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TECHNICAL REGULATIONS 2026
MICHELIN 24H SERIES

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CREVENTIC

24H SERIES

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Introduction

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

Chapter I - Technical Regulations for all Cars

1. General Regulations for all Cars

Wherever both differ, for all Classes, the technical regulations of this chapter prevail over the technical regulations of the specific Class (appendices).

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

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

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

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

1.2 To be eligible, all Cars must comply with the prescriptions of the present Regulations.

1.3 Only the Organiser decides about the admission of a Car before the start of the Event.

During the Event the Stewards decide about the admission of a Car after consultation with the Race Director.

1.4 Any Car damaging the reputation of automobile sports relating to their presentation may be rejected – and the Promoter is not obliged to reimburse the entry fee or any other costs or fees.

1.5 A Vehicle Identity Form must be produced for all Cars failing to hold a homologation form. This Identity Form must be duly completed and submitted together with the entry application form. Spare parts catalogues and workshop manuals for these Cars must also be kept at hand. Any documents requested must be produced by the competitor of the Car.

If such a vehicle identity form is not available, the team must provide the required documentation requested by and on discretion of scrutineering.

1.6 There are no restrictions on the make/supplier of other Car parts except those listed in the Appendix applying to the Car's Class. However, in order to keep entry fees at an affordable level, the Promoter reserves the right to oblige competitors to use a certain make and/or supplier for parts of their Car.

1.7 The wheels (flange + rim + tyre) must be housed within the original bodywork; this means the upper part of the complete wheel (tyres including the rim flange), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically and with the wheels turned straight.

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2. Noise Limitations

2.1 Noise Limitation

To show respect to the circuit's neighbours, the aim for a "greener" world, and to respect the FIA statement "MAKE CARS GREEN", competitors will be asked to explicitly acknowledge by signature on the entry form their entered race Car will NOT exceed the following noise limitations.

2.1.1 The noise limitations and regulations by local authorities and circuits always take precedence with regards to the regulations described below. In such case, these noise limitations will be described in the Supplementary Regulations of the specific Event.

2.1.2 The following noise limit values may not be exceeded:

For all Events, for all Classes:

- **110 dB(A)** at 0,5m measured according to the measuring method, as described in Chapter I art. 2.2 of these regulations.
- Any further requirements defined in the Supplementary Regulations of a specific race.

At select Events, a stricter noise limit than 110 dB(A) may be enforced. To meet any such stricter noise limits, the Promoter reserves the right to prescribe specific models of silencers for certain or all models of Cars.

2.2 Measurements will be made at 0.5 m from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees and +/- 10 degrees from vertical surface with the exhaust outlet. Where more than one exhaust outlet is present, the test will be repeated for each exhaust outlet and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0 m from the centre line of the vehicle, with the microphone 1.2 m above the ground. Measurements are made outdoors with no large reflecting objects within 3.0 m in the 0.5 m test or within 10.0 m in the 2.0 m test.

Background sound levels should be at least 10 dB(A) below the measured level.

With distances from 2.0 m to 8.0 m it is necessary that there is a minimum of 20.0 m radius open flat space around the vehicle. Measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.

The noise generated by the Car must not exceed the prescribed noise level at 3800 rpm, or at three-quarter maximum revs if this is less. The engine needs to be at racing operating temperature.

2.3 Checks can be carried out throughout the entire duration of the Event by means of the aforementioned static test.

2.4 Penalties for Noise infringements

Any offence against the noise limitation regulations may result in the following penalties:

2.4.1 During any practice or qualifying

- **1st offence** – the practice/qualifying lap times achieved until the moment the infringement is discovered are cancelled; the Car must be made to conform to the noise prescriptions. For this purpose, the black flag with orange disc together with the race number on a separate board will be displayed to the relevant driver at the Line. The Car must immediately return to the pits.
- **2nd offence** – all further practice/qualifying lap times will be cancelled. The Car may be refused to continue practice/qualifying and the Race Director may decide not to admit the Car to the race following the infringement against the noise prescriptions.

2.4.2 During the race

- **1st offence** - The black flag with orange disc together with the race number on a separate board will be displayed to the relevant driver at the Line. The Car must immediately return to the pits and must be made to conform to the noise prescriptions. The Car must then be presented to the scrutineers. The Car may re-join the race after confirmation of the Race Director.
- **Additional offences** – In the case of a repeated offence, the Race Director may refuse the team to continue the race. In such a case, the black flag together with the race number on a separate board will be shown to the relevant driver at the Line. The Car must immediately return to the pits and stop the Car.

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3. Special Technical Regulations and Safety Regulations for all Cars

3.1 Window Net

3.1.1 The use of a FIA approved window net on the driver's side is mandatory for all Cars, mounted according to FIA App J Art 253-11. For Group E-II SC cars that have not been designed for a window net and have head and/or armrest construction that performs a similar function, this requirement may be waived at discretion of the Chief Series Scrutineer.

3.1.2 Exceptions (GT3 Cars, 991/992 Cars and GT4 Cars)

GT3-FIA homologated Cars only

When the FIA racing net is homologated, this is mandatory, and in this case the window net described in Chapter I art. 3.1.1 of these regulations is NOT required.

Porsche 911 GT3 Cup (991 and 992) Cars

FIA approved racing net (standard 8863)

GT4 homologated Cars

It is mandatory to use one of the following options:

- FIA window net.
- FIA approved racing net (standard 8863), as provided by the Car manufacturer of the specific vehicle.

3.2 Safety harness

An FIA homologated 5- or 6-point safety harness is compulsory for all Cars. According to standard 8853/2016. A 6-point safety harness is advised.

Elastics are only permitted at the lower / hip belts with the sole purpose to aid the driver to fasten the seatbelts faster and must be used in a safe manner.

3.3 Competition Seat

A FIA current homologated competition seat with supports in compliance with FIA App J Art 253 is compulsory for all Cars. Alternatively, a seat homologated as part of the monocoque is allowed for Group E-II SC only.

GT3 Cars homologated as from 01.01.2019 may only use seats in compliance with FIA Standard 8862-2009.

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3.4 General Circuit Breaker

A general circuit breaker in compliance with FIA App J Art 253-13 is compulsory.

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

On all GT3 Cars homologated as from 01.01.2022, the exterior master switch / circuit breaker must also allow a marshal to disconnect the transmission from outside. 2 switches combined with the exterior master switch are compulsory to activate this device. The design of these switches must be according to FIA App J Art 257A-1350.

In addition to the marking described above, the marking must also include a letter “N” in blue inside a white circle at least 50 mm in diameter and with a blue edge. See the image below. The height of both symbols must be at least 100 mm. Both symbols must be self-reflecting.



Circuit breaker marking for all Cars except GT3 Cars homologated as from 01.01.2022



Circuit breaker marking for GT3 Cars homologated as from 01.01.2022

3.5 Fire Extinguishers

Extinguishing systems in compliance with FIA Standard 8865-2015 (Technical List n°52) are mandatory.

3.5.1 Systems mounted

All cars must be equipped with an extinguishing system in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015 . The system must be used in accordance with the manufacturer's instructions and with Technical Lists n°16 or n°52.

3.5.2 The driver must be able to trigger the extinguishing system manually when seated normally with his safety harnesses fastened and the steering wheel in place.

Furthermore, a means of triggering the extinguishing system from the outside must be combined with the circuit breaker switch. It must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

See picture.



3.5.3 Anti-torpedo tabs are required according to FIA App J Art 253-7.2 and 253-7.3.

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3.6 Rollover Structure

According FIA App J Art 253-8:

- For safety cages of cars homologated before 01.01.2021, refer to Articles 253-8 of the 2020 Appendix J.
- For safety cages of cars homologated before 01.01.2017, refer to Articles 253-8 of the 2016 Appendix J.
- For all other cars:
- The fitting of a safety cage is compulsory. It must comply with FIA App J Art 253-8. It may be either a Safety Cage Homologated or Certified by an ASN according to the FIA homologation regulations for safety cages, or Homologated by the FIA according to the FIA homologation regulations for safety cages. An authentic copy of the homologation document or certificate bearing the same numbers, approved by the ASN and signed by qualified technicians representing the cage manufacturer, must be presented to the competition's scrutineers. The cage must be individually identified by an identification plate in compliance with that featuring on the authentic copy delivered by the ASN.

3.7 LIghting

3.7.1 Excessive light not allowed

Mounting of extra headlights is permitted.

The standard headlights and/or any extra headlights may not result in excessive light that might obstruct or blind another competitor, see art. 3.7.4 of this chapter.

The definition of excessive light is at the discretion of the Race Director in consultation with the Chief Series Scrutineer.

3.7.2 Classes GT3 and GT4

For Cars in Class GT3 and GT4, only headlights which are in the homologation of the Car are permitted. Art. 3.7.4 of this chapter remains applicable.

For the avoidance of doubt, supplementary headlights described in FIA App J Art 257A are NOT permitted if these are NOT part of the homologation of the Car.

The Promoter may decide upon waivers.

3.7.3 All Classes, except GT3 and GT4

3.7.3.1 The mounting of two additional headlights is allowed.

3.7.3.2 Additional headlights must be fitted in the front bumper or in the radiator grille, and openings as needed for this purpose must be completely filled by the headlights.

Otherwise, the lighting system must be compliant with the standard system.

3.7.3.3 Additional headlight (units) may be LED units.

A single LED unit with a maximum surface area of 170 cm^2, is considered as one headlight.

Additional headlights must be installed symmetrically as a pair.

In case the additional headlights are positioned in the centre line of the Car, one (LED) headlight unit with double surface area is permitted.

It is strongly recommended that the additional headlights have the E-mark (EU / ECE) certification.

The Promoter may decide upon waivers.

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3.7.4 The main and additional headlights must be installed in such manner that no other competitor is obstructed or blinded. See also art. 25.2 and 26.4 of the Sporting Regulations for the use of lights in the pit lane and the refuelling area.

If, at discretion of scrutineering, any Car, might obstruct or blind another competitor, scrutineering may decide and instruct a competitor to:

- Readjust the headlights
- Remove or tape over additional headlights
- Re install original headlights

3.7.5 It is not permitted to have any kind of red or orange light at the front of the Car.

3.7.6 The Promoter may decide upon waivers on the installation of front (head)lights.

3.7.7 All Cars must be equipped with a FIA homologated red rear rain light. (Technical FIA List No. 19).

3.7.8 The lighting must be functional also when the engine is not running.

3.7.9 Cockpit lights and signalling lights

It is permitted to add extra lights in the cockpit, with the purpose of aiding driver visibility inside the cockpit at night.

It is permitted to add signal lights visible from the front of the Car, with the purpose of aiding recognition of the Car by the team.

