment throughout the Event.

All items of driver equipment can be checked by officials at all times during the Event.

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22.9.2 Required Equipment

Drivers taking part in the Event must wear a complete outfit (helmet, FHR, suit, balaclava, gloves, underwear, socks, and shoes), homologated and valid according to the current ISC Appendix L.

Note to ISC Appendix L, Ch. III Art. 1.5 Maximum weight and communications systems:

This article is interpreted as: it is not permitted to mount radio speakers into any helmet which is not originally equipped with a radio speaker by the helmet manufacturer. So, an FIA-approved helmet with radio speakers mounted by the manufactures on the FIA-list is allowed. Earplug-type transducers are allowed.

A Michelin badge and a 24H SERIES badge, provided by the Promoter, are mandatory and must be placed on the upper chest area of the driver's race suit. Any logos, prints, badges or stickers from any other tyre brand on the driver's equipment are prohibited. A financial compensation may be required by the Promoter from any driver without a Michelin and/or 24H SERIES badge on the upper chest area of their suit.

23. Weighing

All Cars will be weighed at scrutineering. Weighing of the Cars will be done at the available and assigned weighing equipment. The weight measured and displayed on this equipment is the applicable reference weight for the Car for the complete Event.

For all competitors, to determine their reference weight, the assigned weighing equipment will be made available.

At all times during the Event, the Cars must comply with the minimum weight. A tolerance of 2.0kg will be considered when determining the minimum weight. Any failure to comply with the minimum weight will be reported to the Race Director and can be penalized as described in art. 18 of these regulations.

The Cars may be weighed during any practice, Qualifying and Race at discretion and/or request of the Race Director or Stewards, in consultation with Chief Scrutineer.

Any lost time and/or differences of lost time between teams as a result of weighing will not be compensated.

24. Tyres

24.1 General

For the 24H SERIES, Michelin, as title sponsor, will be the exclusive tyre supplier for all Events, unless otherwise described in the Supplementary Regulations of the specific Event.

Additionally, Michelin will deliver technical assistance throughout the Event to the competitors.

Michelin tyre prices and services are available on www.24HSERIES.com.

All participating teams are obligated to run the entire Event (any practices, Qualifying and Race) on Michelin tyres. Only those Michelin tyres may be used, which are delivered by Michelin during one of the 24H SERIES Events.

Tyre size is free, unless restricted in the technical regulations of a specific Class.

The number of tyres is not restricted.

Any mechanical or chemical modification or heat treatment, such as cutting, applying solvents or other products on either wet weather or slick tyres is not permitted.

Exemptions may be granted by the Promoter if Michelin is unable to supply suitable tyres, at the discretion of the Promoter. Conditions applying to any exemption will be made on individual basis.

Any anomaly detected during the tyre check will be reported to the Race Director and he can impose a penalty at his discretion.

24.2 Tyre Service Provider

The tyre service provider for each Event will be announced in the Supplementary Regulations for the specific Event.

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24.3 Tyre Warmers

Tyre warmers are allowed for all Cars and Classes.

See articles 29.2, 30 and 32.1.2 of these regulations for limitations on the use of tyre blankets.

24.4 Tyre Changes with Stint Time under 50 minutes

If a Car crosses the Pit Entry Line and the stint length 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.

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 (see Chapter I, art. 5.4 of the Technical Regulations and Series Bulletin to Technical Regulations 04/2025). The light is for informational purposes only; it is the responsibility of the team to determine if a change of tyres is allowed.

In this case, only flat or punctured tyres may be changed. Any tyre change due to aforementioned reasons, when the stint of the current Driver is less than 50 minutes and the car is entering Pit Lane under CODE 60, 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.

25. Pit Lane

25.1 Pit Boxes

The Promoter will make the pit box allocation. Each pit box may be shared by several teams/Cars.

If sufficient pit boxes are available at the Circuit, teams will have the option to book an exclusive pit box. Fees for an exclusive pit box may apply.

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

25.2 General Pit Lane Regulations

The maximum speed permitted in the pit lane is 40 km/h. The speed of Cars in the pit lane can be measured or calculated.

It is allowed to leave the lights on when in pit lane, however the use of high beam headlights in the pit lane is prohibited, including the use of high beam flashing.

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

The pit lane is 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'.

The corridor (safety lane) between the fast lane and the working lane may only be crossed to go to and come from the team's own pit box or working area.

