

SPORTING REGULATIONS

24H SERIES
powered by Hankook
2023

Version 24 August 2022



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Introduction

24H SERIES powered by Hankook is organised in conformity with the provisions of the International Sporting Code and its appendices, the FIA General Prescriptions on Circuits and the General Prescriptions applicable to International Series. It will be run in conformity with the Series' Sporting and Technical Regulations (a separate document from 2023), the latter being in conformity with the safety prescriptions of FIA Appendix J.

24H SERIES powered by Hankook may also be referred to as 24H SERIES.

24H SERIES consists mainly of 12 hour and 24-hour endurance Races and offers a platform for amateur drivers and teams to do their hobby (racing for fun). As such the series is open to a wide variety of Cars that suits amateur endurance competition.

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

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

24H SERIES consists of two Divisions (TCE and GT):

Classes	Divisions	
	TCE	GT
	TCR TCX TC	GT3 GT3-PRO/AM GT3-AM GTX 992 992-AM GT4 SP4

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

24H SERIES	
EUROPEAN TITLES	CONTINENTS TITLES
Titles per Class (P1, P2 & P3) <ul style="list-style-type: none"> • Drivers • Teams 	Titles per Class (P1, P2 & P3) <ul style="list-style-type: none"> • Drivers • Teams
Titles per Division (P1) Special Powered by Hankook European Trophy for Team with the most points per division	Titles per Division (P1) Special Powered by Hankook Continent Trophy for Team with the most points per division
Titles per Division (P1, P2 & P3) <ul style="list-style-type: none"> • Ladies • Junior 	Titles per Division (P1, P2 & P3) <ul style="list-style-type: none"> • Ladies • Junior

Teams and drivers can participate with a wide variety of Cars, like Touring Cars, Silhouette Cars and GT Cars.

The 24H SERIES is not open for formula Cars.

Drivers can participate with at minimum an International ITD-C or ITC-C license (Previously known as respectively International D or C licence).



Sporting Regulations

1. The 24H SERIES regulations should be read as follows:

- Sporting Regulations, this document (FOR ALL CLASSES)
- Technical Regulations Chapter I (FOR ALL CLASSES)
- Technical Regulations Chapter II: Technical Regulations Group "24H Special" for Cars of Division TCE and GT
- Technical Regulations individual appendix with specific technical regulations for each class

2. General

This document describes the Sporting Regulations for the 24H SERIES.

Additionally, Supplementary Regulations will be published for each Event.

2.1 Sporting Authority (parent ASN)

KNAC Nationale Autosport Federatie (KNAF)
 Duwboot 85
 3991 CH Houten
 The Netherlands

The parent ASN will henceforth be referred to as KNAF.

2.2 Sporting Authority (host ASN)

The host ASN will be published in the Supplementary Regulations.

3. Status of the Event

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

4. Promoter/Organiser

4.1 Promoter – Postal Address

	For European Races	For Races outside of Europe
Promoter Name:	Creventic BV	Creventic International DWC LLC
Address	Zandstraat 11 6591 DA Gennep The Netherlands	DWC Business Center 1st Floor Dubai World Central Dubai Logistics City PO Box 390667 Dubai, U.A.E.

4.2 Promoter – Contacts

Phone: +31 (0)485-471166

E-Mail: info@creventic.com

Internet: www.24HSERIES.com

4.3 Organiser

The Promoter will assign the (e.g. local) Organiser to be Organiser or Co-Organiser. This will be mentioned in the Supplementary Regulations.

The local Organiser must be a FIA-ASN approved Organiser holding the necessary permit for the Event.

4.4 Insurance

The Organiser of the Event has concluded a third-party insurance, for all competitors, their team members, and drivers.

Drivers taking part in the Event are not third parties with respect to one another.

5. Conditions

5.1 General Conditions

The Promoter reserves the right to amend the approved Sporting & Technical Regulations with approval of KNAF. The Promoter reserves the right to postpone, abandon, change (e.g., the duration), replace or cancel the Event or any part thereof before the Event is started. The Promoter alone will in such case make the decision about the consequences for the 24H SERIES championships. In this case the competitor has no right to claim against neither Organiser nor Promoter with respect to any loss or expense he may thereby incur.

The Promoter furthermore reserves the right to add any event to the calendar. The promoter shall announce in an official communication if such event shall be regarded as a championship or non-championship event. In case it will be regarded as a championship event, it must be listed on the International Sporting Calendar.

The Promoter may also offer other services, e.g., transportation of Car and equipment. Related to any services the Promoter offers and related to above mentioned right to postpone, abandon, change or cancel the Event or any part of it and in case of any delay or any other problems, damages or losses, the competitor has no right to claim against neither Organiser nor Promoter with respect to any loss or expense he may thereby incur.

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

In case of an appeal or any dispute leading to an appeal in connection with the organized Events as described in these regulations, this will be subject to the exclusive jurisdiction of the "College for Autosport Rechtspraak KNAF" (CAR) as indicated in the General Prescriptions of the FIA as a Parent ASN.

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

5.2 Specific Conditions

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

- FIA International Sporting Code (ISC) and its appendices
- These Sporting Regulations
- The Technical Regulations
- The Supplementary Regulations
- Official Series Bulletins for the 24H SERIES (KNAF)
- Official Event Bulletins during the specific Event (Stewards)
- Briefing Presentation and Briefing Notes

5.3 Circuit conditions

Any cost of damages to circuit properties, caused by the competitor, driver or any team member will be accounted to the competitor. E.g., damages of guardrail, fences, pit box, etc.

6. Officials

6.1 Officials

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

- Race Director
- Chief Scrutineer
- Chief Timekeeper

Other officials: See Supplementary Regulations of each Event.

7. Calendar and Timetable

7.1 Calendar 24H SERIES 2023

For the official actual calendar, visit www.24HSERIES.com.

7.2 Timetable:

See Supplementary Regulations of each Event, see also www.24HSERIES.com

8. Competitors/Drivers/Teams/Team Managers

8.1 Competitors

8.1.1 Competitor licence

Any person or legal entity holding an international competitor licence.

Foreign competitors must submit the authorization of their ASN (see art. 3.9.4 ISC)

According to International Sporting Code (art. 9.1.2 of ISC) if a team does not have a team competitor licence, the competitor will become the first driver in the entry form and entry list. In this case, the first driver must hold a valid competitor license.

For publication and ranking purposes, the competitor must register a Team name.

See article 39.6 of these regulations: Definition of a Team and Team name.

8.1.2 Team Manager

In every entry form, the Competitor must assign a Team Manager who, in his/her absence, shall assume all of his/her rights and obligations.

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

Among others, the Team Manager will be attributed the following tasks:

- To carry out the steps for Administrative Checks and scrutineering.
- To sign (on paper or validate/approve electronically) the acknowledgement of communications and sanctions
- To ensure the serving and completion of penalties
- To consult the Race Director on any point which is not clear.
- To make sure that drivers/competitors and the mechanics know their task.
- To attend the Team Managers' Briefing.
- The Team Manager is responsible to check and verify that all drivers, who have passed full clothing scrutineering, are wearing the obligatory driver's equipment in this Event as indicated in the regulations; see also article 15.11 of these regulations.
- The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (FHR) system, must be logged/administrated on the ENTRY FORM. This administrative check is a responsibility of the Team Manager.
- To ensure that competitors and drivers have sent an electronic copy of the following documents to the Promoter:
 - Licenses
 - Authorisation

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

8.1.3 Drivers Eligibility

(According to FIA appendix L, Chapter I).

8.1.3.1 International Grade C - Circuits (ITC-C)

Minimum licence required for:

Circuits

Required for all circuit Cars with a weight/power ratio of between 2 and 3 kg/hp

(A National (EU) licence is NOT valid).

Weight/power ratio

- Weight = weight of vehicle in kg in running condition including driver as described in the relevant Technical Regulations.
- Power = maximum power output of vehicle in hp as measured at the crankshaft.

8.1.3.2 International Grade D - Circuits (ITD-C)

Minimum licence required for:

Circuits

Required for all circuit Cars with a weight/power ratio greater than 3 kg/hp.

Weight/power ratio

- Weight = weight of vehicle in kg in running condition including driver as described in the relevant technical regulations.
- Power = maximum power output of vehicle in hp as measured at the crankshaft.

8.1.3.3 All foreign* competitors must submit the authorization of their ASN (according to Art. 3.9.1 ISC).

Please note, that some ASN's have included a permanent authorization for Events on the FIA calendar, for example by mentioning this on the international licence.

**Foreign = Licence is issued by a different ASN than the Host (local) ASN of the specific Event.*

8.1.3.4 If the original licence and ASN authorisation are drawn up in a language, which makes verification impossible, the competitor/driver must submit an authenticated copy in English or in German language.

8.1.3.5 Minor drivers

In case of a minor driver (younger than 18 at the moment the Event starts) the Team/Entrant is responsible to deliver a parent's authorisation (on forehand) that must be handed over at the administrative checks. A copy must be sent in advance (digitally).

8.1.3.6 Drivers with handicap

To make sure that scrutineers and rescue teams are informed accordingly, drivers with handicaps and their teams must inform the Promoter in writing on the entry form prior to the Event to ensure the safety of the driver.

See also requirements for modification of the Car, art. 18.1.4 of these regulations (Car, adapted for disabled drivers).

8.1.3.7 Driver medical examination

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

8.1.4 Change of driver line-up (during the Event)

A change of driver line-up during the Event includes adding driver(s) and/or removing driver(s) and changing a driver's name.

8.1.4.1 A change of driver line-up may be made before the beginning of Qualifying and must be done in writing to the secretary of the Event. Each requested change must be accompanied by the applicable (amendment) fee.

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

Each requested change must be accompanied by the applicable (amendment) fee.

8.2 Number of drivers per team

Each team of a Car must be made up of **minimum 2** and **maximum 5 drivers**.

8.3 Maximum number of PRO drivers and minimum number of AM drivers per team

24H SERIES aims to offer a platform for amateur drivers (AM). To maintain this objective the following limitations apply.

8.3.1 Driver Category

The Promoter will determine the driver category (PRO, SEMI-PRO, AM+ or AM) in which the FIA driver category list is a guideline*.

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

*Drivers who are not on the FIA list will be assigned their category by the Promoter, based on their experience and Race results.

**Drivers who believe they are ranked Silver on the FIA-list due to their age may request to be assigned to another category. Each request is handled individually.

The driver categorization procedure is explained on www.24HSERIES.com

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

8.3.1.1 Any driver who is 30 years old or younger during the entire calendar year of 2023 (born on or after 1 January 1993) and does not have a FIA categorization, shall be automatically categorized as SEMI-PRO.



8.3.2 Team Composition/Drivers line-up

The following tables define the team composition requirements that need to be met by all competitors.
The Promoter may decide upon exceptions.

For GT3 Teams and 992 Teams the assigned class depends on the Team composition, see art. 44 of these regulations. Depending on the assigned class and the Team composition, a specific BOP is applied according to the following table.

For all other Teams, the class only depends on the entered car, yet the Team composition still determines the BOP.

The maximum line ups will be accepted for each category of Team according to the following table. A Team must at minimum meet the requirements in the column "2 required drivers" to be eligible for the Class and/or specific BOP. Any additional drivers must be meet the requirements listed in the column "up to 3 additional drivers".

All classes (except GT3 and 992)				
Team composition	Class	BOP	2 required drivers Maximum driver category	Up to 3 additional drivers Maximum driver category
GT3, GT4, TCR, TCX, TC, SP4	GT3, GT4, TCR, TCX, TC, SP4	Acc. BOP publ.	PRO / AM	PRO / SEMI-PRO / SEMI-PRO
		SEMI-PRO BOP	SEMI-PRO / SEMI-PRO	SEMI-PRO / SEMI-PRO / SEMI-PRO

All GT3 classes				
Team composition	Classes	BOP	2 required drivers Maximum driver category	Up to 3 additional drivers Maximum driver category
GT3-AM	Class GT3-AM & Class GT3	AM-advantage BOP	AM / AM	AM / AM / AM
		AM BOP	AM+ / AM	SEMI-PRO / AM+ / AM+
GT3-PRO/AM	Class GT3-PRO/AM & Class GT3	PRO/AM BOP	AM+ / AM	PRO / SEMI-PRO / SEMI-PRO
			AM+ / AM+	SEMI-PRO / SEMI-PRO / SEMI-PRO
GT3-PRO*	Class GT3	PRO BOP	PRO / AM	PRO / SEMI-PRO / SEMI-PRO
			SEMI-PRO / SEMI-PRO	SEMI-PRO / SEMI-PRO / SEMI-PRO

* Note: there is no separate GT3-PRO class

All 992 classes				
Team composition	Class	BOP	2 required drivers Maximum driver category	Up to 3 additional drivers Maximum driver category
992-AM	Class 992-AM & Class 992	AM BOP	AM+ / AM	SEMI-PRO / AM+ / AM+
992-PRO*	Class 992	PRO BOP	PRO / AM	PRO / SEMI-PRO / SEMI-PRO
			SEMI-PRO / SEMI-PRO	SEMI-PRO / SEMI-PRO / SEMI-PRO

* Note: there is no separate 992-PRO class

8.4 Specific driving time requirements

The specific driving time requirements for all classes are as described in the table in art. 8.4.1 of these regulations. See art. 30.2 of these regulations for the driving time definition.