Art. 3.7.5 of this chapter remains in effect.

3.7.10 During any period when the use of lights is required, the Race Director may in consultation with the Series Scrutineer require repairs to the lighting system to be made according to the following principles:

- One front headlight not functioning — To be repaired at next pit stop
- Both front headlights not functioning — To be repaired immediately
- One rear light not functioning — To be repaired at next pit stop
- Both rear lights not functioning — To be repaired immediately
- One brake light not functioning — To be repaired at the next pit stop
- Both brake lights not functioning — To be repaired immediately
- Rain light not functioning in wet conditions — To be repaired immediately
- Rain light functioning but not flashing — To be repaired at next pit stop

3.8 Side, rear and quarter windows

Transparent safety film may be installed to shield the side windows. In such cases it must be possible for a person situated 5 m from the car to see the driver as well as the contents of the car under all circumstances.

The rear side or quarter windows may be partly shielded.

The rear view must be guaranteed as a clear view. It may be tinted, covered with safety film, and/or partly shielded.

In all cases it must be possible for a person situated 5 m from the car to see the driver as well as the contents of the car through the rear side or quarter windows and the rear windows under all circumstances.

3.9 Video cameras

The scrutineers must approve the fixation of any video camera to the Car at initial scrutineering. Cameras must be mounted according to FIA App J Art 253-2:

- Cameras must not protrude beyond the surface of the bodywork.
- In the cockpit, cameras (including their mountings) are forbidden between the vertical transverse plane through the rearmost point of the dashboard and the vertical transverse plane of the rearmost point of the driver/co-driver's seats.
- Mountings must only be done by screwing, metal screw clamp, express clamp, metal inserts (forbidden: bonding, double-sided tape, adhesive material, suction devices, etc.).
- Mountings must be able to withstand a minimum deceleration of 25 g.
- It must be installed before the scrutineering.
- The camera must not hinder the driver's visibility, exit or extrication in case of emergency.

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3.10 Electrical drink system for the driver

With the purpose to hydrate the driver, it is permitted to:

- Add a water bottle/container into the cockpit.
- Add an electrical pump to pump water to the driver.
- Add systems to (re)fill the bottle from outside of the Car.

3.11 Additional electrical switches/buttons inside the cockpit

It is allowed to install additional electrical switches and/or buttons on the centre console for any additional electrical device and/or modification that is allowed in these regulations.

It is allowed to extend the dashboard or place a safely mounted surface in the centre console for this purpose.

3.12 Protection for Exhaust Pipe

Special protection for the exhaust pipe may be installed.

3.13 Radiator Protection

Oil and water radiators may be protected against damage with a fine-meshed wire netting.

3.14 Fuel filler neck with safety overflow

If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.

The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.

3.15 Wheel nuts holder for wheels without centre lock wheel nuts

So called “wheel nut holders” are permitted for Cars with wheels without centre lock wheel nuts.

Installation of devices that fix hub nuts to hub bolt holes for the purposes of increased safety and faster tyre changes must follow the following guidelines:

- Fixtures that fix wheel nuts to wheels shall be called “Wheel Nut Fixtures.” or “Wheel Nut Holders”.
- No modifications may be made to the wheels themselves.
- If the wheels originally have bolt holes other than those for hub bolts, Wheel Nut Fixtures shall not be installed using these holes regardless of the reason for the holes.
- The Wheel Nut Fixtures must be made of light plastic or a material equivalent to light plastic. No metal fixtures are allowed.
- The Wheel Nut Fixtures may not have any sharp edges.
- It is permitted to mount only a single Wheel Nut Fixture on any one hub bolthole.
- A Wheel Nut Fixture that links some or all of the hub boltholes is not permitted unless it is a tool equipment and NOT fixed to the wheel when driving.

3.16 Covering with tape

- It is allowed to partly or completely cover the gaps between the front bonnet and the front bumper with tape
- It is allowed to partly or completely cover cooling openings (blanking)
- It is allowed to cover all slots in the rear side windows with transparent tape
- It is not allowed to cover aerodynamic devices with tape.

3.17 Motorsport Collision Avoidance System

It is allowed for all classes to install on all Cars a so called “Motorsport Collision Avoidance System” (as homologated in some GT3 cars).

Installation should be according to FIA regulations, the manual of the supplier and car manufacturer instructions.

Mountings must only be done by screwing, metal screw clamp, express clamp, metal inserts (forbidden: bonding, double-sided tape, adhesive material, suction devices, etc.). For the avoidance of doubt, this also applies to any displays mounted in the cockpit.

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The mounting of any system component at the rear of the Car (e.g. radar or camera module) must not protrude beyond the surface of the bodywork and may not have any influence on performance.

The mounting of any system component in the cockpit (e.g. interior display) may not hinder the cockpit exit of the driver nor the driver's visibility, and these mountings must be able to withstand 25 g deceleration.

It must be installed before the scrutineering so that the scrutineers can approve the installation of the motorsport collision avoidance system.

4. BOP Regulations

4.1 General (For all Classes)

4.1.1 Handicap regulations may be established for certain models of Cars or even for individual Cars, including but not limited to extra ballast, boost pressure limitation and/or air restrictors.

4.1.2 In case certain models of Cars or individual Cars have a disproportional performance to the other Cars in its Class, the Promoter reserves the right to adjust the Balance of Performance of this model or individual Car at any time of the Event. This may be to increase or decrease the performance of the Car(s) concerned.

4.1.3 In case certain models of Cars or individual Cars have a disproportional performance to the other Cars in its Class, the Promoter may propose a Class change and the Race Director can assign this Car to another Class in consultation with the Stewards.

4.1.4 For the complete BOP overview, refer to the Balance of Performance Publication of the specific Event. This BOP Publication will be published by the Promoter before the start of the Event on www.24HSERIES.com and also includes a list of eligible Cars per Class for the Event.

5. Specific Technical Equipment

5.1 Competition Numbers and Advertising Stickers

5.1.1 Competition numbers and advertising stickers will be issued at the Welcome Centre and must be fixed to the Car before scrutineering according to the instructions given.

The scrutineers will only accept Cars showing those competition numbers issued by the Promoter.

5.1.2 Two competition numbers must be affixed to each Car: on both sides, on the doors, to the illuminated background number panels if specified in the Supplementary Regulations of the Event. Illuminated back panels can be purchased at the Promoter.

5.1.3 If the compulsory competition number panels and race numbers do not fit properly (at discretion of the promoter) as per given instructions due to the design or construction of the doors, an alternative fixation must be agreed with the Promoter. The competition number panels may not be modified or cut without prior agreement of the Promoter.

5.1.4 If a competition number becomes loose and the Car cannot be identified by officials, the Race Direction may impose a penalty. In this case, the Race Director may require the loose or missing competition number to be fixed at the next pit stop.

5.1.5 Spare numbers and advertising stickers will be available at the Welcome Centre. The competition numbers and advertising stickers are free of charge. See Appendix 9 of these regulations for an example of the compulsory advertising stickers.

5.2 TRANSPONDER with Driver-ID

For all Classes a transponder with a Drivers ID is compulsory.

5.2.1 Valid transponders with 4 or 5 Driver IDs are:

- MYLAPS CAR DP-I transponder (previously the TranX260 DP-i transponder).
- MYLAPS X2 Transponder.

Such a Driver-ID transponder can be purchased at the official timekeeper.

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5.2.2 LED-indicator on transponder

Driver-ID transponders will flash in a pattern that indicates the position of the driver-ID switch (e.g. 3 flashes means driver 3).

If the transponder malfunctions, the competitor must consult the official timekeeper.

5.2.3 Transponder regulations

The transponder must be fixed with rivets or screws in front of the front axle of the vehicle at a maximum height of 80 cm from the track surface and without any metallic material or carbon fibre between the transponder and the track.

The maintenance, fixing and use of the timing devices are responsibility of the competitor. The malfunction will involve, during any practices or qualifying, a compulsory stop at the pit box to replace or repair it.

Should a competitor not have the correct type of transponder, the timing service may put one at the competitor's disposal against a corresponding renting fee and deposit.

The rental fee and deposit amount for a transponder will be mentioned in the entry form.

The renting fee and the deposit must both be paid in cash. The deposit will be reimbursed to the competitor after the Event and after having confirmed the correct functioning of the transponder by the official timekeeper.

Should the rented transponder be lost or not returned, there will be no right to reimbursement of the deposit.

The rented transponders will be issued during administrative checks and must be returned within 30 minutes after the race.

5.3 LUMIRANK display and STS Driver Information Display

5.3.1 LUMIRANK

Each Car must be fitted with a LUMIRANK display. The display and corresponding mounting instructions are provided by the Promoter at each Event. The rental of the LUMIRANK display is included in the entry fee, and a deposit must be paid. Any damage or required cleaning of the LUMIRANK display must be covered by the competitor.

During official sessions, the LUMIRANK display will show the Car's current overall position. The Promoter reserves the right to use the LUMIRANK display for further purposes. Any such further purpose shall be described in either the Supplementary Regulations of an Event of an official Promoter's communication.

Any information shown on the display during the Event, is for informational purposes only.

The LUMIRANK display must be powered by the Car's own 12V power supply and must be connected so that power supply to the display is ensured when the engine is switched off.

The LUMIRANK display must be mounted in the top passenger side corner of the front windshield and may not be covered by any windshield streamers.

5.3.2 STS Driver Information Display

Each Car must be fitted with an STS Driver Information Display (STS DID). The display and corresponding mounting instructions are provided by the Promoter at each Event. The rental of the STS DID is included in the entry fee, and a deposit must be paid. Any damage or required cleaning of the STS DID must be covered by the competitor.

During official sessions, the STS DID will show race related information to the driver inside the Car. This includes track status, flag signals, timing information and messages from the race director. The Promoter reserves the right to use the STS DID for further purposes. Any such further purpose shall be described in either the Supplementary Regulations of an Event of an official Promoter's communication.

Any information shown on the display during the Event, is for informational purposes only. See Sporting Regulations art. 28.5 for flag signals.

The STS DID must be powered by the Car's own 12V power supply and must be connected to that power supply to the STS DID is ensured when the engine is switched off.

The STS DID must be mounted on the dashboard inside the Car, in the driver's view.

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5.3.2 MyLaps X2 RaceLink

Each Car must be fitted with a MyLaps X2 RaceLink system. Both “Club” and “Pro” versions are permitted. The system can be purchased at the Official Timekeeper.

The MyLaps X2 RaceLink system must be installed according to the mounting instructions provided by the Promoter for an Event. The system must be used together with the official MyLaps RF antenna and GPS antenna. Both antennas must be placed on the roof of the car.