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.

Any change of drivers or work on the Car may only take place in the working area in front of the pit box assigned to the team, with the exception of the situations as outlined in art. 27.2 of these regulations.

Team members must remain inside the pit box and may not be present in the pit lane area unnecessarily when the Car is not in the pit lane.

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

No equipment, pit gantry or other structure may reach beyond the line defining the working lane.

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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.

All openings in the fence above the pit wall must be kept free. Fixed signal boards which decrease the opening are not permitted. It must be possible for each pit team to give signals to their drivers.

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 checks and security are allowed.

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

25.3 Outside Assistance

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.

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 demand their Car to be recovered before any practice, Qualifying or Race ends.

26. Fuel and Fuelling

26.1 Fuel

To take part in any practice, 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.

Petrol will be standard commercial unleaded 98 fuel.

For Diesel engines, any additive(s) as outlined in the homologation papers of the used compulsory particulate filter are allowed.

26.2 Fuel Area

There will be a central fuel station with standard commercial fuel pumps with at least:

- 2 petrol pump units with 2 pistols each
- 1 diesel pump (if required)

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

In case the refuelling area is facing a malfunction of any kind, the Promoter will do its utmost in order to resolve the situation. Any (temporary) solution may also include manual refuelling of the Cars with cans or other means at discretion of the Race Director. Any time lost in the refuelling area will not be compensated.

26.3 Fuel Inlet

All Cars must be able to refuel directly with a commercial-type nozzle as used in public service stations.

The fuel inlet(s) on the Car must be easily accessible manually with the fuel pistol and must not require any tools in order to be accessed. Quick filler fuel inlets are not permitted.

Cars with the fuel inlet on the side are allowed to have a fuel inlet on either side. Only one fuel inlet may be used during refuelling.

The use of any adaptors or ATL filler bottles is not permitted. The use of extra ventilation during refuelling is only allowed in conjunction with a vent bottle.

For safety reasons, the fuel flow automatically stops as soon as there is any obstruction and/or fuel flow against inlet pipe or hose. The fuel inlet must be able to accept a fuel flow up of up to 60 litre per minute.

26.4 General Refuelling Regulations

It is only allowed to refuel the maximum amount indicated in the Balance of Performance publication of the specific Event within 1 pit stop. A pit stop for this purpose is defined as the period of time between the Car crossing the pit entry line and the pit exit line.

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In case the refuelling operation is completely during a green flag, the maximum refuelling amount as per the official Balance of Performance Publication of the Event applies. 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. In case part of or all of the refuelling operation is during CODE 60, see art. 17.2.2.2 of these Regulations.

The maximum speed in the refuelling area is 20 km/h. The speed of Cars in the refuelling area can be measured or calculated.

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

A team member must refuel the Car.

In the refuelling area, any Car that wishes to refuel must be attended by minimum 1 and maximum 2 team members in addition to the driver. The team members may carry a vent bottle.

Refuelling will take place following the principle, first car first refuelled. A team or team member cannot make a reservation or hold any fuel pump occupied.

During the refuelling operation, the Car must remain stationary in the designated refuelling spot in the refuelling area. The spots are marked with paint and cones. The front wheel closest to the pump must be placed inside the marking. Any competitor that does not place their Car inside the designated refuelling spots correctly and/or obstructs other competitors may be penalized at discretion of the Race Director.

Team members may cover the upper part of the tyre closest to the fuel filler below the filler neck with a wet towel or a tyre cover. Team members may cover the bodywork surrounding the fuel inlet with a fire-retardant blanket.

It is the responsibility of the team members to control that the amount refuelled is not more than allowed. In case of a malfunction of the fuel pumps, the RD may judge each situation individually.

The driver must remain inside the Car. The driver is not permitted to undo or loosen safety belts or remove any item of clothing whilst the Car is in the refuelling area.

The door and/or window on the opposite side to the fuel inlet of the Car may be opened during refuelling.

No activity other than refuelling is allowed while the Car is in the refuelling area.

It is allowed to keep the engine running during refuelling. If the engine does not start after refuelling, team members must push the Car to an 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 green or yellow armband, to reach their pit box.

It is allowed to leave the lights on during refuelling, however the use of high beam headlights in the refuelling area is prohibited, including the use of high beam flashing.