All times in the table below are **SUM TOTALS** of the driving times of all drivers of the specific category (PRO, SEMI-PRO, AM+, AM) of 1 team.

For all Classes for all drivers to score points for the championship, the minimum driving time according to art. 39.16.1.2 of these regulations remains applicable.

If the Race has been suspended by a red flag, the Race duration will be the initial Race duration minus the red flag duration. These times will be communicated by the Race Director.

The Race duration will be specified in the Supplementary Regulations.

In case of a split Race, the Race duration is defined as the sum of part 1 and part 2 (see Art. 38 of these regulations).

8.4.1

All classes (except GT3 and 992)						
Class	BOP	Notes	AM drivers	AM+ drivers	SEMI-PRO drivers	PRO drivers
GTX, GT4, TCR, TCX, TC, SP4	Acc. BOP publ.		<10H Race: Min. 30 min. 10H – 15H Race: Min. 1 hour >15H Race: Min. 2 hour	Free	Free	Max. 1/2 of Race duration
	SEMI-PRO BOP		Free	Free	Free	Free

All GT3 classes						
	BOP	Notes	AM drivers	AM+ drivers	SEMI-PRO drivers	PRO drivers
Class GT3-AM	AM-advantage BOP		Free	N/A	N/A	N/A
	AM BOP		<10H Race: Min. 30 min. 10H – 15H Race: Min. 1 hour >15H Race: Min. 2 hour	Free	Max. 1/4 of Race duration	N/A
Class GT3-PRO/AM	PRO/AM BOP	With PRO driver	<ul style="list-style-type: none"> Min. 1/2 of Race duration AM and AM+ combined AND For AM drivers: <10H Race: Min. 30 min. 10H – 15H Race: Min. 1 hour >15H Race: Min. 2 hour AND AM+ drivers free 		Free	Max. 1/3 of Race duration
		Without PRO driver	Min. 1/2 of Race duration AM and AM+ combined		Free	N/A
GT3-PRO Teams (In Class GT3)	PRO BOP	With PRO driver	<10H Race: Min. 30 min. 10H – 15H Race: Min. 1 hour >15H Race: Min. 2 hour	Free	Free	Max. 1/2 of Race duration
		Without PRO driver	Free	Free	Free	N/A

All 992 classes						
	BOP	Notes	AM drivers	AM+ drivers	SEMI-PRO drivers	PRO drivers
Class 992-AM	AM BOP		<10H Race: Min. 30 min. 10H – 15H Race: Min. 1 hour >15H Race: Min. 2 hour	Free	Max. 1/3 of Race duration	N/A
992-PRO Teams (in Class 992)	PRO BOP	With PRO driver	<10H Race: Min. 30 min. 10H – 15H Race: Min. 1 hour >15H Race: Min. 2 hour	Free	Free	Max. 1/2 of Race duration
		Without PRO driver	Free	Free	Free	N/A

9. Entries and Entry Confirmation

9.1 Entries

- 9.1.1** The entry opening and closing dates of the specific Event will be published in the Supplementary Regulations of the specific Event.
- 9.1.2** Entry applications must be submitted on the official entry form. The entry form including its appendices must be duly completed to be accepted. All required declarations must be made.
- 9.1.3** Any entry for which the entry fee and/or other fees have not been paid before the entry closing date will not be accepted.
- 9.1.4** Competitors are themselves responsible to present a proof of payment.
- 9.1.5** According to ISC 3.14.1, The Promoter reserves the right to reject an entry under specification of the reason before the closing date of the Event. If a competitor has applied for a full season entry, the Promoter has the right to terminate this automatic entry for the remaining or single Events.
- 9.1.6** Only entries submitted through the official entry form are accepted.
- 9.1.7** All entries must be signed by the competitor (Team Manager) and all drivers. If a driver is replaced by another driver, the competitor is responsible that the new driver signs the entry form.
- 9.1.8** Change of class or Division of a competitor before the start of the Event is only possible by the Promoter.

9.2 Entry Confirmation

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

10. Entry Fees, Additional Costs and Fees**10.1 Individual Entry fee reduced by the Promoter's sponsors**

The Promoter has contracts with sponsors and/or partners who contribute to the individual entry fees if an advertising space on the competition Car is provided. See Article 13 of these regulations for additional information about the obligatory advertising.

10.2 Additional costs and fees

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

10.2.2 Entry request for paddock space

Possibilities and prices on written request and/or entry form (preferably together with the entry form).

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

Additional specifications in this context are published in Article 20 of these regulations.

10.3 Entry Fees, Additional Costs and Fees – Payment

10.3.1 The entry fees and the additional costs and fees must be transferred in € (Euro's) to the following account:

See www.24HSERIES.com

"Name of Event or Country of the Race and TEAM NAME" must be included in the payment details.

10.3.2 Entry fee, incomplete

Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees including all additional costs and fees have not been paid completely are regarded null and void and any fees already paid will be returned to the sender.

10.3.3 Payments during the Event

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

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

10.4 Entry Fee – Reimbursement

The entry fees will only be refunded in the following two cases:

- Refusal of the entry.
- Withdrawal of the entry with foundation for a 'good reason' (at discretion of the Promoter) before the entry closing date – reimbursement of the total entry fees paid.

If the entry is withdrawn after the entry closing date, there is no claim to the refund of the entry fee.

11. Provisional Entry List

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

12. Not Applicable

13. Marketing, TV, Compulsory Advertising and Merchandising

13.1 Advertising / Promotion

The Promoter is the owner of all the advertising rights, TV rights, Internet rights, Merchandising rights and all other Intellectual Property rights regarding the Event.

The Promoter reserves the right to vest single components of the marketing rights or the exclusive marketing rights to a partner.

Promotion during the Event of any kind without written approval of the Promoter is strictly forbidden.

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

13.2 Compulsory advertising

13.2.1 Description of the compulsory advertising to be affixed on the Race Cars

XXXXX is: advertising/sponsor name/logo

- Competition number panels on the front doors, 56 cm x 56 cm large, XXXXX below the Race numbers, XXXXX above and XXXXX on the left side of the Race numbers.
- Upper windscreen streamer XXXXX, up to 20 cm high.
- Upper rear window streamer XXXXX, up to 20 cm high.
- Front and rear registration plate area XXXXX, 40 x 15 cm large.
- Front left and right mudguards XXXXX, 40 x 15 cm large.
- Rear left and right mudguards XXXXX, 40 x 15 cm large.
- Any other advertising published separately.

13.2.2 Failure to comply with the compulsory advertising instructions may lead to non-admission to the start and/or can be penalized.

14. Administrative Checks

14.1 Initial Event checks

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

14.2 Administrative Checks will take ahead of an Event.

Therefore, the Team Manager is responsible that all competitors/drivers of his team have sent an electronic (scanned) copy of the following documents to the Organiser at least 1 week before the beginning of their first Event. Please note that 1 copy per calendar year is sufficient.

This also applies to competitors and drivers whose first Event takes place during the season.

The required documents are:

- Competitors and all drivers valid licences
- ASN authorisation for foreign competitors and drivers
 - once in case of permanent authorisation (see art. 8.1.3.3 of these regulations)
 - every Event in case of single Event authorisation

Please note that competitors/drivers must present their valid licences, authorisation to start and their ID-card upon request for verification during the Event, due to random check by Organiser and/or Stewards.

14.3 Entry Form

At the WELCOME Centre / Race Administration, the ENTRY FORM of each team will be checked and must be submitted at all points (as for example Administrative Checks, Scrutineering etc.) for registration. Please note, according to art. 25 of these regulations, the Team Manager and all drivers must sign the entry form.

15. Scrutineering

Cars must comply with their respective homologation papers and meet essential safety standards set by the regulations during the Event. Presenting the Car at scrutineering will be deemed an implicit statement of conformity of the Car to the following:

- Compliance with the Technical Regulations applicable for the Car (present Appendix J, FIA Prescriptions)
- All Technical Regulations 24H SERIES, including Appendices and Bulletins
- The Car must not damage the image of automobile sports according to Promoter
- The Car must not damage the reputation of automobile sports relating to their presentation according to Promoter

15.1 Location

Scrutineering will take place in the scrutineering area. For the exact location see Supplementary Regulations.

15.2 Sticker lane

A so-called sticker lane will be placed in front of the scrutineering to check whether the compulsory stickers (advertising and reflective stickers) have been affixed in accordance with the given instructions.

15.3 Required items at scrutineering

Overview of required items which need to be present/operational at scrutineering, unless stated otherwise in the Supplementary Regulations of the specific Event.

Item	Compulsory	See	Remarks
Start numbers	Yes	Technical Regulations Ch. I art. 5.1	Provided by the Promoter
Compulsory advertising	Yes	Sporting Regulations art. 13	Provided by the Promoter
Illuminated back panels (left and right door start numbers)	Yes	Technical Regulations Ch. I art. 5.3	Can be purchased at the Promoter
Transponder with driver-ID	Yes	Technical Regulations Ch. I art. 5.2	Can be purchased at the timekeeper
LUMIRANK display (front window passenger side) AND STS Driver Information display (on dashboard in driver's view)	Yes	Technical Regulations Ch. I art. 5.4	Provided by the Promoter Compulsory deposit
Data-logger (Evo5) only for selected classes/Cars	Yes	Technical Regulations Ch. I art. 5.5	Can be rented/purchased More info: see entry-service-form
MyLaps X2 RaceLink	Yes	Technical Regulations Ch. I art. 5.6	Can be purchased at the timekeeper
Roll cage certificate	Yes		Valid roll cage certificate (if applicable)
FIA-safety tank certificate	Yes		FIA-safety tank certificate
Homologation papers	Yes		Homologation papers (if applicable)

15.4 Empty tank prior to scrutineering

15.4.1 The Car is to be presented at scrutineering with an empty fuel tank (less than 2 litres). Not complying with this rule, will be reported to the Race Director who may impose a penalty at his discretion.

15.4.2 To empty the fuel tank of the Car, the Car must be moved to the refuelling area. See art. 21.3.3.17 of these regulations for the procedure to empty the fuel tank once the Car is in the refuelling area.

15.5 TC-Approved and Final Sticker

15.5.1 TC-Approved Sticker

All Cars will receive a "TC-approved" sticker after having successfully passed scrutineering. This scrutineering sticker must be placed at the top left of the front windscreen. Any Car failing to display the scrutineering sticker will not be admitted to any practice or to the Race.

15.5.2 Final Sticker

Each team will receive a "FINAL" sticker after having successfully passed administrative checks. This FINAL-sticker must be placed at the top left of the front-windscreen. Any Car failing to display the "FINAL" or TC-Approved sticker will not be admitted to any practice or to the Race.

15.6 Repairs after Scrutineering

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

15.7 Re-admission after accident damage

The Race Director will decide about a possible re-admission after serious damage.

15.8 Cars presenting potential danger

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

15.9 Checks during the Event

The Race Director or Stewards reserve the right to carry out technical checks at any time during the Event, in particular in relation to the compliance of the Car with the Technical Regulations. The teams must give any kind of support to the Race Director/scrutineers so that these checks may be carried out as quickly as possible.

15.10 Ride Height (measuring location)

15.10.1 For Cars/classes where it is applicable the ride height will be measured at an assigned (fixed) location in the scrutineering area.

For all competitors, to determine their reference ride height, the assigned location will be made available.

15.10.2 Any failure to comply with the minimum ride height may result in the penalties as described in art. 41 of these regulations.

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

15.11.1 Drivers' clothing is an important safety item at 24H SERIES Events. It is the explicit responsibility of the competitor and driver to have and to correctly wear the obligatory drivers' equipment as indicated in these regulations throughout the Event. The competitor shall be held accountable for infringements.