The MyLaps X2 RaceLink system is used to receive the live GPS position of each Car and is able to transmit data to the Car. Only the race director or his deputy is allowed to use the system to send data to the Car. The system may also be used to monitor the live speed of each Car.

5.3.3 LUMIRANK RGB tyre change light

Each Car must be fitted with a tyre change (RGB) light. The RGB light and corresponding mounting instructions are provided by the Promoter at each Event. The rental of the RGB light is included in the entry fee, and a deposit must be paid. Any damage or required cleaning of the RGB light must be covered by the competitor.

The RGB light shows a red or green light when the Car is in pit lane depending on the stint length for the current tyre according to art. 11.1 and art. 11.2 of the Sporting Regulations. If the stint length is less than 50 minutes, the light shows red and tyre changes are not permitted for the specific, according to Series Bulletin to Sporting Regulations no. 03/2025. If the stint length is more than 50 minutes, the light shows green and tyre changes are permitted for the specific Car and pit stop.

The RBG light must be mounted at the top of the windshield, in between the LUMIRANK display and the centre line of the Car. The RGB light may not be covered by the upper windscreen streamer.

5.4 Datalogger including air/boost pressure sensor

For select Classes and Cars a datalogger is compulsory. See art. 5.5.1 of this chapter.

The Promoter may decide upon waivers in consultation with the Race Director and/or Stewards of the Event.

5.4.1 Data logger requirements per Class

Note: All AIM dataloggers must be Evo 5 or Evo 6, except for the 992 Class, unless otherwise described below or in the BOP Publication of the specific Event.

Class	Data logger	Remarks
GT3	Evo 5 or Evo 6	All GT3 cars
992	COSWORTH Data Memory	All 992 cars, acc Porsche Parts Catalogue for Porsche 911 GT3 Cup (992)
GTX	Evo 5 or Evo 6	Selected Cars, see BOP Publication
GT4	Evo 5 or Evo 6	All GT4 cars
TC and TCX	Evo 5 or Evo 6	Selected Cars, see BOP Publication
All other Classes	Not required	The Organizer can, at his discretion, oblige teams on individual basis, to be equipped with a data logger. This will be published in the BOP Publication of the specific Event.

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5.4.2 For all Cars with compulsory data logger, 1 air pressure sensor (see art. 5.5.5 of this chapter) is compulsory to measure intake air pressure.

It is allowed to connect this pressure sensor via a tube.

Exceptions:

- For Cars, of the following Classes, without a turbo and without a restrictor, an air pressure sensor is NOT compulsory:
  - Class TC
  - Class TCX
  - Class TCE
  - Class GT4
  - Class 992
- Class GTX: For Porsche 991 & 992 models in Class GTX, with Porsche 991 Cup (991 I or 991 II) or Porsche 992 Cup engines, an air pressure sensor is NOT compulsory.

5.4.3 For all Cars with Turbo, additional Boost pressure (Pboost) sensor (see art. 5.5.5) is compulsory. One sensor for each cylinder bank.

The Pboost sensor may not be mounted directly onto the manifold but must be connected by a tube and fixed to the chassis where it is free of vibration and heat and visible for scrutineering checks

5.4.4 For Class GT3 Cars with Turbo, additional Pboost sensors may be required: one sensor must be fitted for each cylinder bank. The sensors must be positioned according to the homologation of the Car.

For Class GT4 and GTX, if the Car has two (2) Turbos in the same manifold, it can use a single pressure sensor to measure the Pboost. If the Car has two manifolds, it is obligatory to use two (2) pressure sensors (one sensor for each cylinder bank).

This may also apply to other Cars, at discretion of scrutineering. This will be mentioned in the balance of performance publication of the specific Event.

5.4.5 Brand and model pressure sensors

All pressure sensors referred to in art. 5.5 must be:

AIM pressure sensor X05PSA00005B10AK, measuring range: 0 – 5 bar absolute.

The Promoter may in consultation with the Race Director and/or Stewards of the Event make an exception.

5.4.6 Position of sensors

The Pboost sensor tube needs to be positioned in the engine manifold, after the throttle, always measuring the Pboost, at discretion of Scrutineering. The Pboost sensor itself may not be installed inside the engine compartment.

The Promoter may prescribe additional Pboost sensors for specific Cars. This will be mentioned in the balance of performance publication of the specific Event.

5.4.7 Datalogger and Sensor mounting instructions

The datalogger, its components and all sensors described in this article must be mounted according to AIM Scrutineering instructions, at the following link:

http://www.aim-scrutineering.com/AIM-Scrutineering_ProductsInformation.pdf

5.4.8 Pboost measurement for Cars with turbo engines

The Control of Pboost strategy method will be described in the BOP Publication of the specific Event.

One parameter of this method will be the barometric pressure at the track.

For select Classes or Cars, the max. Pboost value will depend on the barometric pressure at the track during the Event. For this reason, at the beginning of the Event, the actual barometric pressure at the track will be measured and published and will be fixed for the entire Event.

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For select Classes or Cars, the max. Pboost value will be independent of the barometric pressure at the track. In this case the barometric pressure used in the Control of Pboost strategy method will be equal to the pressure as the BOP is defined.

In case the max. Pboost is independent of the barometric pressure at the track, it will be specified with the Pboost specification.

The method (Control of Pboost strategy) is per lap within each session, at discretion of Scrutineering.

5.4.9 USB data stick/SD-card

For all Teams except 992 Teams, a USB data stick/SD-card will be made available by the Promoter for the purposes of recording the information form the data logger. These must be installed by the competitors.

For 992 Teams, see App. 6 art. 10 of these regulations. The remainder of this article remains applicable for Class 992.

Teams must return the USB data stick/SD-card to scrutineering, according to the Event Timetable.

In case a team has not returned the USB data stick/SD-card in time, this will be reported to the Race Director, and he may impose a penalty at his discretion.

The data logger must be properly installed and configured in compliance with the installation instructions per approval of scrutineering. The logger must be connected to the CAN bus of the engine control unit (ECU). For most Cars, the sensor signals listed in the table in art. 5.5.15 of this chapter must be made available to scrutineering.

The competitors themselves are responsible to obtain the data logging system including the necessary sensor systems and must ensure that the system is working perfectly.

A deposit might be required by the Promoter to ensure the due return and the due exchange of the data memories.

5.4.10 For purchasing or rental information of the AIM Evo 5 or Evo 6 data loggers, please contact:

AIM Scrutineering

- Email: technical@aim-scrutineering.com
- Phone: +34 93 688 2513
- Website: www.aim-scrutinering.com

For the technical information, please use the following link:
http://www.aim-scrutineering.com/AIM-Scrutineering_ProductsInformation.pdf

For placing orders, please use the following template:
http://www.aim-scrutineering.com/ORDER_SHEET_CREVENTIC.xlsx

5.4.11 The Organiser reserves the right to read out the data at any time during the Event. Any irregularity may result in a penalty.

5.4.12 The GPS antenna of the data logging system must be fixed on top of the roof of the Car, see article 5.5 of these regulations.

5.4.13 The collection of the following data signals must be ensured by the competitor:

- Engine speed
- Vehicle speed (GPS signal)
- Vehicle speed (from ECU)
- Position of the throttle valve
- Intake system pressure
- Transversal acceleration (internal sensor)

The Organiser reserves the right to order additional data to be recorded.

5.4.14 A deposit may be required by the Promoter to ensure the due return and the due exchange of the data memories.

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5.4.15 Performance characteristics throughout the season

For all Cars with an obligatory datalogger, the performance characteristics parameters recorded during the first appearance during the 24H SERIES season are generally considered as the reference parameters for the remainder of the season. All recorded performance characteristics parameters recorded during a race should therefore comply with the parameters recorded during previous 24H SERIES races of the season. The Promoter reserves the right to define these performance characteristics parameters to specific values as part of the Balance of Performance publication.

The Race Director reserves the right to penalize any deviation from the previously recorded performance characteristics parameters at his discretion.

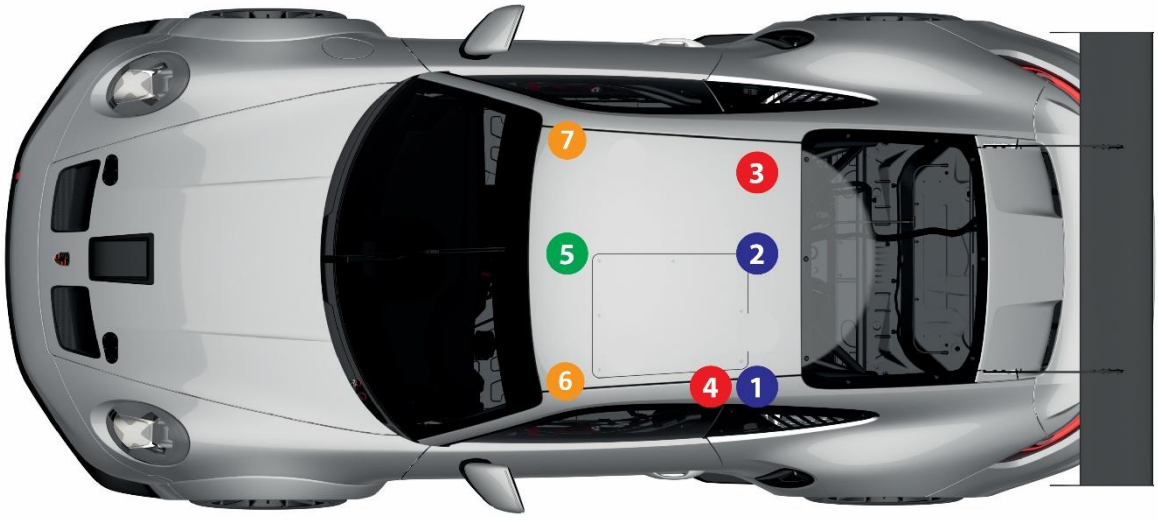
The following link shows the parameters which must be made available via the CAN-protocol:

This is also the link for submitting the requested data channels:

http://www.aim-scrutineering.com/CAN_Specifications_AIM_Scrutineering.xlsx

5.5 Antenna locations on roof

Various antennas (radio, onboard, GPS, other) must be installed on the roof of the car according to the below layout.



1 AIM GPS Antenna
2 Radio Antenna
3 X2 Racelink Club RF RX/TX Antenna
4 X2 Racelink GPS Antenna
5 Onboard Camera Antenna
6 + 7 Available spot for other telemetry antenna

Part 3 and 5 are mandatory to be mounted via a hole through the roof of the car.