The team are responsible for safe refuelling operation and safe release. Cars leaving after being refuelled, must give priority to moving Cars in the refuelling area. Cars in the pit lane have priority over Cars exiting the refuelling area. In case of an unsafe release the Race Director may issue a penalty.

26.4.1 Fuel Crew Safety Equipment

The team members refuelling the Car must wear flame retardant clothing meeting at minimum the following standards:

- Overalls: minimum FIA 8856-2000
- Balaclava: minimum FIA 8856-2000
- Gloves: minimum FIA 8856-2000
- Socks: minimum FIA 8856-2000

Team members refuelling the Car must wear closed footwear.

26.5 Removing Fuel from the Car

To remove any fuel from the Car the Car must be moved to the refuelling area. Only in the designated draining area is it allowed to empty the fuel tank and dispose the fuel into steel jerry cans/drums up to 50 kg each. Teams must supply these jerry cans or drums themselves. 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.

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27. Pit Stops

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.

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).

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27.4 Pit Crew

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

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

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
- may not undo or loosen safety belts or remove any item while entering the pit lane. Only when the Car has stopped at its designated place, may the driver remove the safety harness and Race protection equipment.

27.5 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.

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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

28.1 Testing Restrictions Prior to an Event

Registered drivers and/or competitors for a 24H SERIES Event may not test their entered Car or a similar Car on a particular circuit within 7 days leading up to a 24H SERIES Event at that circuit, determined by the day that Official Free Practice starts. In case of doubt, it is the responsibility of the driver and/or competitor to receive approval for the test from the Promoter.

The test restriction does not apply to test sessions or track days organized by the Promoter (see art. 28.2 of these regulations).

Exceptions to the test restriction will be published by the Promoter.

Any violation of the test restriction shall result in the Car starting from the back of the grid in the first race of the Event that the test restriction was prior to.

28.2 Additional Private Test Sessions

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

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

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

28.3 Practice

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

Only Cars that carry the TC-Approved sticker and the Final sticker will be allowed to take part in any practice sessions.

Each driver must complete at least 2 timed laps during the Free Practice or Qualifying sessions. These 2 laps do not have to be completed in the same session.

Each AM-Spirit, AM, and AM+ driver must complete at least 2 timed laps during Night Practice, if applicable.

Drivers who have not completed the minimum number of laps required during Free Practice or Qualifying, and/or Night Practice, will not be allowed to participate in the Race. In justified cases of exception and after a written request, the Race Director may allow drivers to participate if they have not met this requirement. The Stewards will take the final decision about the admission.

29. Qualifying

At each Event, there shall be 3 Qualifying sessions for each competing Car, of a duration of minimum 10 minutes and maximum 15 minutes each and an interval of minimum 5 minutes in between the sessions (unless otherwise mentioned in the timetable).

Each Qualifying session must be entered by a different driver of the competing Car. It is not permitted to participate with several drivers in 1 session. For Cars with only 2 drivers, 1 driver should join 2 of the 3 Qualifying sessions.

The free practice lap times and night practice lap times are not regarded 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 practice session(s) will be taken to determine the starting grid.

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29.1 Refuelling during Qualifying

It is not allowed to refuel during the entire duration of the Qualifying, including the interval between sessions. The refuelling area will close when Qualifying 1 for any Class starts. Any Car already in the queue at the refuelling area is allowed to refuel after the start of Qualifying 1.

29.2 Tyre changes during Qualifying

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

Tyre blankets may not be used during or between any of the Qualifying sessions.

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.

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

29.3 Qualifying 1

Qualifying 1 must be joined by a driver categorized as AM or AM-Spirit. Only in the following 2 cases may the session be joined by another driver:

- Competitors entering a full SEMI-PRO line-up: Any SEMI-PRO driver may join Qualifying 1
- Competitors entering in Class GT3 PRO/AM without any driver categorized as PRO: Also an AM+-categorized driver may join Qualifying 1

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

29.4 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).

29.5 Qualifying 3

Qualifying 3 must be joined by another driver than the one who joined any of the previous Qualifying sessions (Q1 and Q2). In case a team has only 2 drivers, 1 of the 2 drivers should participate in this session, regardless of this driver driving in a previous Qualifying session.