15.11.2 For all drivers:

- For the first Event of the competitor/driver during the season, a full clothing check including Frontal Head Restraint (FHR) and helmet will take place and is obligatory.
- The Team Manager is responsible to check and verify that all drivers that have passed full clothing scrutineering in a previous Event have and wear the obligatory driver equipment in this Event as indicated in the regulations; see also article 8.1.2 of these regulations.
- The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (FHR), must be logged/administrated on the ENTRY FORM. This administrative check is a responsibility of the Team Manager.
- Each driver must declare explicitly - by signature - that he/she has and will wear the appropriate and obligatory drivers' equipment throughout the Event.

15.11.3 Art. 15.11.2 of these regulations also applies when drivers use multiple items of the same type of driver safety equipment.

15.11.4 All articles of clothing can be checked by officials at all times during the Event.

15.11.5 Not applicable.

15.11.6 Drivers taking part in the Event must wear the complete fire-resistant outfit (suit, balaclava, gloves, underwear, socks, and shoes), homologated according to the current ISC Appendix L.

Note to art. 1.5 (Appendix L Chapter III) Drivers' Equipment / Maximum weight and communication systems:

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

15.11.7 The use of a window net fitted according to current ISC Appendix J Article 253.11, is mandatory. See also Technical Regulations, Ch. I, art. 3.1.

16. Weighing and Weights

16.1 All Cars will be weighed at scrutineering.

Weighing of the Cars will be done at the available and assigned weighing equipment.

The weight measured (displayed) on this equipment is the applicable reference weight for the Car for the complete Event.

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

16.2 At all times during the Event, the Cars must comply with the minimum weight. A tolerance of 2.0kg will be considered when determining the minimum weight.

16.3 The Cars may be weighed during any practice, Qualifying and Race at discretion and/or request of Race Director or Stewards, in consultation with Chief Scrutineer. Any lost time and/or differences of lost time between teams as a result of weighing will not be compensated.

16.4 Any failure to comply with the minimum weight will be reported to the Race Director and can be penalized as described in art. 41 of these regulations.

17. Cars' Identification Marks and Personal Passes

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

17.2 Car passes will be issued to be admitted to the paddock. These passes must be affixed to the interior of the front windscreen. The number of admitted team vehicles in form of motorbikes/quads is restricted to 2 per team. Any vehicle failing to display the proper Car pass will not be admitted.

17.3 The competitors of the Race will receive: (unless otherwise described in the Supplementary Regulations)

- 10 team member tickets
- 5 Driver tickets
- 1 pass for Race truck on the paddock
- 4 car passes for the team parking place (not for the paddock)

Knac Nationale Autosport Federatie

18. Eligible Cars, Divisions and Division into Classes

18.1 Eligible Cars

18.1.1 Vehicles using Unleaded 98 or DIESEL fuel, electric and hybrid Cars are admitted.

Upon request also vehicles using alternative fuels can be admitted by the Promoter after permission from the host ASN.

Only Cars from model year 1996 and later are eligible in the FIA groups A, N, DIESEL and Group "24 Hour Special", Group "Silhouette" Cars and Sports Cars and Groups "Exceptional Cars".

Special Cup Cars may be admitted by the Promoter. Each special Cup may have a separate class.

The Promoter will decide upon possible exceptions.

18.1.2 Change of Car

If a competitor taking part in the Event wishes, under special circumstances, to change Car, a written request must be submitted to the Race Director. The Race Director will review the request and in agreement with the Stewards, will have the final decision.

18.1.3 "Race Couple"

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

In Class SP4:

The Promoter may decide to accept an entry, where an eligible Car consists of more than 1 Car, under the condition, that at least 1 Car is a Class SP4 Car and maximum 1 other Car is a Car from another class.

During a pitstop, the team is allowed to change the Car and swap the transponder between the Cars.

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

18.1.4 Car, adapted for disabled drivers

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

18.2 Two Divisions "TCE & GT"

The 24H SERIES is separated into 2 Divisions.

The Divisions will be marked with different start number background colours, as provided by the Promoter:

TCE	GT
Blue	Orange

The classes of each Division concerned can be found in the table in Art. 18.3.2 of these regulations.

18.3 Additional classes

The Promoter reserves the right to add additional classes at its discretion, after approval of the KNAF, before the closing date of the Event.

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

During an Event the Promoter may add additional classes upon approval by the Race Director and Stewards.

18.3.1 Not applicable

18.3.2 Classes per Division

Division	Class	Description	Technical Regulations
TCE	TC	Petrol and Diesel Touring Cars Touring Cars, Group N, Group A and Group "24 Hour Specials"	Appendix 1
	TCR	TCR Cars 1600 – 2000cc according to TCR regulations	Appendix 3
	TCX	Special Cars Special Cars which are not accepted in any other TCE class Weight/HP-ratio: approx. 3,5-4,0 kg/hp	Appendix 4
GT	SP4	Electrical and Hybrid Cars	Appendix 8
	GT4	GT4 Homologated Cars According to SRO GT4 regulations	Appendix 5
	GTX	Special Cars Special Cars which are not accepted in any other GT class Weight/HP-ratio: approx. 2,5-3,4 kg/hp e.g. Porsche Cup 991 (gen I and gen II) (modified or not)	Appendix 7
	991	In 2023 there is NO separate class for Porsche 911 GT3 Cup 991 (Gen. I and II) anymore These Cars are eligible in class GTX Specific technical specifications see: Appendix 9A	Appendix 9A
	992-AM	Cup class for Porsche Cup 992 <ul style="list-style-type: none"> For teams with mainly AM-driver line-up See art. 8.3.2 of these Regulations Porsche 911 GT3 Cup (992) (models 2021 onwards)	Appendix 9B
	992	Cup class for Porsche Cup 992 consists of: <ul style="list-style-type: none"> Teams with SEMI-PRO-driver line-up. See art. 8.3.2 of these Regulations All Teams of Class 992-AM Porsche 911 GT3 Cup (992) (models 2021 onwards)	Appendix 9B
	GT3-AM	Mainly GT3 Cars, for teams with AM-driver line-up See art. 8.3.2 of these Regulations Is a class for GT Cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 10
	GT3-PRO/AM	Mainly GT3 Cars, for teams with a PRO/AM driver line-up. See art. 8.3.2 of these Regulations Is a class for GT Cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 10
	GT3	Mainly GT3 Cars, Class GT3 consists of: <ul style="list-style-type: none"> Teams with PRO-driver line-up. See art. 8.3.2 of these Regulations All Teams of Class GT3-AM All Teams of Class GT3-PRO/AM Is a class for GT Cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 10

See Appendix 12 of the Technical Regulations for a detailed overview of eligible Cars in each class.

If a Car does not belong in a class by the judgment of the Promoter, the Car can be placed in the most suitable class.

18.3.3 Prototype class at selected Events

The Promoter reserves the right to accept prototype vehicles at selected Events. These vehicles drive in the class "P" and shall not be regarded as part of the TCE or GT Divisions. The "P" class shall have a podium ceremony but shall not participate for championship rankings. The Technical Regulations for this class are as described in appendix 11.

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

19. Class Amalgamations

19.1 Should the number of Cars entered in one of the classes be below 5 at the entry closing date, the class concerned may be amalgamated into the most suitable other class.

For amalgamation of class 992 and GT3, see art. 44 of these regulations.

The Promoter may decide to maintain a class with less than 5 Cars.

19.2 The final Division into classes will be published on the final approved entry list of the Event.

20. Event Rules of Conduct

20.1 The allocation of paddock spaces by the Promoter is binding.

There is no claim on a special paddock area. Access and allocation of areas will be made upon instruction of the officials, their instructions must be strictly respected.

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

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

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

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

20.6 Any damages will be charged to the competitor that caused it.

20.7 Any team failing to respect these conditions / prescriptions mentioned in art. 20 of these regulations may be penalized by the Race Director or he may refer the matter to the Stewards for a penalty at their discretion.

20.8 The competitor shall be responsible for all acts or omissions on the part of any person taking part in, or providing a service in connection with, a competition or a championship on their behalf, including in particular their employees, direct or indirect, the drivers, mechanics, consultants, service providers, or passengers, as well as any person to whom the competitor has allowed access to the reserved areas.

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

21. Pits, Refuelling, Pit Stops, Racing Services

21.1 Pits and pit regulations

21.1.1 Pit Box Allocation

The Promoter will make the pit box allocation.

Each pit box may be shared by several teams/Cars.

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

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

21.1.2 Pit regulations

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

21.1.2.2 The pit lane is divided into lanes. The lane closest to the pit wall/track is designated the 'fast lane' and the lane closest to the pit boxes is designated the 'inner lane' or 'working lane'.

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

21.1.2.3 A Car may enter or remain in the fast lane only with the driver sitting in the Car behind the steering wheel in his normal position, even when the Car is being pushed.

21.1.2.4 Any change of drivers or work on the Car may only take place in the working area in front of the pit box assigned to the team, with the exception of the situations as outlined in art. 21.2.1 of these regulations.

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

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

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

21.1.2.8 Animals are prohibited in and behind the pits, in all the paddock areas, on the track and in all areas reserved for spectators. Only animals used by the Organiser for checks and security are allowed.

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

21.2 Pit Stops

- 21.2.1** Service and repairs on the Cars may only be carried out in the pit lane. Refuelling in the pit box or pit lane outside the predesignated refuelling area is prohibited, during the whole Event. Pit stops must be carried out in the working lane. Only longer repairs are allowed to be performed inside of the pit box at the discretion of Race Director. For the avoidance of doubt, the following work on the Car is not considered a "longer repair":
- driver change
 - tyre change
 - brake pads/discs change

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

When the Car approaches the pit box, a single car controller must come out from behind the white line and stop the Car in the working lane in front of the pit box at the correct position. The car controller stands in front of the Car with a board or stand to manage the pit stop.

In the case of a driver change, the new driver and the 2 driver assists (wearing the green vest) may also be ready in the working lane before the Car has stopped.

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

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

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

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

- 21.2.4** If any service or repair must be carried out in the pit box, the Car may NOT enter the pit box under the power of its engine or momentum. The Car must stop before its pit box and must be pushed into the pit box by maximum 4 mechanics/team members all wearing the appropriate vest (yellow or green). When a Car leaves the pit box after a service or a repair, the Car must be pushed out of the pit box by maximum 4 mechanics/team members all wearing the appropriate vest (yellow or green).

21.2.5 Pit Crew, wheel guns and safety belts

21.2.5.1 Mechanics; Team member(s) in YELLOW vest:

- must wear yellow vest provided by Promoter.
- maximum **4** team members per Car per pit stop
- allowed to perform any work or task allowed during the pit stop including tasks allowed by other team members described below
- may use a maximum of 2 wheel guns total per pit stop to change the wheels.
- may not be assisted in any way. Any assistance can be penalised as "Working with more than 4 team members on the Car". For the avoidance of doubt, this includes the handing over of any tools or parts by other team members who remain in the pit box.
- is the only team member who is allowed to readout/collect data logger data.

21.2.5.2 Driver assists; Team member(s) in GREEN vest:

- must wear green vest provided by Promoter.
- maximum 2 team members per Car per pit stop
- may assist the driver(s) exiting/entering the Car during a driver change:
 - help fasten the seat belt
 - replace the drinks bottle and/or seat insert
 - connect the radio communication set
 - **remove and affix the window net**
- **may perform tasks of the car controller and windshield washer if not present**

21.2.5.3 Car controller:

- no vest
- maximum 1 team member per Car per pit stop
- may use a lollipop or pit board
- responsible for a safe stopping and safe release of the Car
- may also perform tasks of the windshield washer

21.2.5.4 Windshield washer:

- no vest
- maximum 1 team member per Car per pit stop
- allowed ONLY to clean the window(s) and lights of the Car and perform tasks of the car controller

21.2.5.5 Driver exiting/entering the Car during a driver change:

- allowed only to assist the driver exiting/entering the Car during a driver change:
 - help fasten the seat belt
 - replace the drinks bottle and/or seat insert
 - connect the radio communication set.
 - remove and affix the window net

21.2.5.6 Safety belts

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

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

21.2.7 Driver-ID switch

Driver-ID switch (and driver-ID transponder) is described in Technical Regulations, Ch I, art. 5.2.

21.2.7.1 Driver must switch the driver-ID to the correct setting during a driver change and always before the pit exit line.

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

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

For penalties regarding not applying the driver-ID correctly, see art. 41.2.11 of these regulations.

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

21.2.9 Pneumatic systems for wheel replacement may be placed in front of the pits but only on condition that neither the pit doors nor other Cars will be obstructed.