6. Ballast and Maximum Permitted Weight

6.1 Ballast

6.1.1 If the weight of the Car must be supplemented with ballast to comply with the minimum weight as stipulated in the present regulations and this weight cannot be achieved by corresponding permitted modifications in or to the Car, this ballast must be fixed inside the Car as follows:

- Ballast box must be according to homologation.
- Ballast weight must be installed according to FIA App J.
- Ballast box must be as described in this article.

6.1.2 During any practice, qualifying, and race, ballast must be fixed inside the Car on the passenger side in a metal container with the following minimum dimensions:

- Bottom surface: 1600 cm²
- Height: 50 mm
- Wall thickness: 2 mm

6.1.3 This container must be fixed on the floor panel. It must be closed with a solid, screwed cover and offer the possibility to affix seals. The weights inside the container must also be secured.

If the cover serves to secure the weights, it must be appropriately solid, have at least four fixation points for closure and offer the possibility for seals to be affixed.

6.1.4 The container, the cover and the weights must be installed in such a way that they are capable of withstanding accelerations / decelerations of at least 25 g without any damage.

6.1.5 At least four fixing screws with a minimum of M8 mm, 10.9 quality are compulsory. If necessary, the floor panel is to be provided with a reinforcing plate.

6.1.6 The container will be sealed every time an additional weight has to be applied. The seals must be present at any time during the Event. If a seal is missing, all practice/qualifying times of the team concerned may be cancelled or the penalties laid out in the International Sporting Code may be applied.

6.2 Maximum Permitted Weight

6.2.1 If the maximum permitted weight of the Car as listed in the Car registration papers is below the required minimum weight for the Class concerned, the Car cannot be accepted.

6.2.2 No Car in racing condition may exceed the weight specified for the corresponding Car as maximum permitted road legal standard weight.

6.2.3 Documents including the maximum permitted road legal standard weight must be supplied by the competitor upon request from the Promoter or scrutineering.

7. Fuel Tank Capacity and Refuelling

7.1 Class GTX, TCX, TC, SP4

The maximum fuel tank capacity for the Class GTX, TCX, TC, and SP4, is 120 Litre, unless explicitly described otherwise.

7.2 The maximum refuel amount mentioned in the BOP Publication for the specific Event is the maximum refuelling amount (Litres) per refuelling session.

For the avoidance of doubt, if a Car's fuel tank capacity is larger than the maximum refuelling amount specified for the Car, it is permitted to start the race with more fuel in the tank than in specified in the BOP Publication as maximum refuel amount.

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8. Data Communication

Data communication from Car to pits is permitted.

Data communication from pits to Car is not permitted.

Normal two-way radio communication to the driver is permitted.

Text messages to driver is permitted.

9. Permitted modifications for Classes GT3, 992 and GT4

Unless otherwise specified in these regulations, Supplementary Regulations, or bulletins, modifications are permitted relative to the specific cup regulations, homologations and/or technical forms, for the following Classes:

- Class GT3
- Class 992
- Class GT4

See table below for permitted modifications.

Item	Permitted modifications for Classes GT3, 992, and GT4
Brake pads	Brand, model type and dimensions are free.
Brake discs	Only brand is free. Diameter of the disc, inner and outer diameter of the friction surface of the disc, thickness of the disc, and material must all be according to: • Class GT3 and GT4: Homologation. • Class 992: acc. Porsche Mobil1 Supercup regulations, see appendix 6.
Brake cooling **Not applicable for Class 992**	May be added and/or modified, with the following limitations: Any modification or addition of brake cooling must have the clear purpose of brake cooling. Only brake cooling with air is permitted A maximum of two pipes/hoses to bring the air to the brakes of each wheel is permitted, including pre-existing pipes/hoses. The total inner section of all air pipes to a single wheel is limited to a maximum of 227 cm^2. The use of electrical blowers/fans is permitted. Modifications and/or additional holes in the front bodywork are permitted, with the following limitations: • With the sole purpose of brake cooling. • Maximum of 4 holes. • Maximum dimension per hole 400 cm^2. • To each hole in the front bodywork, a pipe or hose must be connected, to be directed to the brakes. The modification or addition of air ducts to the brakes is permitted. Protection shields may be added or modified. Mounting of additional parts, with the clear purpose to improve brake cooling, is permitted. The pipes/hoses or any other part related to the brake cooling must not extend beyond the perimeter of the Car, as seen from above.
Headlights	See Chapter I art. 3.7 of these regulations.
Windows	Side windows must be of safety glass or plastic. If polycarbonate, the minimum side window thickness is 3 mm. If plastic, the minimum side window thickness is 5 mm. A window heater for defogging is permitted. Must be transparent, at the discretion of scrutineering
Driver ventilation	For the purpose of driver ventilation, installation of air vents into the side windows is permitted.

Item	Permitted modifications for Classes GT3, 992, and GT4
Protective grating in front bumper	May be replaced by more robust protective grating. Mounting of additional protective grating in and for air openings is allowed.
Front and rear wheel arch	Following modifications are allowed: • Protective grating may only be installed inside the rear wheel arch with the sole purpose of preventing tyre pickup coming in contact with the exhaust. • It is permitted to reinforce the wheel arch, to avoid damage due to tyre-rubber pick-up due to endurance It is permitted to close gaps in the wheel arch with the sole purpose to avoid rubber pick-up coming in contact with the exhaust, engine, or other fragile parts.
Seatbelts	The original seatbelts may be replaced by FIA approved seatbelts according to FIA App J Art 253-6. However, the original mounting positions must be retained.
Seat	The original seat may be replaced by an FIA homologated seat.
Fuel inlet	For cars with fuel inlet on the side, it is allowed to have fuel inlets on left- and right-hand side. Please note: only ONE fuel inlet may be used during refuelling, see art. 21.3.2 of the Sporting Regulations.

10. Technical Regulations Group "Silhouette Cars and Sports Cars"

10.1 Eligible vehicles

The group is a group of vehicles built for racing.

There is no specific Class for Silhouette Cars and Sports Cars. Silhouette Cars and Sports Cars will be assigned to the most suitable Class by the Promoter.

Each Silhouette Car or Sports Car will be admitted on individual basis.

10.1.1 Apart from the technical regulations as described in this article, all sporting & technical regulations applicable for the assigned Class are also applicable for the particular Silhouette Car or Sports Car.

10.1.2 Only closed cockpit Silhouette Cars and Sports Cars are admitted.

Only Silhouette Cars and Sports Cars with a minimum weight of 750 kg are admitted.

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

10.2 Minimum Weight

10.2.1 See Balance of Performance publication of the specific Event.

10.2.2 Only Cars fulfilling the prescriptions of FIA ISC App J Art 277-3 will be accepted.

10.3 Safety

- All Silhouette Cars must comply with the provisions of the FIA App J Art 277 – Category II-SH
- All Sports Cars must comply with the provisions of the FIA App J Art 277 – Category II-SC
- The chassis (tubular frame) and safety structure of all Silhouette Cars must be approved by the ASN and/or the FIA and the origin must be mentioned.
- The body of all Silhouette Cars must be approved.
- All other safety regulations apply as per Art 3 of this Chapter.

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Chapter II - Technical Regulations Group "24H Special" for Cars of Classes GTX, TCX and TC

Note: This Chapter is only applicable for Classes GTX, TCX and TC

1. Eligible Vehicles

1.1 The Promoter decides upon the eligibility of the vehicles.

If the Car model in question was built in small numbers only, the Car owner is recommended to contact the Promoter about the eligibility of the Car.

Nationally homologated Cars may be admitted.

The Promoter will decide upon possible waivers.

1.2 **General requirements**

- Closed cockpit Touring Car or GT Car
- Spark ignition, rotary, or diesel engine, or electric / hybrid
- Model year 1996 or younger. The last year of construction of the model is decisive
- 4 non-aligned wheels
- Minimum series height: 1100 mm
- Maximum series height: 1600 mm
- Upper performance equivalent of GT2 cars
- Car roof must be a solid and closed structure
- In case of tubular space frame Cars, the chassis and safety structures must be approved by the ASN and/or FIA and the origin must be mentioned

1.3 Mudguards must be rigidly connected to the bodywork. Co-steering mudguards are prohibited. The series and the race Car must have solid bodywork between the front and rear wheels.

1.4 Cars with exposed wheels are not permitted.

1.5 The series Car which represents the basis for the race Car must be qualified for obtaining a road licence for public traffic in Europe. In cases of doubt, the competitor must furnish proof by submitting a General Certification (ABE) or an Individual Certification (EBE) or another corresponding certificate.

1.6 The series Car which provides the basis for the race Car must have been built in at least 4 identical units. The competitor must furnish proof hereof.

1.7 Car manufacturers are accepted as manufacturers if they admitted and registered with the German Federal Motor Vehicle Registration Agency ("KBA"). For the interpretation of the present Regulations, to be accepted as a manufacturer, a minimum number of 1.000 units of a series production Car (independent of the basic vehicle for the race Car) must have been built and be available through the normal commercial dealer channels. The regulations in connection with the list are not affected by the provision.

1.8 Series production Car: For the interpretation of the present Regulations, a series production Car is a Car which complies with the above-mentioned provisions, amongst others in relation to the Car height, production numbers, manufacturer, road licensing, etc.

2. General

Anything which is not expressly authorized by the present Regulations is forbidden. Any part worn through use or accident can only be replaced by an original part identical to the damaged one. Authorized modifications may not result in forbidden modifications.

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3. Engine

3.1 The engine and its components, namely the engine block, crankcase, and cylinder head, must be produced by the same manufacturer, unless otherwise homologated.

The engine must remain inside the original engine compartment.

The Promoter will decide upon possible waivers.

3.2 Turbocharging and/or supercharging is permitted if it complies with the manufacturer's production for the series production model which serves as basis for the race Car. For spark ignition engines, the turbocharging and/or supercharging for the corresponding series production Car must be made with spark ignition engine.

Vehicles of the same model range of a manufacturer are considered to be series production Cars. The model year restrictions specified in this chapter must be respected.

3.3 In case of turbocharging, the nominal cylinder capacity will be multiplied by 1.7 and the Car will pass into the Class corresponding to the cubic capacity Class thus obtained.

In case of a mechanical supercharger (e.g. compressor), the nominal cylinder capacity will be multiplied by 1.4 and the Car will pass into the Class corresponding to the cubic capacity Class thus obtained.

In both cases, if in a Class requirement the cubic capacity is mentioned as: Supercharged engines up to a specific cubic capacity, the coefficient (1.4 or 1.7) does not apply.

3.4 The supercharging system must remain original. This means that a naturally aspirated engine must remain a naturally aspirated engine, an exhaust-gas turbocharger engine must remain an exhaust-gas turbocharger engine etc. The make and the design of the supercharging system are free.