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

29.6 Average Qualifying Time (AQT)

The AQT is determined as follows:

- (T1+T2+T3)/3.
- Or in case a team has set a valid lap time in only 2 Qualifying sessions: (T1+T2+T3)/2.
- Or in case a team has set a valid lap time in only 1 Qualifying sessions (T1+T2+T3)/1.

29.7 Qualifying Status (QS)

The Qualifying status is divided in 4 categories:

- QS 1: Cars that have set a valid lap time in all Qualifying sessions
- QS 2: Cars that have set a valid lap time in only 2 Qualifying sessions
- QS 3: Cars that have set a valid lap time in only 1 Qualifying session
- QS 4: Cars that have not set a valid lap time in any Qualifying session

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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
- Then QS 4: 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.

30. Start Grid

The first starting position (pole position) will be described in the Supplementary Regulations of the specific Event.

The starting grid will have 2 Cars in each row, side by side.

The pit lane exit will be open for 10 to 15 minutes for a mandatory reconnaisance lap. It is allowed to complete multiple reconnaisance laps by driving through the pit lane.

The pit lane exit closing time will be mentioned in the official briefing of the specific Event. Any Car failing to leave pit lane before the pit lane exit is closed, will have to start the Race from the pit lane after the last Car has past the exit of the pit lane and a green light at pit exit is given.

Vacant grid positions on the start grid will not be occupied.

On the start grid it is not permitted to take and/or operate any tools that require a fixed source of electricity by means of an electric cable from outside the grid to the starting grid. In addition, a generator is NOT permitted on the start grid.

Tyre blankets are not permitted on the start grid.

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31. Start Procedure

31.1 Starting Mode

The starting mode will be a rolling start.

31.2 Start Procedure

The following boards will be shown to the competitors:

- 10 minute board. All guests must leave the grid.
- 5 minute board.
- 3 minute board. Car must be on its wheels. It is no longer allowed to work on the Car. All team members must immediately leave the grid (1 team member per Car is still allowed).
- 1 minute board. Engines must be started (all team members must leave immediately).
- 30 second board.

When the green flag/lights is shown, the Cars will begin the formation lap behind the Official Leading Car and cover 1 lap over the complete circuit. The starting order must be maintained until the start lights are extinguished. The Official Leading Car may not be overtaken before Safety Car Line 1.

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

31.3 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.

31.4 Formation Lap

There will be 1 formation lap behind the Official Leading Car.

Any Car that is passed by the complete field shall remain at the end of the field and start from the last position. If more than 1 Car is thusly affected, they must line up at the end of the field in the order in which they have left the starting grid.

Any Car that is not passed by the complete field may take up its assigned position up to the point where the “GRID” board is displayed.

It is allowed to make zigzag manoeuvres (warming up tyres) up to the point where, in the formation lap, the “GRID” board is displayed. From this point, the distance between the Cars may not exceed 3 car lengths.

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

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 Pole Position Car will retain its speed (of approx. 80 km/h) until the red start light is switched off.

31.4.1 Cars Starting from Pit Lane

Under exceptional circumstances, or for safety reasons, the Race Director may allow any Car starting the Race from pit lane to join the formation lap to get acquainted with the track conditions. Any Car under the conditions must enter the pit lane at the end of that lap (or laps if more than once).

31.5 Start of the Race

When the red start light is off, the Race starts, and overtaking is allowed. At this moment the Race time starts.

If a problem arises during the start, the red Light will not be switched off and yellow lights will flash at the Control Line. The Race Director will decide upon either extra formation lap(s), CODE 60 or red flag (see art. 32 of these regulations). In this case, the official start of the Race time will begin after the formation lap, when the first Car passes the Control Line after the formation lap.

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31.6 False Starts

Failure to maintain the start position, dropping back and/or accelerating 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.

32. Suspension of a Session

The Race Director reserves the right to interrupt or stop any practice, Qualifying or Race session.

32.1 Red Flag during Practice or Qualifying

When the red flag is shown, overtaking is prohibited, the pit exit will be closed, and all Cars must proceed slowly into the pit lane.

32.1.1 Practice

During practice, working on the Cars is permitted in the working lane. Refuelling is permitted in the refuelling area.

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.

32.2 Red Flag during Race

32.2.1 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 light staying in the fast lane in front of the RFID readers, all other Cars should form up behind the first Car, where they must line up in a single line in the fast lane.

