SPORTING & TECHNICAL REGULATIONS
24H SERIES powered by Hankook
2019

VERSION: 6 September 2018

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Chapter I – Sporting Regulations

1. Introduction

24H SERIES is organised in conformity with the provisions of the International Sporting Code and its appendices, the FIA General Prescriptions on Circuits, the General Prescriptions applicable to International Series and the National Sporting Regulations of the KNAF where applicable. It will be run in conformity with the Series' Sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J.
The 24H SERIES is a FIA International Series level Silver.

24H SERIES is a series for basically 12hour and 24hour endurance races and offers a platform for amateur drivers and teams to do their hobby (racing for fun), with a wide variety of cars brands and models and based on technical respected regulations that suit amateur endurance competition.

Although this 24H SERIES is basically for amateur drivers (AM), also semi- and even some professional drivers (PRO) are welcome. However the PRO-drivers have to adapt to 24H SERIES format and have to respect the amateur drivers on the track.

We aim to offer amateur teams and drivers to participate on attractive circuits around the world at a relative low and reasonable budget and to offer a series for amateur drivers to compete with other nationalities from all over the world.

24H SERIES: Consist of three divisions (TCE, GT and PROTO):

	Division		
	24H TCE SERIES	**24H GT SERIES**	**24H PROTO SERIES**
Classes	**TCR**	**A6 (PRO&AM)**	**P2**
	SP3	**SPX**	**P3**
	A3	**991 (PRO&AM)**	**P4**
	CUP1	**SP2**	**PX**
	TCP2	**SP4**	**CN1**
	A2	**GT4**	**CN2**
	TCP1		

European Champion of each division:

- For teams and drivers, per class and overall.
- A ladies ranking
- A drivers Junior Cup ranking for drivers under the age of 25.

Champion of the Continents per division:

- For teams and drivers, per class and overall.
- A ladies ranking
- A drivers Junior Cup ranking for drivers under the age of 25.

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 minimum an International D or -C-licence.

The basis of 24H SERIES is to organise events on FIA approved circuits, in cooperation with DNRT foundation.

The 24H SERIES is registered as a FIA International Series

These regulations should be read as follows:

- Chapter I: Sporting Regulations (FOR ALL CLASSES)
- Chapter II: New BOP implementation (FOR CLASSES A2, A3, SPX, SP2, SP3 AND SP4 ONLY)
- Chapter III: May the best team win – BOP-implementation for class A6 & 991
- Chapter IV: Technical Regulations (FOR ALL CLASSES)
- Chapter V: Technical Regulations (FOR DIVIISON TCE AND GT ONLY)
- Chapter VI: Technical Regulations (FOR GROUP "24H SPECIAL" CARS OF DIVISIONS TCE AND GT ONLY)
- Chapter VII: Technical Regulations (FOR DIVISION PROTO ONLY)
- Individual appendix with specific technical regulations for this class

2. General

This document describes the Sporting & Technical Regulations for the above mentioned 24H SERIES endurance events.

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

2.2 Sporting Authority (host ASN)

The host ASN will be published in the supplementary regulations.

3. Status of the Event

The 24H SERIES is registered as a FIA International Series.

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.creventic.com

4.3 Organisers

Name	Address	Licence No.	ASN
Creventic BV	PO Box 40 6590 AA Gennep The Netherlands	18.314	KNAF

In cooperation with:

Name	Address	Licence No.	ASN
DNRT	Joop den Uyllaan 107 3119 VJ Schiedam The Netherlands	18.306	KNAF

The Promoter may assign another (e.g. local) organiser to be organiser or co-organiser.
The local Organiser must be an ASN approved Organiser which holds the necessary permit for the event.

4.4 Insurance

The organizer of the event has concluded a third party insurance, for all competitors, their personnel 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 before the closing date of the event.

The promoter reserves the right to postpone, abandon, change (e.g. the duration) or cancel the meeting or any part thereof. The promoter alone, will in such case, make the decision about the consequences for the Series championships. In this event the competitor has no right to claim against the neither organiser nor promoter with respect of any loss or expense he may thereby incur.

In case of an appeal of 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).

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

The event will be run in compliance with the following regulations to which all competitors submit them by the very fact of presenting the entry form:

- FIA International Sporting Code (ISC) and its appendices
- These Sporting & Technical regulations
- The Supplementary Regulations of the Event
- Decisions and provisions published by the KNAF
- Decisions and provisions published by the host ASN
- Official Series Bulletins for the 24H SERIES (KNAF)
- Official Event Bulletins during the specific event (Stewards)

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. Organisation and officials

6.1 Organising Committee

The organising Committee will be appointed by the promoter (and published in the supplementary regulations)

6.2 Officials

The following permanent officials, who may have assistance, will be appointed by the promoter and published in the supplementary regulations

- Race director
- Secretary of the event
- Chief Scrutineer
- Clerk of the Course
- Chief Timekeeper

Other officials: See Supplementary Regulations of each event.

7. Calendar and Timetable

7.1 Calendar 24H SERIES 2019

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/PRO/AM/Teams/Team managers

8.1 Competitors

8.1.1 Competitor licence

Any person or legal entity holding an International competitor (or driver) licence.
Foreign competitors must submit the authorization of their ASN (see Art. 3.9 ISC)

According to International Sporting Code (art. 9.1 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.

For publication and ranking purposes the competitor must register a Team name.
See article 39.6: Definition of a Team and Team name.