21.2.10 Unsafe release

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

21.2.11 Pit Signals

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

21.3 Fuel / Refuelling

21.3.1 Fuel

21.3.1.1 To take part in any practice, Qualifying and the Race it is compulsory to use the fuel provided by the Promoter. Any modification of the prescribed fuel is prohibited. No substances may be added, removed, or changed in their concentration. Any mixture with other fuel is prohibited.

21.3.1.2 There will be a central fuel station with standard commercial fuel pumps with minimum:

- 2 Petrol pump units (with 2 pistols each) (Octane 98).
- 1 Diesel pump (if required).

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

21.3.2 Fuel-inlet

21.3.2.1 All vehicles must be able to refuel directly with a commercial type of nozzle as used in public service stations.

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

These orifices must be easily accessible manually with the fuel pistol and may not require the need for any tools in order to be accessed.

Quick filler fuel inlets are not permitted.

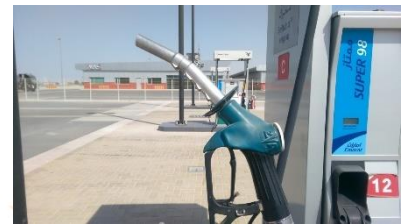
21.3.2.3 Cars with the fuel inlet on the side are allowed to have a fuel inlet on either side. However, during refuelling, it is NOT permitted to refuel the Car on both sides simultaneously. The recommended side for the fuel inlet will be mentioned in the Supplementary Regulations.

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

21.3.2.5 The fuel flow inlet is recommended to be capable of accepting a fuel flow up to 60 litres per minute.

For safety reasons, the fuel flow automatically stops as soon as there is any obstruction and/or fuel flow against inlet pipe or hose.

Consideration for this must be made in the design of the fuel inlet.



21.3.3 General Refuelling Rules

21.3.3.1 A team member must refuel the Car.

21.3.3.2 In the refuelling area, any vehicle that wishes to refuel must be attended by minimum 1 and maximum 2 team members in addition to the driver.

These team members may instruct the driver and must push the Car away in case the engine will not start. They may carry a vent bottle.

21.3.3.3 These team member(s) must wear flame retardant clothing (suit, balaclava, gloves, and closed footwear).

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

21.3.3.5 Team members may cover the upper part of the rear tyre located below the filler neck with a wet towel or a tyre cover.

Team members may cover the bodywork surrounding the fuel inlet with a fire-retardant blanket.

21.3.3.6 It is only allowed to refuel the maximum amount indicated in the Balance of Performance publication of the specific Race at every refuelling procedure (within 1 pit stop).

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

21.3.3.8 Not applicable.

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

21.3.3.10 The doors and windows on the opposite side to the fuel pump may be opened during refuelling unless the Car is refuelled from this side.

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

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

21.3.3.13 It is allowed to leave the lights on while being refuelled, however the use of high beam headlights in the refuelling area is prohibited.

21.3.3.14 The team (driver and team members) are responsible for safe refuelling operation and safe release.

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

21.3.3.16 Not applicable.

21.3.3.17 To remove any fuel from the Car the Car must be moved to the refuelling area. Only in the designated draining area is it allowed to empty the fuel tank and dispose the fuel into steel jerry cans/drums up to 50 kg each. Teams must supply these jerry cans or drums themselves. This fuel can be refuelled into the Car again in the refuelling area in full compliance with the applicable refuelling regulations, for use during unofficial sessions (prior to Free Practice) only.

21.3.3.18 If the vehicle does not start after refuelling, team members must push the vehicle to the emergency exit of the refuelling area using the shortest route possible. Once they have left the refuelling area, they may be helped by the mechanics of the team, wearing a green or yellow vest, to reach their pit box.

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

21.3.3.20 Cars in the pit lane have priority over Cars exiting the refuelling area.

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

21.3.3.22 Cars leaving after being refuelled, must give priority to moving Cars in the refuelling area. In case of an unsafe release the Race Director may issue a penalty.

21.3.4 Electric Cars

"Refuelling" regulations (e.g., charging) for electric Cars will be published in the Supplementary Regulations or in a Bulletin of the specific Event if required.

21.3.5 Refuelling area malfunction

21.3.5.1 In case the refuelling area is facing a malfunction of any kind, the Promoter will do its utmost in order to resolve the situation. Any (temporary) solution may also include manual refuelling of the Cars with cans or other means at discretion of the Race Director.

21.3.5.2 Any time lost in the refuelling area will not be compensated.

22. Tyres and other parts

22.1 Introduction

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

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

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

22.2 All participating teams are obligated to run the entire Event (any practices, Qualifying and Race) on Hankook tyres. Only those Hankook tyres may be used, which are delivered by Hankook in one of the 24H SERIES Events (those tyres can be recognized by a special decal/markings).
The size is free, unless restricted in the technical regulations of a specific class.
The number of tyres is not restricted.

22.3 Exemption may be granted by the Promoter if Hankook is unable to supply suitable tyres (to be judged by the Promoter).
Conditions applying to this exemption will be made on individual basis.

22.4 Hankook & 24H SERIES Logo obligations

22.4.1 All teams must affix HANKOOK stickers on all 4 corners of the Car. These stickers will be provided by the Promoter.

22.4.2 A Hankook badge and a 24H SERIES badge are mandatory and must be placed on the upper chest area of the driver's Race suit.



These badges (Hankook and 24H SERIES) will be provided by the Promoter and the logo designs are also available on the 24H SERIES website (www.24hseries.com).

22.4.3 Any logos, prints, badges or stickers from any other tyre brand on the Car or driver's equipment are prohibited.

22.4.4 Any infringement with regards to the logo obligations and other items with regards to the graphical charter (see appendix 13) may be penalized at discretion of the Race Director.

22.5 Hankook Tyre Service provider:

C&R Motorsport

Contact person Christoph Stoll

Tel. +49 2482 1251883

Mobile: +49 175 2420 792

Fax: +49 2482 1251885

E-mail: info@crmotorsport.de

22.6 Any mechanical or chemical modification or heat treatment, such as cutting, applying solvents or other products on either wet weather or dry weather tyres is absolutely forbidden.

22.7 For all Cars participating in classes of the GT Division:

Tyre warmers are allowed.

22.8 For Cars participating in the TCE Division:

It is not permitted to use tyre warmers or any other method to artificially increase the tyre temperature at any point during an Event. It is not permitted to have tyre warmers present on the paddock.

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

22.10 Other parts

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 (e.g. brake pads).

23. Publications and Communications

All communications will be published on the Official Notice Board.

23.1 Messages and communications on the official timing screens

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

24. Two-Way Radio Communication – Race control and Competitors

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

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

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

25. Responsibilities and Liability Renunciation of Competitors

Responsibility:

Competitors (competitors and drivers), team members and owners of the Car take part in the Event at their own risk. They carry sole civil criminal legal responsibility for any damage or injury caused by them or the vehicle they are using, provided that no liability exclusion is concluded subsequent to the present regulations.

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

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

Liability

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

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

Against:

- The other competitors (competitor and drivers), team members, their assistants, and the owners of the other Cars.
- The own competitor, drivers and own assistants they agree to save harmless and to keep indemnified from and against all actions, claims and demands arising out of or in connection with the Event (un-timed, timed practice, , warm-up, Race), with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

This liability renunciation comes into force for all persons involved at the moment the entry application is submitted.

The liability renunciation refers to any claims for whatever reason, in particular for liability claims arising out of contractual as well as non-contractual responsibility and to any claims arising out of unauthorized actions.

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

Release from Claims of the Vehicle's Owner

- If the competitor or the driver is not themselves owner of the Race Car, they must ensure that the waiver, which is printed on the entry form, is signed by the Car owner.
- If the above-mentioned declaration was not signed by the Car owner, the competitor and driver discharge all persons and posts mentioned in art. 25 of these regulations "Responsibilities and Liability Renunciation of Participants" from any claim by the Car owner, with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

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

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

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

With the submission of the entry and/or by signing the entry form, the Team Manager confirms that he has informed the competitor and the owner of the vehicle about the entire content of this art. (art. 25; Responsibilities and Liability Renunciation of Competitors) and the content of the entry form.

This renunciation of liability is also entirely valid for any additional unofficial testing that the Promoter hosts in the week leading up to or during the Event.

General Data Protection Regulations (GDPR)

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

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

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26. Interpretation of the Regulations

26.1 Only the Race Director and the Stewards can give binding information about the Event.

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

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

27. General Code of Driving Conduct

27.1 Respect Code of Driving Conduct

All drivers must respect the requirements detailed in the provisions of the Appendix L (chapter IV) to the International Sporting Code (ISC) in relation to the Code of Driving Conduct on Circuits. In addition to these provisions, the following regulations apply.

27.2 Behaviour on track

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

27.2.1 The FIA Annex L has general regulations regarding overtaking. For these endurance Races it must be added that the 'driver of the faster Car' is responsible for safe and sporting overtaking of the 'driver of the slower Car'. The 'driver of the slower Car' is not permitted to make manoeuvres liable to hinder, deliberately crowd a Car beyond the edge of the track or make abnormal changes of direction; stay on your racing line.

27.2.2 Any driver obstructing or endangering other competitors during any practice or Race due to their driving behaviour or apparently not being up to the requirements of the Race may be summoned for a medical examination by the Race Director and/or refused to start or to continue at discretion of the Stewards.

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

27.3 Not applicable.

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

27.5 Any stopping immediately in front of, in or after a curve is prohibited (see also art. 34.4 of these regulations). It is also prohibited to move a Car opposite or transverse to the direction of the Race for whatever reason unless the driver is instructed to do so by an official.

27.6 If the circuit is blocked or any practice, Qualifying or Race is stopped, the drivers are obliged to pull off the track to the right or left side so that the rescue Cars have enough space to proceed to the place of the incident.

27.7 The use of high beam headlights in the pit lane and refuelling area is prohibited.

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

27.9 Not applicable.

27.10 It is strictly prohibited

- to store additional fuel outside the installed tank.
- to take any additional person aboard the Car during any practice, Qualifying, warm-up, or Race.
- to stop on the track without being instructed to do so by the officials.

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

27.11 Maximum speed in the pit lane/weighing area/refuelling area

The speed of Cars in the pit lane and refuelling area will be checked.
The penalty for speeding is listed in art. 41 of these regulations.

27.11.1 Maximum permitted speed in the **pit lane: 40 km/h.**

27.11.2 Maximum permitted speed in the **refuelling area: 20 km/h.**

28. Flag Signals

- 28.1** The rescue services and Race Control are organised in compliance with the prescriptions of Appendix "H" of the FIA International Sporting Code. The drivers must carefully study these provisions, respect the signals and the instructions given by the officials. The flag signals do not release the drivers from their obligation to avoid any endangering of other drivers if they perceive a dangerous situation.
- 28.2** Additional to the flag signals referred to above, the CODE-60 (Purple) flag is applicable. This CODE-60 flag will be prescribed in article 29 of these regulations.
- 28.3** According to art. 2.5.3 of the Appendix "H" (ISC), light panels may be used in addition to flag signals. The light panels and other light signals used must be respected in the same way as the flag signals mentioned before.
- 28.4** The STS Driver Information Display (STS DID) (see Technical Regulations, Ch. I art 5.4.2) displays the flag status and flags to the driver in each Car. However, at any moment during the Event, the STS DID must be regarded as an informational tool only. The STS DID does not replace or overrule the official flags and flag panels around the circuit. In any case, the official flags presented by marshals or displayed on flag signals are valid.

29. CODE-60 Procedure

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

29.2 CODE-60 Procedure

The main advantage of the CODE-60 Procedure is the fact that the complete track is secured immediately, and rescue officials and rescue vehicles can do their important work in a safe manner shortly after an incident has taken place.

This is achieved by having all Cars lower their speed immediately without braking, installing a maximum speed of 60 km/h on the track, and banning overtaking while the CODE-60 Procedure is active.

Maximum safety is the main reason for the CODE-60 Procedure. Only of secondary concern, is the sporting effect of the procedure. Because all Cars drive at the same speed, the distance between the Cars remains the same. By means of the time intermediates on the track, timekeeping will automatically measure the speed of all Cars. Any exceeding of the speed limit, whether incidentally or on average, will be penalised.



- 29.3** When the order is given to deploy the CODE-60 Procedure, all marshal posts will SIMULTANEOUSLY display the PURPLE flags, with the NUMBER 60 on it. At the moment the CODE-60 Flags are shown, all drivers have to release the throttle immediately without braking. During this CODE-60 Procedure the speed limit on the track is 60 km/h.