Any Cars unable to return to the pit lane due to 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 Safety Car will be placed in front of the Cars lined up in the fast lane of the pit lane.

32.2.2 Cars Needing Assistance to Join Pit Lane

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.

32.2.3 While the Race is Suspended

- Neither the Race time nor the timekeeping will be halted.
- Driving time during the time in pit lane will not be counted.
- Only officials are permitted in the fast lane.
- The drivers are permitted to leave their Cars.
- Driver changes are not permitted.
- The drivers must obey the marshals' instructions at all times.
- As Parc Fermé rules apply to all the Cars, no repairs are permitted in the pit lane, pit box or anywhere, so all ongoing work must stop immediately. This includes work on Cars that were already in pit lane when the red flag was given.
- Any Car that has already started refuelling at the moment the red flag was given, must stop the refuelling activities.

32.2.4 Interventions Allowed on the Cars

All work on the Cars is prohibited in the pit lane, pit box and refuelling area.

The Race Director may decide to allow teams to:

- place a cover on the Car in case of rain
- change tyres for safety reasons. Any such tyre change must be carried out in the fast lane before the ten minute signal before the Race resumes

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32.3 Resuming a Suspended Race

32.3.1 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, an audible warning will be given ten minutes prior to resumption.

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

32.3.2 Procedure Concerning Cars in the Fast Lane

From the 10-minute board, the driver and 2 driver assists wearing the appropriate armbands, will be allowed to access the fast lane to carry out exclusively the following tasks:

- Adjusting mirrors.
- Cleaning the windows and the front and rear lights only.
- Adjusting tyre pressure with small hand-tools only. Tyre carts are not permitted.
- Replacing drinks bottle.
- Assisting the driver.
- Helping to start the Car with an external battery.

Any other work on the Car is not permitted. Exceptions will only be given at the discretion of a Scrutineer and Race Director, see art. 32.2.4 of these regulations.

- 8 minutes before the Race resumes, all Cars located in the fast lane between the Safety Car and the Overall Leader (the highest classified Car at the moment of the red flag) will do a lap (without overtaking) behind the Safety Car and then line up at the end of the existing line up in the fast lane.
- The Safety Car will take its position again in front of the line up at pit exit.
- At the 5 minutes board all Cars must be ready to start and to reposition if needed.

32.3.3 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.

32.3.4 Procedure Concerning all Cars at the Resumption of the Race

- When the 1-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 working 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 Safety 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 Safety Car in a single line.
- Pit exit will then be closed.
- Any driver whose Car has been pushed from the fast lane has to wait until pit lane opens again.
- Overtaking behind the Safety Car is only permitted, in the following cases:
    - During the first lap behind the Safety Car only, 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 Safety Car Line 1. Should he fail to do so he must re-enter the pit lane and may only rejoin the Race once the whole field has passed the pit exit.
    - Drivers may leave the fast lane to overtake any Car delayed when leaving its position in the fast lane.
- Entering the pit lane is solely possible for:
    - performing refuelling of the Car with maximum refuelling amount of 10 litres or
    - a Car disabled as the result of on an incident, flat or deflating tyre (not flat spot) or similar mechanical handicap (at discretion of the Race Director) to receive assistance only to remedy the immediate concern. Competing Cars may only re-join the track when the pit exit light is green. Any tyre change 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.

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- As the Safety Car is approaching the pit entry the yellow flags will be withdrawn and a green flag will be displayed at the Control Line, the Race restarts and overtaking is not allowed before the Control Line.
- The Race Director may decide to continue the Race under CODE-60.
- After the Safety Car has completed 1 lap, after the last Car on track has crossed Safety Car Line 2, the pit exit will open.

32.3.5 Procedure Concerning Cars that were not in the Fast Lane

At the moment the pit exit light is green to allow the field to leave pit lane behind the Safety Car, work on the Cars that were already in pit lane when the red flag was given may be restarted.

Cars ready to resume the Race can join the restart by lining up behind the last Car lined up behind the Safety Car before the pit exit will be closed

32.3.6 Race Cannot Be Resumed

If the Race cannot be resumed, the results will be taken at the last point at which it was possible to determine the position of all Cars.

33. Finish of the Race

The end-of-Race signal will be given to the Overall Leader as it crosses the Control Line the first time after the completion of the Race time.

Any driver stopping his Car or proceeding 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.