3.5 The installation of an intercooler is free.

3.6 The cubic capacity equivalence formula for rotary engines covered by NSU Wankel patents is as follows:

The equivalent cubic capacity is 1,5 x the volume determined by the difference between the maximum and minimum capacities of the combustion chamber.

3.7 The lubrication system is free.

3.8 Air feed as well as auxiliary devices and radiators are free.

All vehicles must be able to refuel directly with a commercial type of hose as used in usual service stations. Therefore, the refuelling opening of the tanks must allow for this operation.

4. Exhaust System

4.1 The orifice(s) of the exhaust pipe must be located at the rear or the side of the Car. The orifice of an exhaust pipe directed to the side must be located behind the centre of the wheelbase.

4.2 No exhaust pipe may protrude beyond the perimeter of the Car's bodywork. Any exhaust pipe orifice must be situated less than 10 cm from this perimeter in relation to the external edge of the bodywork.

4.3 The exhaust system must be a separate component and be located outside the bodywork and the chassis. The exhaust system is free.

4.4 It is permitted to apply openings with a total surface of maximum 100 cm² in the rear body apron for the purpose of the passage of the exhaust pipe orifice. The lower side of the opening must end at the lower edge of the rear body apron. Should there be original standard openings for the passage of the exhaust gas above this area, these openings may be used, provided they do not end at the lower edge of the rear body apron.

4.5 All Cars are recommended to be fitted with a catalytic converter.

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5. Drive Train

5.1 All Cars must have a reverse gear which, at any time during the Event, can be selected while the engine is running and be used by the driver when seated normally.

5.2 Four-wheel drive is only permitted if fitted as original equipment in the model concerned.

5.3 Clutch, final drive and all drive-train components are free.

The gearbox is free (for example sequential gearbox). The gearbox must, however, remain in its original location. A reverse gear is compulsory.

All gear changes must be made mechanically. Automatic or semi-automatic gearboxes are only permitted if this operating principle complies with the original gearbox and the standard gearbox housing is retained.

5.4 If the original vehicle is two-wheel drive, the drive layout may not be changed.

5.5 The addition of any kind of intermediate ratios is permitted.

For Cars originally equipped with a permanent four-wheel drive, one drive axle may be disconnected.

Differential as well as the associated cooler and pumps are free.

6. Wheels and Tyres

6.1 All wheels must be made from homogeneous metallic materials.

6.2 The wheel design is free provided that they can be housed within the original bodywork: the upper part of the complete wheel (tyre including the rim flange), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically.

6.3 Wheel fixation systems are free.

6.4 In no case may the rim/tyre width, in relation to the cubic capacity or the fictive volume of the Car, exceed the following values:

up to and including 1.400 cc: 8,5”

over 1.400 cc up to and including 1.600 cc: 9,0”

over 1.600 cc up to and including 2.000 cc: 10”

over 2.000 cc up to and including 2.500 cc: 10,5”

over 2.500 cc up to and including 3.000 cc: 11,5”

over 3.000 cc: 14,0”

The width may be measured at any point of the rim including rim flange (not wheel disc) with the exception of the tyre contact area.

6.5 The spare wheel and its attachment parts may be removed.

7. Ground Clearance

No part of the Car, with the exception of the rims and/or tyres, may touch the ground when both tyres situated on the same side of the Car are deflated. In order to check this point, the air valves of the tyres on the same side of the Car will be removed. The ground clearance is checked without passengers.

This test must be carried out on a relatively flat surface. It is left to the competitor's discretion to remove the tyres from the rims before the check of the ground clearance.

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8. Braking System

8.1 A dual-circuit brake system operated by the same pedal and having a simultaneous effect on the front and the rear wheels is compulsory.

The remainder of braking system is free; however, any carbon fibre parts are forbidden excluding the brake pads.

8.2 **Cooling of Brakes**

Protection shields may be added or modified.

A maximum of two pipes/hoses to bring the air to the brakes of each wheel is permitted, including pre-existing pipes/hoses.

The total inner section of all air pipes to a single wheel is limited to a maximum of 227 cm^2.

The pipes/hoses or any other part related to the brake cooling must not extend beyond the perimeter of the Car, as seen from above.

9. Steering

The steering system may not act on the rear axle.

The remainder of the steering system is free; however, the power steering may not be installed inside the cockpit unless it is serial. It is permitted to install steering angle limitations.

10. Suspension and Shock absorbers

10.1 Shock absorbers are free. In the case of oil pneumatic shock absorbers, lines and valves connected to the spheres are free.

Electronic height adjustment is forbidden.

Ride height may only be adjusted by a mechanic using tools in the pit. It may not be adjusted electronically or pneumatically.

10.2 All shock absorber parts must be made of homogeneous metallic material and may not be chrome plated.

10.3 The shock absorber mounting points to the body shell or chassis may be modified.

Strengthening of the mounting points of shock absorbers parts on the body side, by adjunction of material, is permitted.

10.4 Anti-roll bars may not be adjustable from the cockpit.

11. Cockpit

11.1 **Seats**

The passenger seats and the rear seats (including the backrest) must be removed during the Event. The driver's seat must comply with the requirements set out in Chapter I of these regulations.

11.2 **Dashboard**

The dashboard is free, but it must not have any sharp edges.

11.3 **Pedal Boxes**

Pedal boxes may be installed.

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11.4 Doors – Side trim

It is permitted to remove the soundproofing material from the doors, but the doors must be equipped with door trims.

This trim may be original or be made of a metal sheet with a thickness of minimum 0,5 mm or of another composite material with a minimum thickness of 2 mm. In the case of a two door Car, the trim situated beneath the rear side windows must also comply with the above provisions.

It is permitted to remove the interior trim from the door in order to install a side protection panel which is made from composite material side pad (lateral protection integrated in the side protection bar). The minimum height of this panel must extend from the base of the door to the maximum height of the door strut.

It is permitted to replace electric window winders with manual ones.

11.5 Floor

Carpets are free.

11.6 Other sound proofing materials and trim

Other padding materials may be removed.

11.7 Heating system

The original heating system may be replaced by another one. It is permitted to remove or to blank off the water supply of the internal heating device, in order to prevent water spillage during an accident, provided an electric demist system or similar is available. The heating system may be removed partly or completely, provided that a windscreen which can be heated with electric resistance, or an electrical blower is installed. The air guiding components are free. The air outlet openings must be standard parts and may not be modified. The electrically heated windscreen must be made of laminated glass with design certification and comply with the standard exterior shape.

11.8 Air-conditioning

Air-conditioning is free.

11.9 Steering wheel

The steering wheel is free, but it must have a constant cross-sectional, closed steering-wheel rim.

It is permitted to place adapters between the steering wheel and the steering column. These adapters may be connected or welded to the steering wheel and the steering column by means of separable fixations. The anti-theft steering lock device must be made inoperable. The vertical installation angle of the steering column may be modified in the area of the dashboard through the fixation of adapters.

The steering can be on either the right or left provided that it is a question of a simple inversion of the steered wheels control, laid down and supplied by the manufacturer without any other mechanical modifications except those made necessary by the inversion.

The rear removable window shelf in two volume Cars may be removed.

11.10 Air pipes

Air pipes may only pass through the cockpit if these are intended for the ventilation of the cockpit.

11.11 Additional accessories

All those accessories which have no influence on the Car's performance are permitted. In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or road holding directly or indirectly. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility.

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11.12 The following is also permitted

- Measuring instruments may be installed, replaced, or adapted to have a different function. The speedometer may be removed.
- The horn may be changed or an additional one added or removed.
- Circuit breakers may be freely changed vis-à-vis their use, position, or number in the case of additional accessories.
- A "fly-off" hand brake may be installed.
- Additional compartments may be added to the glove compartment and additional pockets in the doors provided they use the original panels.
- Insulating material may be added to the existing bulkhead to protect the passengers from fire.
- The washer system is free but there must be at least 1 windscreen wiper provided for the windscreen.
- Unused supports may be removed.

12. Electrical System

12.1 The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.

The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables.

Electric cables and their sleeves are free.

12.2 The make and capacity of the batteries is free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks. The number of batteries laid down by the manufacturer must be retained. Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts.

For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counter plate at least 3 mm thick and with a surface of at least 20 cm^2 beneath the metal of the bodywork.

12.3 If a wet battery is used, the battery must be covered by a leak proof plastic box, attached independently of the battery. Its location is free, however if in the cockpit is only permitted behind the front seats. In this case, the protection box must include an air ventilation pipe with its exit outside the cockpit.

12.4 The fuses in the electrical circuit and the fuse carriers are free.

12.5 All lighting and signalling devices must comply with the legal requirements or with the International Convention on Road Traffic.

The operating system of any retractable headlights, as well as its energy source, may be modified.

The frontal glass may be covered with a clear transparent film.

Lighting equipment (according to FIA App J Art. 259-8.4.1 to 8.4.3)

All lighting equipment must be in working order throughout the competition, even if the competition is run entirely in daylight.

All Cars must be fitted with two red stop lights and two red rear lights. They must be located symmetrically on either side of the longitudinal axis of the Car and must be mounted in a visible position.

For night races, all Cars must be fitted with at least two headlights, and with direction indicators mounted at the front and rear of the vehicle (with side indicators mounted to the rear of the front wheel axle).

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13. Fuel Tanks

13.1 According to FIA App J Art 253-14, the fuel tank must be a FIA approved safety fuel tank homologated by the FIA (specification FT3-1999, FT3.5-1999 or FT5-1999).

The number of tanks is free, and the FIA approved safety fuel tank(s) must be placed inside the luggage compartment* or in the original location (exception: see Art. 13.5 of this chapter).

The total fuel capacity may not exceed the limit corresponding to each of the Classes.

*A luggage compartment of a Car is defined as a compartment, which is separated from the cockpit, by a fluid proof separation as from the original serial production Car. (See FIA App J Art 251)

13.2 Tank fillers and caps (according to FIA App J Art 259-6.4.1 – 6.4.3):

All filler and vent caps must be designed to ensure an efficient locking action which reduces the risks of accidental opening following a crash impact or incomplete closing after refueling.

The tank fillers, vents and caps must not protrude beyond the bodywork.

The tank fillers, vents and breathers must be placed where they are not vulnerable in the Event of an accident.