29.4 While the CODE-60 Procedure is in operation

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

- 29.4.2** Serving of time penalties during CODE-60 Procedure is allowed, however the following applies:

- In case serving the time penalty in the penalty box starts during CODE-60, the time penalty serving time must be **doubled**.
- In case serving the time penalty in the penalty box starts during a green flag, the time penalty serving time is **not doubled**.

Both of these cases are depending on the time when serving the time penalty commences, independent of the moment, when a Car enters the pit lane.

29.4.3 Refuelling during CODE-60 Procedure

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

- in case the refuelling operation starts during CODE-60, the **CODE-60** refuelling amount is **50%** of the maximum refuelling amount, unless specified otherwise in the Balance of Performance Publication;
- in case the refuelling operation starts during a green flag, the maximum refuelling amount as per the official Balance of Performance Publication of the event applies.

Both of these cases are depending on the time when the refuelling operation commences, independent of the moment, when a Car enters the pit lane. The start of a refuelling operation is determined as the moment when a pump has been activated.

29.5 Penalties

Any Car exceeding the CODE-60 speed limit of 60 km/h can be penalised. The penalty will be double the time gained from the speeding.

29.6 When the Race Director gives the order to end the CODE-60 Procedure, all marshal posts will SIMULTANEOUSLY display waved GREEN flags. At the moment the GREEN flags are shown, the Race will proceed, and it is allowed to overtake.

29.7 Each lap completed while the CODE-60 Procedure will be counted as a Race lap.
If during this procedure the Race time elapses, the chequered flag will be used as normal to finish the Race.

29.8 Wave-by procedure

At selected Events, at the end of the CODE-60 Procedure, the Promoter may offer the option to the Race Director to decide upon a wave-by procedure. If this option is offered, the details of the Procedure shall be included in the Supplementary Regulations or in an Event bulletin.

30. Practice/Driving Time/Change of Drivers

Information regarding private test sessions

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

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

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

30.1 Practice

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

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

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

30.1.3 Each driver must complete at least 2 timed laps during night practice, if applicable.

30.1.4 Drivers who have not completed the requirements set out in Article 30.1.2 and 30.1.3 of these regulations, will not be allowed to participate in the Race.

30.1.5 In justified cases of exception and after a written request, the Race Director may allow drivers to participate who have not completed the requirements set out in art. 30.1.2 and 30.1.3 of these regulations.

The Stewards will take the final decision about the admission.

30.2 Stint Time during the Race

See art. 8.4 of these regulations for the minimum and maximum total driving time requirements for drivers in each class.

30.2.1 The maximum stint time for each driver without a change of driver is 2 hours.

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

30.2.3 At the start of the Race:

The stint time of all drivers starts when the Race time starts (see art. 33.5 of these regulations).

30.2.4 At the finish of the Race:

The stint time of a driver ends when this driver crosses the finish line.

30.3 Minimum Rest Time

The Minimum Rest Time is 50% of the most recent stint time of a driver.

Rest time is defined as the last time the driver crosses the pit in line before getting out of the Car until the first time the driver crosses the pit out line during their next stint.

30.4 Driving multiple Cars

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

At all times, the minimum rest time as prescribed in art. 30.3 of these regulations must be respected.

30.5 Change of Drivers

Any change of drivers may only take place in the pit of the team or in the working area or Pit Lane before the pit assigned to the team.

31. Drivers' and Team Managers Briefing

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

The Briefing will be in English.

31.2 All Team Managers must attend the Team Managers briefing.

All drivers must attend the Drivers' Briefing.

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

32. Qualifying and Starting Grid

32.1 The Start grid will be divided into 2 groups:

- Group 1 all classes of GT Division (from the first row of the grid)
- Group 2 all classes of TCE Division (after group 1 starting on a new row)

32.2 Qualifying

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

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

32.2.2 Refuelling and tyre changes during Qualifying

32.2.2.1 Refuelling

It is not allowed to refuel during the entire duration of the Qualifying, including the interval between sessions.

The refuelling area will close when Qualifying 1 starts. Any Car already in the queue at the refuel area is allowed to refuel after the start of Qualifying 1.

32.2.2.2 Tyre changes

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

It is allowed to change to wet tyres in case the Race Director declares a Qualifying session or parts thereof as "WET".

32.2.3 Qualifying 1

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

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

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

32.2.4 Qualifying 2

Qualifying 2 must be joined by another driver than the one who joined the previous Qualifying session (Q1). The fastest timed lap set by the driver in Qualifying 2 shall be considered as T2 for the average Qualifying time (AQT).

32.2.5 Qualifying 3

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

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

32.2.6 Average Qualifying Time (AQT)

The AQT is determined as follows:

- $(T1+T2+T3)/3$.
- Or in case a team has done only 2 Qualifying sessions: $(T1+T2+T3)/2$.
- Or in case a team has done only 1 Qualifying sessions $(T1+T2+T3)/1$.

32.2.7 Qualifying status (QS)

The Qualifying status is divided in 4 categories:

- QS 1: Cars that have participated in all Qualifying sessions.
- QS 2: Cars that have missed a maximum of 1 Qualifying session
- QS 3: Cars that have missed a maximum of 2 Qualifying sessions
- QS 4: Cars that have missed all Qualifying sessions.

32.2.8 Starting grid position

The starting grid position (order) of each competing vehicle, within their respective starting grid group (see art. 32.1.1 of these regulations) will be determined as follows:

- QS 1: Fastest to slowest AQT
- Then QS 2: Fastest to slowest AQT
- Then QS 3: Fastest to slowest AQT
- Then QS 4: Order at discretion of the Race Director

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

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

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

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

32.4 The free practice lap times and night practice lap times are not regarded as part of the Qualifying session.

However, in case the Qualifying sessions have NOT taken place, the best lap per team of the (combined) free practice session(s) will be taken to determine the starting grid.

32.5 The pit lane exit closing time will be mentioned in the official briefing of the specific Event.

32.6 Any Car failing to leave pit lane before the pit lane exit is closed, will have to start the Race from the pit lane after the last vehicle has past the exit of the pit lane and a green light at pit exit is given.

32.7 Free grid positions on the start grid will not be occupied.

32.8 A reconnaissance lap is mandatory before taking the grid position. See also art. 34.5.6 of these regulations.

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

33. Start

33.1 Starting Mode: Rolling start

Rolling start will be either:

- in 1 group
- or in 2 separate groups

This will be mentioned in the Supplementary Regulations.

33.2 Starting procedure

33.2.1 The following boards will be shown to the competitors:

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

33.2.2 When the green flag/lights is shown, the Cars will begin the formation lap behind the Official Leading Car and cover 1 lap over the complete circuit. The starting order must be maintained until the start line. The Official Leading Car of each group may not be overtaken before the signal to start is given.

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

33.3 Definition of START line and FINISH line

The timekeeping loops referring to the START line and FINISH line of an Event will be mentioned during the briefing.

33.4 Formation lap

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

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

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

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

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

33.4.4 When the Official Leading Car has pulled away the Pole Position Car will be responsible for maintaining the speed towards the start/finish line.

The signal for the start of the Race can be given from this moment on. The Pole Position Car will retain its speed (of approx. 80 km/h) until the red start light is switched off.

33.4.5 When the red start light is off, the Race starts, and overtaking is allowed.

33.5 The Race time starts when the red lights are switched off.

If a problem arises during the start, the red Light will not be switched off and yellow lights will flash at the start/finish line. The Race Director will decide upon either extra formation lap(s), CODE-60 or red flag (see art. 35 of these regulations).

In this case, the official start of the Race time will begin after the formation lap, when the first Car passes the finish line after the formation lap.

33.6 False start

Failure to maintain the start position, dropping back and/or accelerating before the red light is switched off may result in a Time Penalty at discretion of the Race Director. It is mandatory to maintain the grid formation using the start grid boxes.

34. Leaving the Track, Repairs and Outside Assistance

34.1 Drivers leaving the track must re-join the Race in a safe manner.

Taking a short cut will result in a penalty at discretion of the Race Director.

34.2 Any repairs during any practice, Qualifying or the Race may not be carried out on the track. Assistance may only be given in the pit box and pit lane. Outside assistance will be penalized at discretion of the Race Director.

34.3 Any Car stopped on the circuit may be brought back to the pit lane or scrutineering for repair by order of the Race Director. The Race Director strives to bring back broken Cars to the pit lane or paddock. Please note this is service and competitors cannot demand their Car to be recovered before any practice, Qualifying or Race ends.

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

34.5 Entrance to and exit of the pit lane

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

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

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

34.5.3 Not applicable.

34.5.4 Except in cases of force majeure (accepted as such by the Race Director), the crossing, in any direction, of the line separating the pit entry and the track is prohibited when entering the pit lane.

34.5.5 Except in cases of force majeure (accepted as such by the Race Director), any line painted on the track at the pit exit for the purpose of separating Cars leaving the pits from those on the track must not be crossed by any part of a Car leaving the pits.

35. Suspension of a session (Red Flag)

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

35.1 Red flag during practice or Qualifying

All drivers must reduce the speed of their Car, may not overtake other Cars, and must proceed to the pits with extreme caution. Working on the Cars is permitted in the working lane. Refueling is permitted in the refueling area during practice, **but according art.32.2.2.1 of these regulations during qualifying, refueling is not permitted**

35.2 Red flag during Race

35.2.1 General provisions and conduct to adopt

When the signal to suspend the Race is given, overtaking is prohibited, the pit exit will be closed, and all Cars must proceed slowly into the pit lane. The first Car to arrive in the pit lane should proceed directly to the pit exit light staying in the fast lane, all other Cars should form up behind the first Car, where they must line up in a single line in the fast lane.

Any Cars unable to return to the pit lane due to the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the Race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all Cars.

The Safety Car will be placed in front of the Cars lined up in the fast lane of the pit lane.

35.2.2 If a Car needs assistance to join the pitlane

Any Car which, after the red flag signal, requires assistance to make it to the pit lane, must then enter the pit lane and stay in its working area outside its pit box under Parc Fermé conditions.

35.2.3 While the Race is suspended:

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

35.2.4 Interventions allowed on the Cars

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

The Race Director may decide to allow teams to:

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

35.3 Resuming a suspended Race (end of the red flag)

35.3.1 General provisions

The delay for resuming the Race will be as short as possible and, as soon as a resumption time is known, the teams will be informed via the timing monitors in the pits.

In any case, an audible warning will be given ten minutes prior to resumption.

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

35.3.2 Procedure concerning Cars present in the fast lane

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

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

Any other work on the Car is not permitted. Exceptions will only be given at the discretion of a Scrutineer and Race Director, see art. 35.2.4 of these regulations.

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

35.3.3 Restart order after a suspended Race

The restart order in case of a suspended Race will be determined as follows:

- For the restart the Cars will be lined up according to the actual standing in the fast lane, the first Car being the overall leader.

35.3.4 Concerning all Cars, at the resumption of the Race

- When the 1-minute signal is shown, engines should be started, and all team personnel must leave the fast lane. If any driver needs assistance after the 30 second signal, he must raise his arm and, when the remainder of the Cars able to do so have left the pit lane, marshals will be instructed to push the Car into the working lane. In this case, marshals with yellow flags will stand beside any Car concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any Car unable to leave the pit lane.
- When the pit exit light is switched to green, the Safety Car will leave the pit lane, followed by all the Cars in the order in which they have been lined up and they will follow the Safety Car in a single line.
- Pit exit will then be closed.
- Any driver whose Car has been pushed from the fast lane has to wait until pit lane opens again.
- Overtaking behind the Safety Car is only permitted, in the following cases:
 - a) **During the first lap behind the Safety Car only**, any driver who is delayed when leaving his position in the fast lane may overtake to re-establish his original starting position provided he does so before he crosses the Safety Car Line 1. Should he fail to do so he must re-enter the pit lane and may only rejoin the Race once the whole field has passed the pit exit.
 - b) Drivers may leave the fast lane to overtake any Car delayed when leaving its position in the fast lane.
- **Entering the pit lane is solely possible for: (a) performing refuelling of the Car with maximum refuelling amount of 10 litres or (b) a Car disabled as the result of on an incident, flat or deflating tyre (not flat spot) or similar mechanical handicap (at discretion of the Race Director) to receive assistance only to remedy the immediate concern. Competing Cars may only re-join the track when the pit exit light is green.**
- As the Safety Car is approaching the pit entry and as the Overall Leader approaches the Line the yellow flags will be withdrawn and a green flag will be displayed at the Line, the Race restarts and overtaking is allowed.
- The Race Director may decide to continue the Race under CODE-60.
- After the Safety Car has completed 1 lap, after the last Car on track has crossed Safety Car Line 2, the pit exit will open

35.3.5 Procedure concerning Cars that were not in the fast lane

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

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

35.3.6 Race cannot be resumed

If the Race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the Race was given.