After the Cars have taken the chequered flag and following the cooling down lap, all Cars must proceed directly to Parc Fermé and follow all officials' instructions.
Speed must immediately be reduced. Any offence will lead to a penalty at discretion of the Race Director.

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

While the chequered flag is shown at the Control Line, it is not permitted to finish the Race in the pit lane.

Teams who finish in the pit lane will receive a time penalty.

34. Podiums

The provisional prize giving for the top 3 overall winners and the top 3 in each Class will take place immediately after the Race end on the prize giving podium.

There is a separate podium for Class GT3-AM and GT3-PRO/AM, but no separate podium for Class GT3.

If the number of cars allows for a separate podium, Classes TCX, and/or TC will have a separate podium.

All the drivers of the relevant teams must proceed to the podium immediately after the Race has ended.

The top 3 in each Class except GT3-PRO will receive cups. The top 3 GT3-PRO Teams may receive medals. Cups or medals will be awarded to all drivers of the teams concerned.

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

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

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35. Parc Fermé

The Parc Fermé location at the end of the Race and during the intervention break will be announced in the briefing.

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.

The highest ranked Cars may be asked to come into the pit lane for the podium ceremony. Parc Fermé regulations apply to the Cars involved in the podium ceremonies.

Drivers need to leave the Parc Fermé area immediately.

After Qualifying there will be no Parc Fermé. If required, Cars can be guided to scrutineering instructed by the Race Director according to art. 22.7 of these regulations.

36. Intervention Break

At select Races, the Race is split into 2 parts. In these cases, an intervention break is initiated between the 2 parts of the Race.

In case a Race will be split in 2 parts, this will be mentioned in the Supplementary Regulations.

The applicable rules related to the split Race, intervention, Parc Fermé and restart regulations are described below.

Definition of part 1 and part 2:

- The first part of the Race will be referred to as: PART 1.
- The second and last part will be referred to as: PART 2.

36.1 Finish of PART 1

10 minutes before the end of PART 1, entering the pit lane is not permitted.

Entering the pit lane and performing a pit stop and/or refuelling in the last 10 minutes of PART 1 will be penalized with 2 laps. Entering the Pit Lane is solely possible for a Car damaged as the result of an incident, a flat or deflating tyre (not a flat spot) or similar mechanical handicap (at discretion of the Race Director) and to receive assistance only to remedy the immediate concern. The replaced tyre must remain in the Team's pit box for scrutineering; after verification from a scrutineer the tyre can be removed from the pit box by the Team.

The finish time of PART 1 is listed in the timetable of the Event.

After the Cars have taken the chequered flag and following the cooling down lap, all Cars must proceed directly to Parc Fermé and follow all officials' instructions.

Cars that are in the pit lane and pit lane area, are also under Parc Fermé rules from the moment the leader finishes at the end of PART 1 and need to be directly moved to the scrutineering box.

After the instruction from the Race Director is given on the timing screens, teams are permitted to:

- cover the Cars under supervision of officials
- switch off the fire extinguisher
- remove memory card and/or battery of a camera or radio
- remove data memory card, only if this can be done without opening the bonnet
- remove roof antenna

30 minutes after the publication of the results of PART 1, Parc Fermé ends and the "Intervention Break" begins.

36.2 Intervention Break Procedure

Depending on the local situation and timetable the Race Director will decide on and clarify the Parc Fermé and intervention break procedures in the Team Managers and/or Drivers Briefing.

The intervention break is the time between PART 1 and PART 2 of the Race.

The intervention area will be the same as the Parc Fermé area.

During the intervention break the Cars remain in the intervention area.

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Besides officials, it is not permitted to enter this area and as a consequence it is not permitted to work on the Cars in this area, unless explicitly described and/or instructed otherwise by the officials.

36.2.1 Working on the Car during Intervention Break

If a team has made a written request to work on the Car to the Race Director within 30 minutes after the finish of PART 1, the penalty for an intervention break infringement is 5 laps.

Performing work on the Car without any such approved request, the penalty for an intervention break infringement is 10 laps.

As soon as such a request is accepted and confirmed the team can move the Car to their own pit box and the 5 lap penalty will be applied and deducted from the number of laps completed by the team after PART 1.

36.3 Restart

The scheduled times for the end of the intervention break and the start grid and restart procedures for PART 2 are listed in the timetable for the Event.