13.3 The construction of collector tanks with a capacity of less than 1 litre is free.

13.4 It is possible to fit a radiator in the fuel circuit with a maximum capacity of 1 litre.

13.5 The accommodation of the fuel tank inside the cockpit is authorized provided that the following prescriptions are respected:

- All fuel tanks must be placed behind the front edge of the standard rear seat bench or heel plate (exceptions to this rule, at strict discretion of scrutineering).
- Attachment to the bodywork with at least 40mm wide and 2mm thick metal straps, two times longitudinal and once transverse to the Car's longitudinal axis. The straps must be positioned around the box. Alternatively, a fixation to the bottom of the box with at least 10 M8 screws or 16 M6 screws is possible.
- A liquid proof bulkhead or box must be made of CFRP, GFK, metal or honeycomb sandwich construction.
- A sandwich construction must have a minimum thickness of 10 mm and a fire-proof core with a deformation resistance of at least 18 N/cm^2 (24 lb/in^2). Aramid fibre is permitted. The sandwich construction must have two skins with a thickness of 1.5 mm each and a tensile strength or at least 225 N/mm^2 (14 tons).
- If a sandwich construction is not used, a shock absorbing foam with a thickness of at least 15 mm and a liquid tightness of at least 35 kg/m3 must be provided between the attached box and the fuel tank.
- The fuel tank must always be refilled from the exterior.
- All fuel lines must comply with the current prescriptions as specified in FIA App J Ar 253-3.2
- All fuel lines situated inside the cockpit must be continuous.
- The tank filler may be placed anywhere on the bodywork with the exception of the roof.
- Fuel tank filler in rear side window is allowed.
  The filler hose must be flexible and have two walls.
- The name of the manufacturer and the date of manufacture must be visible. Alternatively, the badge provided by the tank manufacturer and belonging to the tank must be placed at a visible location.
- A non-return valve must be installed on the filler hose.
- The main tube of the rollover structure must have two diagonal members or equivalent tubes.
- Fuel pumps must be separated from the cockpit by a bulkhead.

13.6 The obligation for 15 mm foam or cross members in the rollover structure is only applicable if the fuel tank assembly (tank including filler hose) is totally or partially located inside the cockpit or the theoretical cockpit for two volume Cars. Otherwise, the fuel tank must be located in the luggage compartment or in its original standard position.

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13.7 For the sole purpose of the fixation of the tank filler neck, the rear side windows may be replaced by windows made of polycarbonate with a minimum thickness of 5 mm or by another fuel proof suitable material with a minimum thickness of 5 mm. Design and position must comply with the original rear side windows.

Refuelling through the luggage compartment is permitted.

If the filler neck is fitted inside the boot lid or hatchback, the filler neck must not be rigidly connected to the lid or hatchback. If the filler neck is fitted inside the hatchback, it must be positioned below the upper edge of the rear window.

14. Bodywork

14.1 The total width of the bodywork may not exceed 205 cm excluding mirrors, unless wider homologated.

14.2 Front and rear spoilers are free, provided that the following prescriptions are respected for non-standard or non-FIA homologated devices:

- Aerodynamic devices must be added to the original exterior bodywork and may not fundamentally modify the original exterior shape of the bodywork.
- Front aerodynamic devices may not protrude by more than 20 cm to the front over the frontmost edge of the original bodywork.
- Rear aerodynamic devices may not protrude by more than 40 cm to the rear over the rearmost edge of the original bodywork.
- The front spoiler width is limited to the dimension between the outer points of the front mudguards.
- The width of the complete rear spoiler including end plates is limited to the dimension between the outer points of the rear mudguards. The rear spoiler must be provided with end plates, each of which may have a maximum dimension of 400 mm x 250 mm and a minimum thickness of 10 mm. The end plates must not have any sharp edges.
  The rear spoiler may have maximum two flaps which must be completely located between the two end plates. The flaps may be adjustable in steps but not may be continuously adjustable and not whilst the Car is moving.
- The rear spoiler assembly, including wing and wing end plates, may not be higher than 20 cm above the roof of the Car.
- Standard spoilers may be removed.

14.3 The floor assembly and the rear apron must comply with the original version. Exceptions to this are listed in this chapter.

Panels or aerodynamic devices may be fixed to the floor assembly.

14.4 Two openings may be applied in the bulkhead: between the engine compartment and the cockpit and between the luggage compartment and the cockpit, to allow the passage of pipes. The maximum diameter for each opening is 50 mm. After the passage of the pipes, any remaining openings must be closed.

14.5 **Doors, Engine Bonnet, Boot Lid and Roof**

The material used for the doors, bonnet, boot lid and roof is free, provided that the exterior original shape and the original door locks remain unchanged.

The type of fastening device for the bonnet and boot lid is free. If the material or fastening device for the bonnet or boot lid is not original, two additional safety fasteners securing the bonnet or boot lid must be affixed to the bonnet or boot lid.

The maximum of one opening in the shape of a Naca duct with the maximum dimensions of 200 x 300 mm may be applied in the bonnet cover but it must not protrude to the outside of the engine cover. It must however be designed in a way to prevent the view onto any mechanical components. Any relief resulting from the opening must be covered by a fine meshed grid (mesh size maximum 5 x 5 mm) which re-establishes the original form.

The airbox is free.

It must in any case be possible to replace the modified doors and bonnets by the original ones.

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14.6 Mudguards

Material and design of the mudguards is free, however the design of the wheel openings – not their dimensions – must remain original.

The mudguards must cover at least 1/3 of the wheel circumference and at least the total tyre width. It is permitted to install openings for cooling in the mudguards. Air inlets located behind the rear wheels in the wheel cover must be designed so that the tyres are not visible in the horizontal plane.

The dimensions of the mudguards are defined in FIA App J 251-2.5.7.

The interior of the mudguards is free (not the wheelhouse), where mechanical components may be applied.

Sharp edged bodywork parts in the area of the wheel arch which might damage the tyres or other rotating parts may be folded back.

The plastic soundproofing parts may be partly or completely removed from the interior of the wheel passages. These plastic elements may be partly or completely changed for other elements of the same shape.

Original wheel arch openings may be closed partly or completely provided that the original wheel arch contour respectively the basic shape remains original.

14.7 Wheel arch/Inner wing panel

Wheel arches/inner wing panels delivered by the Car manufacturers, or their sports department are permitted, provided that the minimum of four bodywork parts in this configuration were factory produced. A Motor Vehicle Construction and Use Regulations admission is not relevant for this purpose. The competitor must furnish proof in cases of doubt.

14.8 Unused supports which do not have any influence on the bodywork rigidity may be removed, provided they are screwed supports.

14.9 Reinforcement of transversal struts

Transversal struts between identical axle pivot points on the right and the left may be installed on the upper, lower,

front and rear side but they must be removable and be screwed to the mounting points of the shock absorbers or in its vicinity; on the upper side, three bores may in addition be applied on each side.

15. Glass Surfaces and Material

15.1 The original surfaces of the side windows must be retained. Sliding windows are permitted. The fixation of the windows and the operating mechanism of the side windows are free.

It is permitted to install ventilation systems into the side windows for better ventilation.

15.1.1 Windscreen and windows

The windscreen must be of laminated glass or of a polycarbonate.

If a windscreen made of polycarbonate is used, the thickness must not be less than 5 mm and it must be in good condition at any time during the Event at the discretion of scrutineering.

The windows must be of safety glass or polycarbonate.

If polycarbonate, the thickness must not be less than 3 mm.

Cars with laminated windscreens which are damaged to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the competition, will be rejected.

Films, stickers, and spraying are not allowed, except those authorised by the Promoter.

Synthetic screens may not be tinted. Tinted glass screens are only permitted if they are original for this Car.

The fitting of an additional windscreen washer tank or of one with a greater capacity is permitted with the sole purpose of the cleaning of the windscreen.

15.2 It is not permitted to position connectors for pneumatic jacks or similar in the windows.

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Appendix 1 – Class TC: Technical Regulations

1. Applicable Technical regulations:

- Chapter I of these regulations (Technical regulations for all Cars).
- Chapter II of these regulations (Technical regulations group “24H Special”).
- This appendix

2. Eligible Cars

- Petrol Touring Cars: at discretion of the Promoter
- Diesel Touring Cars: at discretion of the Promoter

Performance guideline: Cars that are slower than Class TCX.

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

A list of eligible cars will be published in the BOP Publication of the specific Event.

If your car is not listed in the BOP Publication, please make an individual request to the Promoter.

2.1 Eligibility guideline

The following Car groups, based on their cylinder capacity, are eligible in Class TC. The Promoter reserves the right to accept or refuse any other Car if it matches the performance guideline.

- Touring Cars - up to 2000cc
- Touring Cars, supercharged - up to 1600cc
- For Diesel Cars the turbo charging coefficient does not apply

3. Diesel Cars: Exhaust Gases, Smoke Formation

High exhaust emission levels and smoke/soot emission are prohibited.

The Race Director has the right to signal, by showing the black flag with orange disc, a Car producing more smoke than normal, to come to the pits in order to carry out an appropriate repair.

For any Diesel Car, it is mandatory to install the following:

- Catalytic converter
- Particulate Filter

4. Balance of Performance

Handicap regulations may be established for certain models of Cars or even for individual Cars, including but not limited to extra ballast, boost pressure limitation and/or air restrictors.

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Appendix 2 – Class TCX: Technical Regulations

1. Applicable Technical regulations:

- Chapter I of these regulations (Technical regulations for all Cars)
- Chapter II of these regulations (Technical regulations group "24H Special")
- This appendix

Silhouette Cars and Sports Cars may be accepted in this Class. For these Cars, the additional technical prescriptions of Chapter I of these regulations, art. 10 apply.

2. Eligible Cars

2.1 Group TCX, exceptional Cars, is a Class generally meant for special Touring Cars and select GT Cars, with the maximum performance of GT4 Cars.

2.2 Power to weight guideline is approx. 3.1 – 4.0 kg/hp.

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

A list of eligible cars will be published in the BOP Publication of the specific Event.

If your car is not listed in the BOP Publication, please make an individual request to the Promoter.

3. Technical regulations Class TCX

3.1 By participating in Class TCX and in case the Car will be (by incident) too fast at discretion of the Race Director the team will accept and cooperate with any type of balance of performance.

3.2 Before the start of the Event the Promoter decides on the admission of a Car and upon possible waivers.

During the Event the Race Director decides about the admission of a Car and upon possible waivers.

3.3 There is no subdivision into cylinder cubic Classes for TCX.

3.4 Engine

Turbo coefficient as per Chapter II applies to petrol engines.

3.5 Balance of Performance

Handicap regulations may be established for certain models of Cars or even for individual Cars, including but not limited to extra ballast, boost pressure limitation and/or air restrictors.

3.6 Refuelling amount

The maximum refuelling amount will be part of the Balance of Performance.

3.7 Diesel Cars: Exhaust Gases, Smoke Formation

High exhaust emission levels and smoke/root emission are prohibited.