36. Finish of the Race

- 36.1** The end-of-Race signal will be given to the Overall Leader as it crosses the Finish line the first time after the completion of the Race time.
- 36.2** Any driver stopping his Car or proceeding at walking speed to wait for the end-of-Race signal so that they obstruct others will receive a penalty at discretion of the Race Director.
- 36.3** Speed must immediately be reduced after receiving the end-of-Race signal. All Cars must be brought directly to the Parc Fermé without stopping and all officials' instructions must be observed. Any offence will lead to a penalty at discretion of the Race Director.
- 36.4** The pit lane exit will be closed once the chequered flag is displayed.
- 36.5** While the chequered flag is shown at the finish line, it is not permitted to finish the Race in the pit lane. Teams who finish in the pit lane will receive a time penalty.

37. Parc Fermé/Final Scrutineering

- 37.1** The Parc Fermé location at the end of the Race and during the intervention break will be announced in the briefing.
- 37.2** All competitors must follow the special instructions to bring their Cars to the Parc Fermé where they will remain until the Stewards order their release.
- 37.3** The highest ranked Cars of the overall classification per Division may be asked to come into the pit lane for the podium ceremony. Please note, there will be an overall podium ceremony for each Division. Parc Fermé regulations apply to the Cars involved in the podium ceremonies.
- 37.4** Drivers need to leave the Parc Fermé area immediately.
- 37.5** After Qualifying there will be no Parc Fermé. If required, Cars can be guided to scrutineering instructed by the Race Director according to art. 15.9 of these regulations.

38. Race split in two parts – Intervention Break

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

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

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

Definition of part 1 and part 2:

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

Summary procedure of intervention

This summary is written for guidance only, the below articles are binding.

Here the summary procedure of the intervention (between part 1 and part 2) is described:

- After the finish of part 1, after the cooling down lap, all Cars are instructed to go to parc fermé/intervention location.
- This parc fermé/intervention location can be either at the start-finish line or at a separate parc fermé/intervention location.
- Approx. 15 minutes after the finish, the teams are allowed to cover the Car with a Car-cover.
- The next day:
- The driver and max 2 team members are allowed in the intervention area and are, with some exception, NOT allowed to work on the Car (with very limited tools).
- The Race Director will instruct the drivers to do an reconnaissance lap.
 - Either from the separate intervention location.
 - Or from the start-finish line (also intervention area).
 - And just before the reconnaissance lap, the 2 team members must be on safe position.
- After the reconnaissance lap, the Cars will be stopped and instructed by officials to align to the start grid
- From that moment, all Cars are positioned at their start grid position:
 - Working on the Car is forbidden (No exceptions).
 - People are allowed to enter the start grid.
- Start procedure.

38.1 Finish of PART 1

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

Entering the pit lane and performing a pit stop and/or refuelling in the last 10 minutes of PART 1 will be penalized with 2 laps.

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

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

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

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

After the instruction from the Race Director is given on the timing screens, teams are permitted to cover the Cars under supervision of officials.

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

38.2 Intervention break

Depending on the local situation and timetable the Race Director will decide on and clarify the Parc Fermé and intervention break procedures in the briefing.

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

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

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

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

38.2.1 Working on the Car / intervention break infringement

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

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

As soon as such a request is accepted and confirmed the team can move the Car to their own pit box and the

5 lap penalty will be applied and deducted from the number of laps completed by the team after PART 1.

38.3 Non served time penalties at the end of PART 1

See art. 41.1.3 of these regulations.

38.4 Restart

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

38.4.1 Intervention area

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

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

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

- Adjusting mirrors.
- Cleaning the windows and the front and rear lights only
- Adjusting tyre pressure with small hand-tools only. Tyre carts are not permitted in the intervention area.
- Checking wheel nuts with torque wrench.
- Replacing drinks bottle
- Starting the Car with the aid of an external battery
- Taking readout from datalogger only if this can be done without opening the bonnet.
- Warming up the engine and drive train on secured air jacks is allowed, with appropriate safety precautions
 - Only for this purpose it is permitted to remove the driven wheels during engine and gearbox warmup. Use of an adapter (e.g. GT4) is permitted.

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

38.4.1.3 Aligning the Cars for the start grid of PART 2:

- Before the start of PART 2, Cars will do a reconnaissance lap from intervention area to the start grid.
- Following the reconnaissance lap, the Cars will be instructed by marshals/officials to line up for the start grid. See art 38.6 of these regulations for the start grid order.
- When all Cars are in order, people (including team members) are also allowed on the start grid of PART 2.
- Unless otherwise instructed by the Race Director the start grid procedure for PART 2 is the same as for PART 1. However, different from the normal start grid, no work on the Car is allowed.
- Only the driver is allowed to touch the Car, as well as 1 team member (wearing a yellow vest), to assist the driver and to start the Car.
- No equipment is allowed at the start of PART 2, except an external battery to start the Car.
- It is the responsibility of the team, to make sure no spectators or anyone else touches the Car.

38.4.2 Cars in the pits prior to restart of PART 2

- Cars with written approval to work on the Car during the intervention break are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.
Alternatively, as soon as the Car is ready and after being checked and approved by scrutineering, they can start from the pit lane (after the restart of the Race from the moment the pit lane exit light is green).
- Other Cars may start at discretion of the Race Director.
- Cars in scrutineering box are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.
These Cars must go straight from scrutineering to the track and are not allowed to stop at their pit box nor any other place in the pit lane including in the refuelling area.
- All other Cars in scrutineering box will be released when the Race is restarted and when the pit lane exit light is green.
From this moment, teams can move their Cars to their own pit box and can start working on the Car.
As soon as the Car is ready and after being checked and approved by scrutineering, they can join the Race from the pit lane.

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

38.4.3 First pit stop after restart

Entering the pit lane is not allowed until the Car has passed the finish line on the track, after the start (red lights off). For the avoidance of doubt, this also applies if the restart of PART 2 is under CODE-60 or Safety Car.
Entering the pit lane earlier will be penalized with time penalty of 6 minutes.

A Car that is forced off the grid due to a defect will have to wait to work on the Car (including refuelling) until the light at the end of the pit lane becomes green.

38.4.4 Restart driver

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

38.5 Not applicable

38.6 Restart grid order

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

- The class order will be:
 - GT Division
 - Group 1: Class GT3* & GTX
 - Group 2: Class 992**
 - Group 3: Class GT4
 - Group 4: Class SP4
 - TCE Division
 - Group 1: Class TCR & TCX
 - Group 2: Class TC

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

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

Each group will be ordered according to the classification after the finish of PART 1.

38.7 Restart laps

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

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

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

For any Car that did NOT pass the finish line of PART 1, the restart laps will equal the number of laps completed according to the results of PART 1.

There will be no separate restart laps calculation for the following classes:

- GT3-PRO/AM
- GT3-AM
- 992-AM

38.8 Start of PART 2 under wet track conditions

If PART 1 finishes under dry conditions, and the weather circumstances change before the start of PART 2 into wet conditions, the Race Director may decide to introduce the following procedure, which shall be announced on the official timing monitors if implemented.

38.8.1 In case the start of PART 2 of the Race will be under wet track conditions, it shall be permitted for all Cars in the intervention break zone to change tyres from slick to wet tyres only.

In this specific case, changing tyres from slick to wet tyres is added to art. 38.4 of these regulations. All teams shall be advised to prepare this procedure.

This procedure shall be announced by a message on the timing monitors and displaying the board "Wet Race" in the intervention break zone.

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

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

If the weather conditions make a regular start procedure (as communicated in the Event briefing notes and presented during the specific briefing) impossible, the Race will be started under Safety Car conditions. This shall also be announced on the timing monitors, if applicable.

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

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

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

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

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

39. Classification, Podium and Championship

39.1 Classification

39.1.1 After the Race time has expired regardless of the number of laps covered, the chequered flag will be shown to the Overall Leader and all following Cars as soon as they cross the finishing line at the end of the Race.

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

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

39.1.4 There will be a class and an overall classification per Division.

39.1.5 In case there is more than 1 Division joining in 1 Race, there will be 2 separate overall winners and 2 separate podium ceremonies for each overall Division winner.
See the Division structure in art. 18 of these regulations.

39.2 Podium

39.2.1 The provisional prize giving for the top 3 overall winners per Division and the top 3 in each class will take place immediately after the Race end on the prize giving podium.
There is a separate podium for Class GT3-PRO/AM and GT3-AM, but no separate podium for Class GT3.

39.2.2 All the drivers of the relevant teams must proceed to the podium immediately after the Race has ended.
The top 3 in each class will receive cups. Cups will be awarded to all drivers of the teams concerned.

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

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

39.3 24H SERIES Championship Titles

39.3.1 There will be 2 titles per Division:

- **EUROPEAN Title**
Races (and Divisions or classes) counting towards this 24H SERIES Championship shall be announced in a Promoter communication.
- **CONTINENTS Title**
Races (and Divisions or classes) counting towards this 24H SERIES Championship of the continents shall be announced in a Promoter communication.

39.3.2 Scoring, Drivers and Teams ranking

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

There will be the following rankings for each Title:

Drivers:

- Drivers ranking per class
- Ladies Cup ranking overall per Division
- Junior Cup ranking overall per Division

Teams:

Teams ranking per class

39.3.3 Conditions to be eligible in the championship and scratch results

39.3.3.1 To be eligible for a Title, a team or driver needs to participate in a minimum of 2 Races.

39.3.3.2 There is 1 scratch result for any Title.

39.4 Classes for championship

Any class as per art. 18 of these regulations will be considered a class for each title.

39.5 Allocation of points

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

39.5.1 Point allocation table for Race shorter than 24 hours

Points shall be allocated during all events that are not declared as "24H" shall be allocated according to the following table according to final result of the event per class.

Number of Cars in class	Points
1 st in class	40
2 nd in class	36
3 rd in class	32
4 th in class	28
5 th in class	24
6 th in class	20
7 th in class	18
8 th in class	16
9 th in class	14
10 th in class	12
11 th in class	10
12 th in class	8
13 th in class	6
14 th in class	4
15 th in class	2

39.5.2 Point allocation table for Races of 24 hours

A 24H Race shall be considered as a single competition in which an intermediate classification after 12 hours of racing is drawn up to determine the point allocation at halfway mark. Points shall be allocated according to the following table after 12 hours and according to the final result of the event per class.

Number of Cars in class	Points after 12 hours	Points after 24 hours
1 st in class	20	40 Points
2 nd in class	18	36
3 rd in class	16	32
4 th in class	14	28
5 th in class	12	24
6 th in class	10	20
7 th in class	9	18
8 th in class	8	16
9 th in class	7	14
10 th in class	6	12
11 th in class	5	10
12 th in class	4	8
13 th in class	3	6
14 th in class	2	4
15 th in class	1	2

39.6 Definition of a Team and Team name

- 39.6.1** A team is defined as a unique combination of start number and team name. So, for the team ranking, points will be assigned to this unique combination. This team name may be different than the competitor.
- 39.6.2** The chosen Team name has to be registered on the entry form along with the competitors name (or on a special form for this purpose) and both names have to be mentioned on all the official documents.
- 39.6.3** The start number will be assigned by the Promoter and will be the same for the entire season (the Promoter can decide upon possible waivers).
- 39.6.4** Once registered, a Team name cannot be changed during the season.
- 39.6.5** The Promoter can refuse Team names at their discretion.
- 39.6.6** For ranking purposes the Team name will be mentioned on the entry list as well on the results.
- 39.6.7** A team will be represented by a team owner or team contact person.
- 39.6.8** The Promoter may decide upon waivers regarding the above-mentioned articles of 39.6.

39.7 Entrant with more Cars

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

39.8 Car brand and model

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

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

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

39.9 Driver line-up

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

39.10 Special Powered by Hankook EUROPEAN TROPHY

For both TCE-and GT-division and additional to the team class winners:

The team (P1) with the highest number of points of all the classes **in their respective Division** combined, will be awarded with the: Special Powered by Hankook EUROPEAN TROPHY

39.11 Special Powered by Hankook CONTINENTS TROPHY

For both TCE-and GT-division, and additional to the team class winners:

The team (P1) with the highest number of points of all the classes **in their respective Division** combined, will be awarded with the: Special Powered by Hankook CONTINENTS TROPHY

39.12 LADIES CUP championship Overall per Division

There will be a Ladies Cup ranking, which will be derived from the points allocated per Race in a specific class.