36.3.1 Intervention Area

Prior to the restart procedure, all Cars remain in the intervention area, with the exception of those that are in their own pit box or scrutineering box.

Besides 1 driver, a maximum of 2 team members (wearing a yellow armband) are allowed to enter the intervention area, under supervision of officials.

In the intervention area it is still not permitted to work on the Car, with the exception of the following tasks:

- Adjusting mirrors.
- Cleaning (including removing of tear-offs) of the windows and the front and rear lights only.
- Cleaning (e.g. removing of rubber) of wheel arches, radiator and bumper is allowed, only if this can be done without opening the bonnet.
- Increasing and decreasing tyre pressure with small hand-tools only. Tyre carts are not permitted in the intervention area.
- Checking wheel nuts with torque wrench.
- Replacing drinks bottle.
- Switching on the fire extinguisher (**mandatory**)
- Starting the Car with the aid of an external battery.
- Taking out and/or replacing memory card, only if this can be done without opening the bonnet.
- Replacing memory card and/or battery of a camera or radio is allowed.
- Replacing the roof antenna
- Warming up the engine and drive train is allowed, in this case secured airjacks are mandatory. Only for this purpose it is permitted to remove the driven wheels during engine and gearbox warmup. Use of an adapter (e.g. GT4) is permitted.
- Warming up the engine is also allowed with the Car on wheels, not lifted.

Any other work on the Car is not permitted. Exceptions will only be given at the discretion of the 24H SERIES Scrutineers and Race Director.

36.3.2 Start Grid of PART 2

36.3.2.1 Aligning the Cars for the Start Grid of PART 2

Before the start of PART 2, Cars will do a reconnaissance lap from intervention area to the start grid. Any Car disabled as the result of an incident, flat or deflating tyre (not flat spot) or similar mechanical handicap during the reconnaisance lap may enter the pit lane and must stop at the scrutineering box without refuelling or stopping in its own pit box. For these Cars, art. 36.3.3.1 of these regulations applies.

Following the reconnaissance lap, the Cars will be instructed by marshals/officials to line up for the start grid. See art 36.4 of these regulations for the start grid order.

When all Cars are in order, people (including team members) are also allowed on the start grid of PART 2.

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36.3.2.2 No Work on Cars on the Start Grid of PART 2

Unless otherwise instructed by the Race Director the start grid procedure for PART 2 is the same as for PART 1. However, different from the normal start grid, no tools or equipment and no work on the Car is allowed, with the following exceptions:

Allowed tools and equipment:

- an external battery to start the Car.

Allowed work on the car:

- warming up the engine is allowed (car on wheels, not lifted).

Only the team member (max 1, wearing a yellow or green armband), is allowed to assist the driver and to start the Car. All other activities on the Car are not allowed.

Any Car disabled as the result of an incident, flat or deflating tyre (not flat spot) or similar mechanical handicap during the start grid must be returned to the pit lane and must be stopped at the scrutineering box without refuelling or stopping in its own pit box. For these Cars, art. 36.3.3.1 of these regulations applies.

36.3.3 Cars in the Pits prior to Restart of PART 2

Cars which have been worked on during the intervention break are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their Class on the start grid until the pit lane exit is closed prior to the restart.

Alternatively, as soon as the Car is ready and after being checked and approved by scrutineering, they can start from the pit lane (after the restart of the Race from the moment the pit lane exit light is green).

Other Cars may start at discretion of the Race Director.

Cars in scrutineering box are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their Class on the start grid.

These Cars must go straight from scrutineering to the track and are not allowed to stop at their pit box nor any other place in the pit lane including in the refuelling area.

The scheduled time when the pit lane exit is closed prior to the restart will be listed in the timetable for the Event.

36.3.3.1 Cars at Scrutineering Box from Reconnaissance Lap of PART 2

Cars in scrutineering box after the pit exit has been closed and which do not have written approval to work on the Car during the intervention break will be released when the Race is restarted and when the pit lane exit light is green. From this moment, teams can move their Cars to their own pit box and can start working on the Car.

As soon as the Car is ready and after being checked and approved by scrutineering, they can join the Race from the pit lane.

36.3.4 First Pit Stop after Restart

Entering the pit lane is not allowed until the Car has passed the Control Line on the track, after the start (red lights off). For the avoidance of doubt, this also applies if the restart of PART 2 is under CODE 60 or Safety Car.