The Race Director has the right to signal, by showing the black flag with orange disc, a Car producing more smoke than normal, to come to the pits in order to carry out an appropriate repair.

For any Diesel Car, it is mandatory to install a Catalytic converter and a Particulate Filter.

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Appendix 3 – Class GT3: Technical Regulations

1. Applicable Technical regulations:

- Art. 9 of the Sporting regulations (Balance of Performance)
- Chapter I of these regulations (Technical regulations for all Cars).
- This appendix

2. Eligible Cars

2.1 FIA-GT3 homologated Cars.

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

3. Not Applicable

4. Technical regulations Class GT3, GT3-PRO/AM & GT3-AM

4.1 When in these regulations is referred to Class GT3, it is applicable for: Class GT3, Class GT3-PRO/AM and Class GT3-AM, unless explicitly mentioned otherwise.

4.2 Modifications

4.2.1 Modifications to the Car relative to the homologation which clearly do NOT have any influence on the performance of the Car are permitted.

4.2.2 Modifications to the Car relative to the homologation which have a positive influence on the performance of the Car are not permitted.

In case a GT3 Car has modifications, which may have a positive influence on the performance of the Car, this Car may be refused or reassigned to Class GTX.

4.2.3 The following modifications, which may or will have a positive influence on the performance of the Car, are permitted:

Item	Permitted modifications for Class GT3
General exceptions	**See chapter I, art. 9 of these regulations.**
Drive shafts	Free.
Ride height	Ride height is free, unless explicitly otherwise mentioned, with the exception of the Renault Sport RS01 GT3 which will be mentioned in the balance of performance publication of the specific Event.
Wheels/Rims	Wheels and rims including wheel nuts are free. Rim sizes must be according to the homologation. It is not allowed to extend the track width of the Car.
Mudguards	Ventilation holes in the mudguards are free.
Data logging	The Car must be equipped with a data logger including pressure sensor(s) according to Chapter 1 art. 5.5 of these Regulations. The collected data must remain at disposal of the Organiser.
Exhaust	Complete exhaust must be according to homologation. Additional silencers are allowed with the sole purpose to fulfil the applicable noise measures limits. For the avoidance of doubt: The exhaust must include a Catalytic Converter (as specified in the homologation) The exhaust must include a Silencer (as specified in the homologation) An open exhaust is not permitted.
Window net	Only for GT3-FIA homologated Cars with FIA racing net 8863-2013 acc. homologation: The window net (see Chapter I art. 3.1 of these regulations) is not required.

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Item	Permitted modifications for Class GT3
Shock absorbers	Brand, model and type of shock absorber and spring is free, according to chapter II of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.

5. Performance and Balance of Performance (BOP)

5.1 Handicap regulations may be established for certain models of Cars or even for individual Cars, including but not limited to extra ballast, boost pressure limitation and/or air restrictors.

5.2 Not Applicable

5.3 Not Applicable

5.4 Not Applicable

5.5 Engine Intake and Air Restrictors

Unless in the balance of performance publication the restrictor is described as FIA-restrictor-design according to FIA-specifications/drawings, the restrictor must be according following restrictor specifications:

5.5.1 Restrictor specifications

The engine intake system must be provided with one or two air restrictor(s).

The use of a FIA restrictor is compulsory unless described otherwise in the Supplementary Regulations.

Restrictors must have a minimum length of 3 mm and a maximum diameter complying with the specifications as listed in the BOP Publication of the Event.

The restrictor(s) must be made of a metallic material.

The diameter specified in the balance of performance publication may at no time be higher than indicated, regardless of the temperature conditions.

When opening the engine bonnet, the restrictor(s) must be completely visible without having to remove additional covers.

All the air necessary for feeding the engine must pass through the restrictor(s).

Downstream of the restrictor(s), no ducts feeding air are permitted in the intake system.

The scrutineers must be able to seal all restrictors with a wire which makes a dismantling the restrictor(s) impossible.

For naturally aspirated engines, the restrictor(s) is paired with the intake system.

For supercharged engines, the restrictor(s) is paired with the turbo charger.

For supercharged engines, the restrictor(s) must be fitted at a maximum distance 300 mm in front of the compressor wheel of the turbo charger (or as per homologation).

The closing of the restrictor(s) must immediately stop the engine. This test is carried out at a speed of 2500 rpm. All the pressure sensors in the intake system must be closed for this test. The pressure measured during this test in the intake system must be at least 150 mbar below the on-site existing ambient pressure and be maintained over at least 0.5 seconds.

A measurement connection on the intake system must be made available for the Promoter upon request.

The Organiser reserves the right to modify the restrictor sizes for individual Cars at any time of the Event.

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5.5.2 Restrictor – Test Punch

At any time during the Event and at scrutineering, competitors with a Car which is subject to the restrictor provisions must make available 2 test punches to check the restrictors.

One test punch must comply with the real restrictor size and the second test punch diameter must be 0.1 mm smaller than the real restrictor size. A measuring tolerance of -0.02 mm is allowed. Before inserting the test punch into the air restrictor, it must have a temperature of +/- 10° Celsius in relation to the ambient temperature.

Each team is solely responsible for the correctness of the test punches.

5.6 Weight, fuel tank and balance of performance

The minimum weight, the fuel tank and possibly other balance of performance figures of the table of Class GT3 in the balance of performance publication of the specific Event are applicable.

The Race Director reserves the right to modify those figures for individual Cars at any time of the Event.

5.7 Balance of performance ballast weight

Competitors must be prepared to add up to 75 kg of weight to the Car to comply with the balance of performance.

Ballast weight mounted according to FIA App J Art 257A.

The amount of ballast and the method of mounting is checked during scrutineering.

6. Data acquisition / data logger

All GT3 Cars must be equipped with a data logger as described in art. 5.5 of Chapter I of these regulations.

7. Accident data recorder (ADR)

All GT3 Cars homologated as from 01.01.2016 must be fitted with the Accident Data Recorder homologated by the FIA according to the standard 8872-2018 (TL 88). In the Event of an accident the data of the ADR unit may be taken only by an authorised FIA representative.

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Appendix 4 – Class GT4: Technical Regulations

1. Applicable Technical regulations:

- Chapter I of these regulations (Technical regulations for all Cars)
- This appendix

2. Eligible Cars

- GT4 homologated Cars with owner's certificate.

3. Technical regulations Class GT4

3.1 The latest version of the GT4 Technical Regulations (including existing bulletins) are applicable with the following exceptions/additional regulations.

Item	Permitted modifications for Class GT4
General exceptions	**See chapter I, art. 9 of these regulations.**
Tyres	The tyre brand is shown in the sporting regulations. The number of tires is not restricted. The tyre sizes are free. For the avoidance of doubt: Rims must be according homologation
Data logging	The Car must be equipped with a data logger including pressure sensor according to art. 5.5 of chapter I of these regulations. The collected data must remain at disposal of the Organiser.
Shock absorbers	Brand, model and type of shock absorbers and springs are free, according to chapter II of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.
Exhaust/Silencers	The exhaust must be according to the homologation of the specific Car. It is allowed to install silencers to comply with the noise regulations. In case complying with the noise regulations requires additional modifications, this may be accepted at discretion of scrutineering.
Impact Data Recorder	The installation of an Impact Data Recorder (IDR) is permitted.

3.2 Modified GT4 Cars may be accepted in other Classes based on their initial date of homologation, on discretion of the Promoter and on written request. It is the responsibility of the competitor to present an overview of the modifications made

3.3 Balance of Performance

Handicap regulations may be established for certain models of Cars or even for individual Cars, including but not limited to extra ballast, boost pressure limitation and/or air restrictors.

3.4 Weight

The minimum weight is defined without driver and with an empty fuel tank.

3.5 Ride height

The ride height is free, unless explicitly described otherwise in these or Supplementary Regulations.

Ride height will be measured without driver at tyre pressure of 2,0 bar.

Appendix 5 – Class GTX: Technical Regulations

1. Applicable Technical regulations:

- Chapter I of these regulations (Technical regulations for all Cars)
- Chapter II of these regulations (Technical regulations group "24H Special")
- This appendix

Silhouette Cars and Sports Cars may be accepted in this Class. For these Cars, the additional technical prescriptions of Chapter I of these regulations, art. 10 apply.

2. Eligible Cars

2.1 Group GTX, exceptional Cars, is a group of Cars which contains a wide variety of cars that do not match any of the other GT division Classes.

2.2 Power to weight guideline is approx. 2,0 - 3,0 kg/hp and lap times in between GT3 and GT4.

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

A list of eligible cars will be published in the BOP Publication of the specific Event.

If your car is not listed in the BOP Publication, please make an individual request to the Promoter.

3. Technical regulations Class GTX

3.1 Balance of Performance

Handicap regulations may be established for certain models of Cars or even for individual Cars, including but not limited to extra ballast, boost pressure limitation and/or air restrictors.

3.2 Refuelling amount

The maximum refuelling amount will be part of the Balance of Performance.

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Appendix 6 – Class 992 Technical Regulations

1. Applicable Technical regulations:

- Art. 9 of the Sporting regulations (Balance of Performance)
- Chapter I of these regulations (Technical regulations for all Cars)
- This appendix

2. Eligible Cars

2.1 Eligible models

- Porsche 911 GT3 Cup (**992 I**)
  When is mentioned 992 or 992 Cup it must be read as:
  Porsche 911 GT3 Cup (type 992 I),
  according to Porsche Mobil1 Supercup regulations, see art. 4 of this appendix
  (year of build: MY 2021-2022-2023-2024-2025-2026)

Other Porsche models may be accepted in other Classes on individual basis.

Modified Porsche Cup Cars (992) may be accepted and assigned to GTX, at discretion of the Promoter.

Porsche 911 GT3 Cup (**992 II**) will be accepted in Class 992 & 992-AM. Specific technical regulations and/or Balance of Performance specifications for this model will be published separately.

A copy of the Car passport, Wagenpass and/or any other relevant technical documentation, must be provided on request.

2.2 Older Porsche Cup models

For the avoidance of doubt, any other Porsche models or types beyond 992 GT3 Cup Cars are not permitted in Class 992.

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

3. Not Applicable

4. Technical regulations Class 992

4.1 For Porsche 992 Cup Cars

The following specific technical regulations apply:

- "Porsche Mobil1 Supercup 2025" (including technical bulletins)

Deviations from the assembly instructions as outlined in the Spare Parts Catalogue and/or Technical Manual which do not have a positive impact on performance, are permitted.