The female driver with the highest number of points per Division shall be awarded the Ladies' Cup title.

For GT3 Teams:

- GT3-AM Teams: female drivers: points derived from Class GT3-AM
- GT3-PRO/AM Teams: female drivers: points derived from Class GT3-PRO/AM
- GT3-PRO Teams: female drivers: points derived from Class GT3

For 992 Teams:

- 992-AM Teams: female drivers: points derived from Class 992-AM
- 992-PRO Teams: female drivers: points derived from Class 992

39.13 JUNIOR CUP championship Overall per Division

There will be a JUNIOR CUP ranking, which will be derived from the points allocated per Race in a specific class. The JUNIOR driver with the highest number of points per Division shall be awarded the Junior Cup title

For GT3 Teams:

- GT3-AM Teams: junior drivers: points derived from Class GT3-AM
- GT3-PRO/AM Teams: junior drivers: points derived from Class GT3-PRO/AM
- GT3-PRO Teams: junior drivers: points derived from Class GT3

For 992 Teams:

- 992-AM Teams: junior drivers: points derived from Class 992-AM
- 992-PRO Teams: junior drivers: points derived from Class 992

39.13.1 Definition of a JUNIOR

A driver is considered eligible for the JUNIOR CUP, if they are born before 1 January 1998.

39.14 Not applicable.

39.15 Not applicable.

39.16 Detailed scoring rules

39.16.1 Conditions to be awarded points

39.16.1.1 Only teams, which are classified, will be awarded with points. See art. 39.1.3 of these regulations.

39.16.1.2 Minimum driving time

For a driver, to be awarded with points in the championship ranking:

A driver needs to have driven at least:

- Minimum 30 minutes at <10H Race.
- Minimum 1 hour at 10-15H Race.
- Minimum 2 hours at >15H Race.

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

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

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

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

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

* if the Race duration is between 1/3 and 2/3 of initial Race length, the minimum driving time according to art. 39.16.1.2 of these regulations is not applicable.

** if the Race duration is over 2/3 of initial Race length, the minimum driving time for a driver to be awarded with points, remains according to art. 39.16.1.2 of these regulations.

39.16.1.5 Conditions to be awarded points at halfway mark in Races of 24 hours only

See also art. 39.5.2 of these regulations

39.16.1.5.1 Halfway mark classification

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

39.16.1.5.2 50% lap rule at halfway mark

Only those teams and drivers, who have completed a minimum of 50% of the laps of the Overall Leader in their Division at the halfway mark will be eligible for points at the halfway mark.

39.16.1.2.3 Minimum driving time at halfway mark

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

39.16.1.5.4 Race stoppage

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

- If the halfway mark is passed, then halfway points will be awarded. Points at the end of the Race will be awarded according to art. 39.16.1.4 of these regulations.
- If the halfway mark is not passed, then no halfway points will be awarded. Points at the end of the Race will be awarded according to art. 39.16.1.4 of these regulations.

39.16.2 Pole position and fastest lap time

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

39.16.3 Tie breakers

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

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

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

39.16.4 Driver, driving on 2 Cars

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

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

A driver who is driving on 2 Cars in 2 separate Divisions may score points on both Cars.

39.16.5 Amalgamation of classes

A team and driver will receive the points according to the position in their class.

In case a team is assigned to another class, due to amalgamation of classes according to art. 19.1 of these regulations, the points awarded to the team and driver will be added to the initial class of the specific team.

In case a team is assigned to another class for any other reason, the awarded points will be added to the assigned class.

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39.16.6 Class GT3-PRO/AM and GT3-AM

There will be a separate class ranking for:

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

There is no separate GT3-PRO class ranking.

39.16.7 Class 992

There will be a separate class ranking for:

- Class 992-AM.
- Class 992

There is no separate 992-PRO ranking.

39.17 Publication

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

The deadline for any objections regarding the allocation of points in a Race and/or overall classification may be submitted within 14 days after the Race.

- 39.18** In case of not described, unforeseen or misinterpreted situations in the awarding of points and/or rankings, the Promoter will make a final decision and/or the Promoter can decide upon possible waivers.
The Promoter may add additional championship rankings.

40. Penalties

40.1 Penalties imposed by the Race Director

Following penalties may be imposed by the Race Director:

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

40.2 Penalties imposed by the Stewards

Besides the list of penalties as per ISC only the Stewards have the authority to disqualify a driver and/or team.

- 40.3** All penalties can be inflicted on the Team as defined in art. 39.6.1 of these regulations, which means not the individual driver but the complete team.
The Race Director and Stewards can make exceptions on this.

40.4 Penalty notification

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

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

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

41. Time penalties– Procedure and other penalties

Time penalties are given for more than one reason. The following, with the accompanying time penalties, are the most common reasons for which time penalties are incurred, however the Race Director is empowered to enforce or rescind time penalties, and determine time penalty lengths, as he sees fit to do so.

41.1.1 Time penalty deadline

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

41.1.2 Time penalties received during the last 2 hours of the Race

- **Each Penalty > 30 seconds:**
Must be served before the finish of the Race.
If not served by the team, the penalty will be doubled and converted into laps at discretion of the Race Director.
- **Each Penalty ≤ 30 seconds:**
If not served by the team, the penalty will be processed by the official timekeeper of the Event. These time penalties will not be doubled.

41.1.3 Not served time penalties at the end of PART 1 during Races with an intervention break

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

- Before the finish of PART 1, or;
- During the first 2 hours of PART 2.

If a team does not respect this time frame, the imposed time penalty will be doubled.

41.2 List of penalties

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

Article	Infringement	Penalty	Conditions
41.2.1	Overtaking under a CODE-60 situation	Time penalty: 60 seconds	-
41.2.2	Speeding in the pit lane	Time penalty: 2 seconds per km/h	Speed is determined by RD
41.2.3	Speeding in the refuelling area	Time penalty: 2 seconds per km/h	Speed is determined by RD
41.2.4	Driving too fast under a CODE-60 situation	Time penalty: (Driving time gained in seconds) x 2	Driving time gained is determined by RD
41.2.5	Overtaking under a yellow flag situation		At discretion of the RD
41.2.6	Not respecting track limits during the race. Meaning 4 wheels over the white line.	After three times: Warning (<i>on timing screen</i>) Every next third is time penalty: 10 seconds	In the same turn
41.2.7	Not respecting track limits during qualifying. Meaning 4 wheels over the white line.	Every infringement: Lap time will be disallowed	At discretion of the RD
41.2.8	Taking a short cut	Penalty in accordance with article 40.1 of these regulations	At discretion of the RD
41.2.9	Finishing the race in the pit lane	Time penalty: 20 seconds	At discretion of the RD
41.2.10	Exceeding the maximum driving time (stint time)	Time penalty: 60 seconds for every 10 minutes beyond the maximum driving time	For the maximum driving time definition, see article 30.2 of these regulations
41.2.11	Exceeding the total maximum driving time of the Pro driver(s)	One lap can be deducted from the total number of laps for every 10 minutes beyond the maximum driving time	For the specific driving time requirements, see article 8.4 of these regulations

41.2.12	Exceeding the total maximum driving time of the SEMI-PRO or AM+ driver(s)	One lap can be deducted from the total number of laps for every 20 minutes beyond the maximum driving time.	For the specific driving time requirements, see article 8.4 of these regulations
41.2.13	Not fulfilling the minimum driving time requirements of the AM driver(s):	One lap can be deducted from the total number of laps for every 30 minutes below the minimum driving time.	For the specific driving time requirements, see article 8.4 of these regulations
41.2.14	Not applying Driver-ID switch correctly, but report to Secretary of the Event within 20 minutes	No penalty if conditions are respected.	Change to correct driver-ID setting is mandatory. Always report to Secretary of the Event with Yellow Pit Card.
41.2.15	Not applying Driver-ID switch correctly, but report to Secretary of the Event after 20 minutes	Time penalty: Minimum 30 seconds	Change to correct driver-ID setting is mandatory. Always report to Secretary of the Event with Yellow Pit Card.
41.2.16	Not applying Driver-ID switch correctly, not reported to Secretary of the Event	Time penalty: 60 seconds	-
41.2.17	(Small) Technical deviations (e.g., weight of the Car, Car ride height, etc.), with reference to the technical regulations	Time penalty of at least twice of the advantage the team has gained	Time gained is determined by RD
41.2.18	Exceeding the maximum refuelling amount	Penalty in accordance with article 40.1 of these regulations	At discretion of the RD
41.2.19	Not delivering USB/SD Datalogger memory device on time	Penalty in accordance with article 40.1 of these regulations	At discretion of the RD
41.2.20	Missing the Official Briefing (drivers or Team Managers)	Penalty in accordance with article 40.1 of these regulations	At discretion of the RD
41.2.21	Driving Car into pit box under its own power and/or momentum	Time penalty: 10 seconds	See also article 21.2.4 of these regulations
41.2.22	Working with more than 4 people on the Car	Time penalty: 10 seconds	See also article 21.2.5 of these regulations
41.2.23	<i>Intervention Break only:</i> Written request to work on the Car within 30 minutes after the finish of PART 1	5 laps deduction	See article 38 of these regulations Request to the Secretary of the Event
41.2.24	<i>Intervention Break only:</i> Performing work on the Car without any approved request from RD after the finish of PART 1	10 laps deduction	See article 38 of these regulations
41.2.25	<i>Intervention Break only:</i> Penalty for entering the pit lane before crossing the start/finish line once after the restart of the race	Time penalty: 6 minutes	See article 38 of these regulations
41.2.26	<i>Intervention Break only:</i> Penalty for entering the pit lane and performing a pit stop or refuelling in the last 10 minutes of PART 1	2 laps deduction	See article 38 of these regulations
41.2.27	Not respecting pit stop regulations	Penalty in accordance with article 40.1 of these regulations	At discretion of the RD
41.2.28	Not respecting or violating the branding, logo and flag placement regulations (see article 45 of these regulations)	Penalty in accordance with article 40.1 of these regulations	At discretion of the RD
41.2.29	Any other infringement noted by the Race Director.	Penalty in accordance with article 40.1 of these regulations	At discretion of the RD

41.3 Procedure

- 41.3.1** The infringement for which time penalties are given, is as observed by any official and / or the official timekeeper at the Event and reported to the Race Director.
- 41.3.2** The Competitor will be informed of any infringement and penalty.
The Team Manager will (a) confirm receipt in the digital portal, or (b) sign for having received the notification and receive a copy of this for their own use.
- 41.3.3** Not applicable.
- 41.3.4** A Competitor, who has received a time penalty, stops in the designated penalty area. The penalty time starts the moment the Car comes to a complete stop. Only after the completion of the time penalty may the Car leave this area.
- 41.3.5** The driver of the penalised Team will stop at a predesignated place in the pit lane and wait at this place for the duration of the time penalty (during this time it is not allowed to touch the Car). The driver must wait in the vehicle with safety belts, helmet and Race clothing. It is the team's responsibility to see that the time penalty is carried out in the proper manner and at the appropriate place.
- 41.3.6** The Race Director or one of his officials is only responsible for checking that the time penalty has been carried out. This may be done through the use of video film from the circuit or any other means at his disposal.
- 41.3.7** For time penalties that are not served correctly (wholly or partly), the part of the penalty that was not served correctly will be considered as not served and a new penalty will be issued which will be equivalent to at least the unserved part of the penalty.
- 41.3.8** The predesignated place where teams are to take their time penalties will be pointed out at the drivers briefing.
- 41.3.9** Serving of time penalties during CODE-60 is allowed, however the time penalty will be doubled.
- 41.3.10** It is not required to serve penalties of less than or equal to 5 seconds. Penalties less than or equal to 5 seconds can be added to another time penalty and may be served together. If a team elects to do this, the Secretary of the Event must still be notified.
Otherwise, time penalties of less than or equal to 5 seconds will be added to the Race time at the end of the Race.
- 41.3.11** Multiple time penalties may be served at once, as long as they are served within the timeframe defined in art. 41.1.1 of these regulations.

42. Protests

- 42.1** Protests must be lodged in accordance with the stipulations of Article 13 of the FIA International Sporting Code. All protests must be lodged in writing, addressed to the Stewards, and handed to the Race Director or their assistant, and if this is not possible, to the chairman of Stewards, along with a Parent ASN-set deposit (see below). Protests must be lodged within 30 minutes after publication of the Provisional Result, except:
- In circumstances where the Stewards consider that compliance with the 30-minute deadline would be impossible,
 - As described in ISC Art. 13.
- 42.2 Protests deposit**
- The protest deposit as defined by the Parent ASN is 500 EURO in cash.
 - Only the competitor has the right to lodge a protest.
- 42.3** Any dismantling costs resulting from a protest must be set in accordance with the prescriptions of the International Sporting Code.