Entering the pit lane earlier will be penalized with time penalty of 3 minutes.

Entering the pit lane earlier is solely allowed for a Car disabled as the result of on an incident, flat or deflating tyre (not flat spot) or similar mechanical handicap (at discretion of the Race Director) to receive assistance only to remedy the immediate concern. Competing Cars may only re-join the track when the pit exit light is green. Any tyre change 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.

36.3.5 Restart Driver

The driver who restarts the Race can be freely defined by the team.

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36.4 Restart Grid Order

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

The Class order 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 classification after the finish of PART 1.

36.5 Restart Laps

The number of laps counting at the restart for all Cars will be the number of laps according to the results at the finish of PART 1, except for:

Those Cars of a specific Class that pass the Control Line before their specific Class leader* may virtually finish their lap to keep the GAP (in laps) per Class intact. For these Cars the number of laps counting at the restart will be:

(The number of laps as per the results at the finish of PART 1) + (1)

For any Car that did not pass the Control Line of PART 1, the restart laps will equal the number of laps completed according to the results of PART 1.

*: there will be no separate restart laps calculation for the following Classes:

- GT3-PRO/AM
- GT3-AM
- 992-AM
- TCX
- TC

36.6 Start of PART 2 under Wet Track Conditions

If the weather conditions change between the finish of PART 1 and the start of PART 2, the Race Director may decide to introduce the following procedure, which shall be announced on the official timing monitors and/or the 24H SERIES app.

36.6.1 Change to Wet Tyres

In case the start of PART 2 of the Race has been declared wet, it shall be permitted for all Cars in the intervention break zone to change tyres to any type of tyre (slick or wet).

In this specific case, changing tyres is added to art. 36.3.1 of these regulations (tasks permitted in the Intervention Area). All teams shall be advised to prepare this procedure.

This procedure shall be announced by a message on the timing monitors and/or in the 24H SERIES app and displaying the board “Wet Race” in the intervention break zone.

Changing tyres for this reason must be performed by the 2 mechanics wearing yellow armbands.

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36.6.2 Procedure

In the case that PART 2 of the Race is not declared "Wet" until ten minutes before the official opening time of the intervention break area, and weather conditions change, the Race Director reserves the right to delay the starting procedure and "Wet Race" can be declared at the starting grid allowing the competitors to change to any type of tyre (slick or wet). In this case the start procedure will recommence with the 10-minute board.

If the weather conditions make a regular start procedure (as communicated in the Event briefing notes and presented during the specific briefing) impossible, the Race will be started under Safety Car conditions. This shall also be announced on the timing monitors, if applicable. In this case, there will be no formation lap and the race clock will start as the Safety Car departs the start grid.

The Safety Car shall then be deployed as long as the situation demands it. All Cars must follow the Safety Car. Entering the pit lane is solely possible for: (a) performing refuelling of the Car with maximum refuelling amount of 10 litres or (b) a Car disabled as the result of on an incident, flat or deflating tyre (not flat spot) or similar mechanical handicap (at discretion of the Race Director) to receive assistance only to remedy the immediate concern. Competing Cars may only re-join the track when the pit exit light is green.

Throughout the Safety Car start procedure, the pit exit light is red. After the last Car in line behind the Safety Car passes Safety Car Line 2, the pit exit light will turn green, and any Car waiting at the pit exit may enter the track and join the line of Cars behind the Safety Car. Then the pit exit light is switched to red again. At every crossing of the Safety Car of Safety Car Line 2, the pit lane exit light will be switched to green as soon as the last Car in line behind the Safety Car passes Safety Car Line 2.

When the Safety Car is called in, its orange lights shall be extinguished; this will be the signal that it will be entering the pit lane at the end of the specific lap. At this point, the first Car in line behind the Safety Car controls the pace and, if necessary, may fall back more than 5 Car lengths behind the Safety Car, and the SC boards and SC on the light panels is removed.

In order to avoid accidents before the Safety Car returns to the pit lane, from the moment that the orange lights on the Safety Car are extinguished, drivers must proceed at a pace that involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. As the Safety Car crosses Safety Car Line 1, the yellow flags at the marshal posts shall be withdrawn. Only at the Control Line a green flag shall be waved. Overtaking is not allowed before the Car has crossed the Control Line.

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

37. Classification

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.

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