5. Modifications for type 992

5.1 For general modifications allowed, see chapter I art. 9 of these regulations.

5.2 It is allowed to use original parts of the same specification of younger year of build than the Car.

6. Deviations and additional regulations for type 992

6.1 Minimum weight of the Car according to the balance of performance publication of the specific Event

- This is the weight without driver and with empty fuel tank.
- The Promoter has the right to amend the minimum weight during the season.
- It is compulsory to have the standard Porsche ballast base plate (9F1882378A) mounted. This base plate must be mounted in the car on the space of the passenger's seat in accordance with the "Porsche Mobil1 Supercup" regulations.

6.2 Basic Technical Approval

- At the first participation, a basic check of each Car will be carried out by scrutineering.
- The Organiser has the right to secure the engine ECU and/or the engine, for verification by Porsche/Bosch or any other specialist.

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6.3 Wheels/Rims & Tyres

6.3.1 Wheels/Rims

Brand, model and type of wheel must be according to Porsche Mobil1 Supercup regulations.

6.3.2 Tyres

For all above 992 Class Cars, the tyres must be Michelin, according to 24H SERIES Sporting Regulations. The number of tyres is not restricted.

For all 992 Class Cars, the tyre sizes are restricted to those listed below:

Slick Tyres

Front: 30/65 - 18 Pilot Sport Cup GT H2
Rear: 31/71 - 18 Pilot Sport Cup GT H2

Rain Tyres

Front: 30/65 - 18 Pilot Sport GT P2L
Rear: 31/71 - 18 Pilot Sport GT P2L

6.4 Specifications Restrictor-Blende

If applicable: The restrictor-blende (dimension is described in the BOP Publication of the specific Event) must be according to the specifications as described in the Porsche Spare Parts Manual.

6.5 Shock absorbers

Brand, model and type of shock absorbers and springs must be according to Porsche Mobil1 Supercup regulations.

6.6 Camber

Camber is free, unless explicitly described in the Supplementary Regulations and/or the BOP Publication.

7. Exceptions and Notes for Porsche 911 GT3 Cup Type 992

7.1 See Chapter I of these regulations for general permitted modifications.

Other permitted alternatives/modifications specific to Class 992 are described below.

7.2 The following flics are allowed to mount on the front bumper, with Porsche part numbers:

- Flic left: 9F1805647
- Flic right: 9F1805648

Note: above part numbers are from the flics only. To order the flics including mounting bracket, the following parts are applicable:

- 9F1 805 985
- 9F1 805 986

7.3 Ride height

For Porsche 992 Cup: Free.

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7.4 Opening in bonnet

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

The refuelling orifices of the tanks must be equipped for this operation (see Sporting Regulations, art. 21.3).

It is allowed to make an opening in the bonnet, with maximum size of 400 cm², to refuel the Car, so the Car can be refuelled without opening the bonnet.

Alternatively, for the 992 Cup Car, it is allowed to open the bonnet for the sole purpose of refuelling.

7.5 Fuel tank and filler neck with safety overflow

7.5.1 Fuel tank according to Porsche Mobil1 Supercup regulations (approx. 110 L).

7.5.2 Fuel filler neck with safety overflow

- Tankbefüllsystem zur Zapfpistolenverwendung (fuel tank filling system for filler gun use) part number MT000120A is mandatory.
- The filler neck must not be connected to the lid and must have free access from outside without opening the hood.
- The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.

7.5.3 Fuel tank modifications

No fuel tank modifications are allowed. Fuel tank must be according to Porsche Mobil1 Supercup regulations.

7.6 Exhaust

A standard exhaust (Abgasanlage) with silencer is compulsory. This includes:

- Catalytic converter (Kruemmer)
- Silencer (Abgasschalldaempfer Standard)

With main part numbers:

Pos	Description	M	St.	Part no.
1	KRUEMMER ZYL 1-3	X	1	9F1254400A
2	KRUEMMER ZYL 4-6	X	1	9F1254450A
13	Z ABGASSCHALLDAEMPF. ESD STANDARD	X	1	9F1251051A

An open exhaust is not permitted.

7.7 Clutch must be according to Porsche Mobil1 Supercup regulations.

7.8 Paddle shift must be according to Porsche Mobil1 Supercup egulations.

7.9 Gearbox ratio must be according to Porsche Mobil1 Supercup regulations.

7.10 ABS System is permitted, according to Porsche Parts Catalogue.

7.11 Drive shafts are free.

7.12 Porsche Motorsport Traction Control PMTC is permitted.

7.13 Brakes

Allowed alternatives/modifications, see chapter I art. 9 of these regulations.

- Brake caliper must be according to Porsche Mobil1 Supercup regulations.
- Quick (dry) release of brake lines is not permitted.

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7.14 Oil Quick Refill

Oil Quick Refill (Öl-Schnellbefüllung) is permitted, including the related hole in the engine bonnet to refill oil. Only the Oil Quick Refill system of Porsche 911 GT3 Cup special parts is permitted.

7.15 Not Applicable

7.16 Headlights

7.16.1 Modification

Modification of the inside of standard headlights lamps is permitted, as long as the lamp unit at the outside stays and looks the same, under the strict condition the headlights are still according to Chapter I art. 3.7.1 of these regulations, at discretion of scrutineering.

See also Chapter I, art. 3.7 of these regulations.

7.16.2 24H Night face

Alternative to art. 3.7 Chapter I of these regualtions:

24H Night face Part nr. MT000403A is permitted. This Night face consists of 2 lights to be integrated in the front bumper.

It is permitted to upgrade this Night face with two additional lights. This may only be done with the following parts: 1 x MT000403A + 2 x MT000430A

7.17 USB Stick holder

Teams are strongly recommended to use the following Manthey part number to fasten the USB stick inside the car: MT001179A (992 GT3 Cup USB Stick Halter / Holder).

In addition, the following part numbers may be used:

- 9F1970994 (Z Leitungssatz USB / Z Cable set USB)
- 9F0970994E (Leitungssatz Rugged USB zu PC USB / Wiring Kit Rugged USB to PC USB)

7.18 Interior lighting

The following Manthey part numbers may be used for interior lighting:

- MT000478A (992 GT3 Cup 24H Innenraumbeleuchtung / Interior Lighting)
- MT000906A (24H Innenraumbeschriftung für UV-Licht / 24H Interior Labelling for UV Light)

7.19 Air Conditioning

An air conditioning system with part nr. MT002095A is permitted. The system must be used together with a helmet and clothing homologated for use with such a system. The competition seat must remain according to its homologation.

7.20 Impact Data Recorder

The installation of an Impact Data Recorder (IDR) is permitted.

8. Not Applicable

9. Weight, fuel tank and balance of performance

9.1 The minimum weight, the fuel tank and possibly other balance of performance figures of the table of Class 992 in the balance of performance publication of the specific Event are applicable.

9.2 The Promoter reserves the right to modify those figures for individual Cars at any time of the Event. The balance of performance change can be of any kind.

10. Datalogger

For all Cars in Class 992, a datalogger according to Chapter I of these regulations, art. 5.5 is compulsory.

For the avoidance of doubt, all electronic accessories and options listed in section 10.2 of the Porsche Spare Parts Catalogue are allowed.

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Teams must use 2 x 9F0054911A (Speicher RLU Rugged USB / Memory RLU Rugged USB), labelled with the start number of the Car. Please note that, according to art. 22.1 of the Sporting Regulations, both USB devices must be presented during scrutineering.

Alternatively, Teams may also use Genioma kit with part number G-RLU-A, with 2 USB storage devices labelled with the start number of the Car. The USB storage devices must be formatted by the Team as RLU device using the Pi Cosworth Toolset. Please note that, according to art. 22.1 of the Sporting Regulations, both USB devices must be presented and functional during scrutineering.

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Appendix 7 – Class P: Technical Regulations

1. Applicable Technical regulations:

- Chapter I of these regulations.
- This appendix

2. Eligible Cars

2.1 Group CN and Prototype Type "P3" Cars

Cars that to not fall into these Groups may be allowed, provided they match the performance window of the Groups CN or P3.

2.2 Only the Promoter decides about the admission of a Car on an individual basis. This may include open cockpit Cars. The list of admitted vehicles shall be communicated in the specific Event Balance of performance publication.

3. Technical regulations Class P

All CN type Cars must comply with the technical provisions of the FIA App J Art 259.
All other Class "P" eligible Cars must comply with the technical provisions of the FIA ISC App J Art 277 Group II-SC.

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Appendix 8 – Class SP4: Technical Regulations

1. Applicable Technical regulations:

- Chapter I of these regulations
- This appendix

2. Eligible Cars

2.1 Group SP4, Developmental, Electric & Hybrid Cars.

Developmental, Electric or Hybrid powered cars inside a performance window that matches any of the performance windows for the other Classes.

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

A list of eligible cars will be published in the BOP Publication of the specific Event.

If your car is not listed in the BOP Publication, please make an individual request to the Promoter.

3. Technical regulations Class SP4:

All electric and hybrid Cars must comply with FIA App J Art 253-18

The technical regulations of Class SP4 will be published in the Supplementary Regulations of the specific Event.

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24H SERIES MICHELIN 12H MISANO

COMPULSORY STICKERS

1. **STARTING NUMBERS ON BOTH DOORS**
   Dimensions: 49 x 37 cm
2. **EVENT WINDSHIELD BANNER**
   Dimensions: 49 x 37 cm
3. **CREVENTIC REAR WINDSHIELD BANNER**
   Dimensions: 49 x 37 cm
4. **CLASS STICKER**
   To be placed on the rear bumper
5. **MICHELIN STICKERS**
   To be placed on all corners (4x) - not on horizontal surfaces
6. **FRONT NUMBER PLATE STICKER - OMOLOGATO**
   Dimensions: 40 x 10 cm - May not be placed on horizontal surfaces of the splitter
7. **REAR NUMBER PLATE STICKER - DF ANTICENDIO**
   Dimensions: 40 x 10 cm - May not be placed on horizontal surfaces
8. **FENDER LEFT FRONT STICKER - IRACING**
   Dimensions: 40 x 10 cm - May not be placed on horizontal surfaces
9. **FENDER RIGHT FRONT STICKER - NIOLAJET**
   Dimensions: 40 x 10 cm - May not be placed on horizontal surfaces
10. **FENDER LEFT REAR STICKER - AESIS**
    Dimensions: 40 x 10 cm - May not be placed on horizontal surfaces
11. **FENDER RIGHT REAR STICKER - TBA**
    Dimensions: 40 x 10 cm - May not be placed on horizontal surfaces

FINAL APPROVED STICKERS (SCRUTINEERING & ADMINISTRATIVE CHECK)

REFLECTIVE STICKERS (3 ON EACH SIDE)

MICHELIN RFID CAR TAG
To be placed on both sides, ahead of rear wheel, at axle height. Delivered by Michelin