43. Appeal

- 43.1** The appeal procedure is governed by the provisions of Article 15 of the International Sporting Code.
- 43.2** If the competitor would like to appeal the deposit amount defined by the Parent ASN to be made payable and be sent to:

KNAF FEDERATIEBUREAU
IBAN: NL57INGB0665545967

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

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

- 43.3** Any dismantling costs resulting from an appeal must be set in accordance with the prescriptions of the International Sporting Code.
- 43.4** The appeal deposit as defined by the parent ASN is 1.750 EURO.



44. Class Division and unique GT3 and 992 Balance of Performance

44.1 Introduction

In class GT3 and class 992 the goal of the Class Division in combination with Creventic's unique BOP method is to give amateurs and semi-pros (over 90% of the competitors) a much fairer opportunity to compete with the professionals.

Based on driver line up, all Cars in the GT3 and 992 Classes will be allocated to either an AM, PRO/AM or PRO Class. Apart from "traditional" BOP to equalise the performance of all Cars in a class, Creventic also applies an additional BOP based on the AM, PRO/AM or PRO status of a car in both the GT3 as well as the 992 Class. Further to this, different minimum and maximum driving times apply to the different driver categories in each class.

This presents a better chance for AM and PRO/AM teams to compete with the PRO teams, something that will increase the challenge for all teams on the grid. The best teams will still rise to the front of the Race, but much more closely followed by a big and strong midfield including teams with full amateur driver line-ups.

With more teams in contention for the overall victory, it will take longer during the Race until the potential victors emerge. It could even result in a close battle until the end of the Race!

One thing remains the same, the best team will win! But wouldn't it be more satisfying to win the next Race in the last hour with a close finish?

A note for the professionals:

Keep in mind that without the large group of enthusiastic amateurs and semi-pros we would not have a Race at all!

The best team?

The best team can best be described as a combination of:

- Strong strategic and technical minds.
- Excellent driver: fast, consistent, and reliable endurance drivers. Team players with respect for their competitors in their class and even more so for competitors in other classes.
- A strong and reliable Race car, easy to drive yet fast.
- Maybe some luck, at the very least no bad luck!

Do you take this challenge?

May the best team win!

Knac Nationale Autosport Federatie

44.2 GT3

Class GT3 is divided into three kinds of teams:

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

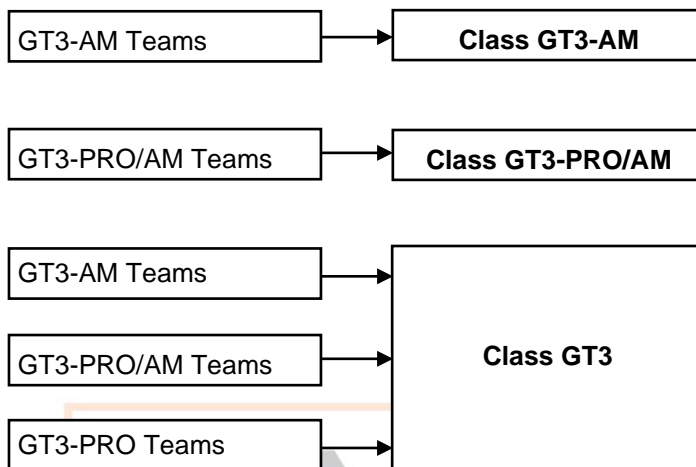
The assignment of each team to either of the classes above, will be done according to the driver line-up as described in art. 8.3.2 of these regulations

Driving time requirements

In addition to the balance of performance of the GT3-PRO teams, GT3-PRO/AM teams and GT3-AM teams; driving time limitations and requirements are specified in art. 8.4 of these regulations.

44.2.1 GT3 Classes

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



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

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

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

44.2.2 Combining GT3 Classes

Independent of the number of the GT3 entries of each GT3 Class, the GT3 Classes will NOT be combined.

44.2.3 GT3 classes podium and Championship ranking

See art. 39.2 of these regulations for the consequences of the GT3 Class Division on the podium ceremony.

See art. 39.16 of these regulations for the consequences of the GT3 Class Division on the championship ranking.

44.2.4 Electing a different class

GT3 teams that meet the GT3-AM driver requirements, can choose to be reassigned as GT3-PRO/AM or GT3-PRO after written request and approval.

GT3 teams that meet the GT3-PRO/AM driver requirements, can choose to be reassigned as GT3-PRO after written request and approval.

Prior to the start of the Event, the Promoter will decide upon such requests.

During the Event, the Race Director will decide upon such requests. In these cases, the team must be scrutineered again.

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

- Driving time requirements
- Balance of Performance
- Points allocation

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

44.2.5 Start grid consequences (GT3)

Referring to art. 44.2.4 of these regulations, in case of changes of GT3 class, before the start of the Race and after Qualifying, (only with approval of the Race Director) and in case of BOP benefits relative to the reassigned class during Qualifying, teams will be repositioned on the start grid, according to the following table:

BOP-change	Start grid consequence
AM-advantage → PRO/AM	GT3 Start grid: behind last GT3 Car
AM-advantage → PRO	

BOP-change	Start grid consequence
AM → PRO/AM	GT3 Start grid: behind last GT3 Car
AM → PRO	

BOP-change	Start grid consequence
PRO/AM → PRO	GT3 Start grid: behind last GT3 Car

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

44.2.6 GT3-BOP method

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

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

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

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

44.2.7 Balance of Performance parameters for GT3

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

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

44.2.8 Notes

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

According to art. 8.3.2 of these regulations, the Promoter reserves the right to consider a GT3-AM or GT3-PRO/AM eligible team as a GT3-PRO/AM or GT3-PRO team on the basis of the driving capability of their driver line-up.

This is also applicable for GT3-AM Advantage BOP eligible teams to be allocated in GT3-AM.

44.3 992 Classes

44.3.1 992 Teams

Class 992 is divided into two kinds of teams:

- 992-AM Teams
- 992-PRO Teams

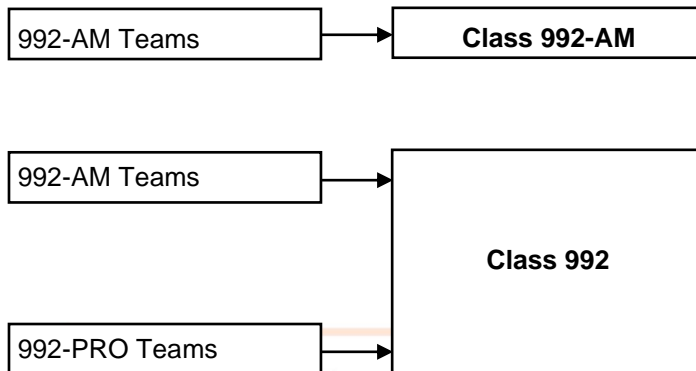
The assignment of each team to either of the classes above, will be done according to the driver line-up as described in art. 8.3.2 of these regulations

Driving time requirements

In addition to the balance of performance of the 992-AM teams and 992-PRO teams; driving time limitations and requirements are specified in art. 8.4 of these regulations.

44.3.2 992 Classes

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



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

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

44.3.3 992 classes for podium classification and Championship ranking

For both, podium classification and Championship ranking there are 2 classes:

- Class 992
- Class 992-AM

44.3.4 Electing a different class

992 teams that meet the 992-AM driver requirements, can choose to be reassigned as 992-PRO team into class 992 after written request and approval.

Prior to the start of the Event, the Promoter will decide upon such requests.

During the Event, the Race Director will decide upon such requests. In these cases, the team must be scrutineered again.

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

- Driving time requirements
- Balance of Performance
- Points allocation

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

44.3.5 Start grid consequences (992)

Referring to art. 44.3.4 of these regulations, in case of changes of 992 class, before the start of the Race and after Qualifying, (only with approval of the Race Director) and **only** in case of BOP benefits relative to the reassigned class during Qualifying, teams will be repositioned on the start grid, according to the following table:

BOP-change	Start grid consequence
AM-BOP → PRO-BOP	992 Start grid: behind last 992 Car

In case more teams are repositioned according to the above rule, the position at the back of the 992 Class will be according to the best Qualifying lap.

44.3.6 992-BOP method

To each Team category, a specific 992 BOP will be assigned, see table below:

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

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

44.3.7 Balance of Performance parameters for 992

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

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

44.3.8 Notes

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

According to art. 8.3.2 of these regulations, the Promoter reserves the right to consider a 992-AM eligible team as a 992-PRO team based on the driving capability of their driver line-up.

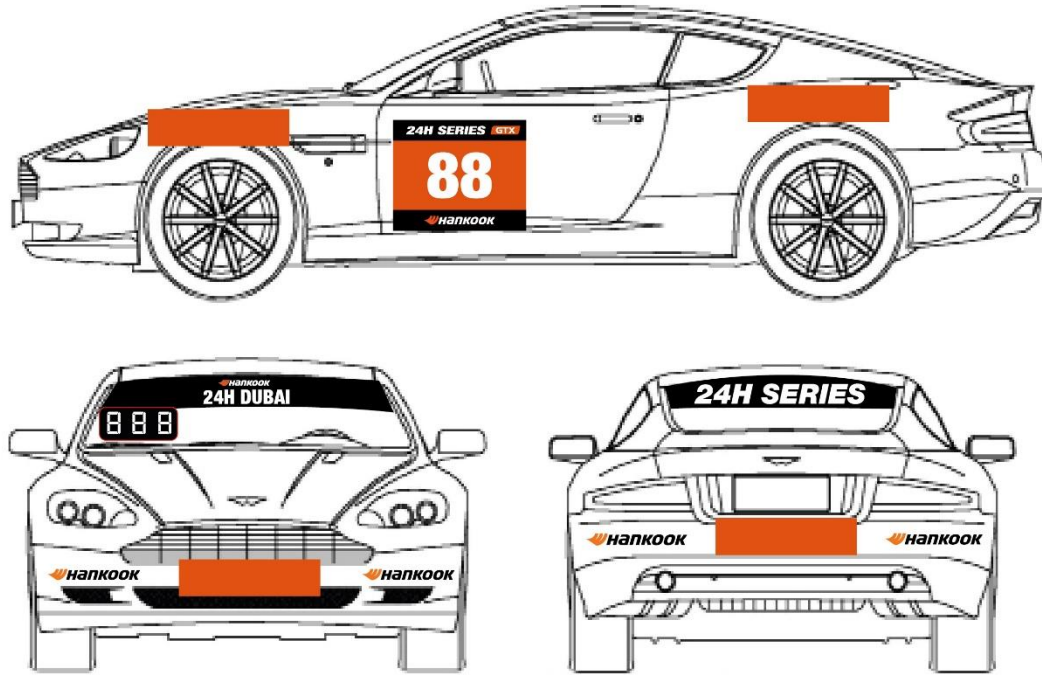


45. Graphical charter and branding obligations

The branding obligations must be strictly followed throughout the entirety of each Event within the 24H SERIES. Any infringement may be penalized by the Race Director.

45.1 Compulsory advertising on Cars

The compulsory advertising overview of stickers on each competition vehicle will be published separately per Event and shall remain obligatory. The following overview is an example of the positioning of mandatory branding:



45.2 Mandatory badges on driver's overalls.

The following badges are mandatory to be placed in the chest area:

- Hankook badge.
- 24H SERIES badge.
- Special badge to be confirmed in a Promoter communication (e.g. special Event badge, additional sponsor).

PLEASE NOTE: No tyre brand except Hankook may be visible on the driver overall.

Your driver suit won't be approved if you do not have the correct badges.

Therefore, make sure the badges are sewed correctly on your driver suit on the chest area.



45.3 Mandatory beach flag placement.

Each competitor will receive at the first Race they participate, two personalised beach flags of 350 cm representing their team, nationality, class, and Car.

The team itself is responsible to take the beach flags with them to each Event they enter in the 24H SERIES.

One beach flag must be fixed to the pit wall fence.



The other beach flag must be placed on the paddock next to the truck.



In case a team enters several vehicles, beach flags must be placed for each individual vehicle that has entered the specific Event.

If a team's beach flag is broken or lost, the team must request a new beach flag at Creventic at additional costs of 100 EURO per flag.