8.1.2 Competitor/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.
Amongst others, the Team Manager will be attributed the following tasks:

- To carry out the steps for Administrative Checks and scrutineering.
- To sign the acknowledgement of communications and sanctions.
- To attend the Briefing.
- The TEAM MANAGER is responsible to check and verify that all drivers that have passed full clothing scrutineering in a previous event having and wearing the obligatory drivers equipment in this event as indicated in the regulations; see also article 14.3 and 15.11
- The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (FHR) system must be logged/administrated on the control card. This administrative check is a responsibility of the TEAM MANAGER;

In case a team manager does not fulfil his responsibilities, the competitor will receive penalty at discretion of the race director.

8.1.3 Change of drivers (during the event)

8.1.3.1 A change of driver 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.

8.1.3.2 A change of driver during or after qualifying due to special circumstances must be requested 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

Referring to the introduction: 24H SERIES, aims to offers a platform for amateur drivers (AM).To maintain this objective the following limitations on professional (PRO) drivers is stated.

8.3.1 The promoter will determine the driver category (PRO, SEMI-PRO or AM) in which the FIA-drivers category list is a guideline.

Driver Category	Guideline
PRO	level FIA Gold or FIA Platinum
SEMI-PRO	level FIA Silver**
AM	level FIA Bronze, or not on FIA-list*

*Drivers that are not on the FIA-list will be assigned their category by the promoter, based on their experience and race results. This does not necessarily need to be AM

**Drivers that believe that are ranked Silver on the FIA-list due to their age may request to be assigned the AM-category for Creventic races. Each request is handled individually

The driver-categorization procedure and driver categories are published on www.24HSERIES.com

8.3.2 Team Composition

The following table defines the team composition requirements that need to be met by all competitors.

Driver Category	All classes (except A6-AM and 991-AM)	Class A6-AM with BOP-neutral	Class A6-AM with BOP-advantage	Class 991-AM
PRO	Maximum 2 (two)	Maximum 1 (one)	No PRO driver allowed	No PRO driver allowed
SEMI-PRO	Free	Free	Maximum 1 (one)	Maximum 1 (one)
AM	Minimum 1 (one)	Minimum 2 (two)	Minimum 2 (two)	Minimum 2 (two)

The promoter may decide upon waivers.

8.4 Specific driving time requirements

The specific driving time requirements for all classes are as described in the following table:

All times in the table below are sums of the driving times of all drivers of the specific category (PRO, SEMI-PRO-AM) of one team.

Class	Driver Category	Rule Driving time (sum)	Example (12H race)	Example (24H race)
All classes (except A6-AM)	PRO	Maximum 50% of initial race duration**	Maximum 6 h	Maximum 12 h
	SEMI-PRO	Free	Free	Free
	AM	Minimum 30 minutes in a <10H* race Minimum 1 hour in a 10-12H race, Minimum 2 hours in a 24H race	Minimum 1 h	Minimum 2 h
A6-AM with BOP-neutral	PRO	Maximum 33,3% of initial race duration**	Maximum 4 h	Maximum 8 h
	SEMI-PRO	Free	Free	Free
	AM	Minimum 50% of initial race duration**	Minimum 6 h	Minimum 12 h
A6-AM with BOP-advantage	PRO	No PRO driver allowed	n.a.	n.a.
	SEMI-PRO	Maximum: 25% of initial race duration**	Maximum 3 h	Maximum 6 h
	AM	Free	Free	Free

* <10H means, total initial** race duration <10H (E.g. applicable in 3x3H PROTO/GT race).
E.g. <10H race is NOT applicable in case a 12H race is split in 3H+9H, as the total initial race duration is still 12H

**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.

8.5 Drivers Eligibility

8.5.1 The events will be open for any driver (minimum age 18 years) holding a current and valid International licence (minimum grade D). The International licence grade D is not eligible in division 24H PROTO SERIES.

8.5.2 The events will be open for any driver (minimum age 16 years) holding a current and valid International licence (minimum grade C).

8.5.3 A National (EU) licence is NOT valid.

8.5.4 All foreign* competitors must submit the authorization of their ASN (according Art. 3.9 ISC).
Please note, that some ASN's mention this authorisation on the International licence.

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

8.5.5 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.

8.5.6 Drivers with handicap

In order to make sure that scrutineers and rescue teams are informed accordingly, drivers with handicaps and their teams are explicitly asked to inform the promoter prior to the event

8.6 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.

9. Entries and Entry Confirmation

9.1 Entries

9.1.1 The opening date and closing dates for both full-season as well as race by race entries 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 in order to be accepted. All required declarations, in particular concerning the technical modifications carried out on the race car, must be made.

9.1.3 Any entry for which the entry and other fees (i.e. additional service space) have not been paid until the entry closing date will not be accepted.

9.1.4 Competitors are themselves responsible to present a proof of the payment.

9.1.5 **According 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 Entries made by telephone are invalid and cannot be accepted. Only entries in written 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 before the administrative and clothing checks or that he/she has declared in writing that he/she fully accepts the prescriptions of the Regulations (art.5.2) and the renunciation of claims.

9.1.8 Change of class or group of a competitor after the entry closing date is only possible by the Organising Committee that will propose this change by the Stewards for judgement and approval.

9.2 Entry Confirmation

All accepted entries will be confirmed in writing (entry confirmation). With the entry confirmation, the competitor and the promoter enter into a contract. This contract compels the competitor to take part in the competition under the conditions published in the Regulations. Failure to take part in the event without presenting the reasons may result in a report to the corresponding ASN.

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 tyre suppliers who contribute to the individual entry fees if an advertising space on the competition car is provided. See Article 13 for additional information about the obligatory advertising.

10.2 Additional costs and fees

10.2.1 Any amendment in the entry form concerning the car and/or the team announced (including driver change) after the entry closing date: Administrative charges apply, according to the entry form of the specific event

10.2.2 Entry request for paddock space (e.g. for hospitality tents, mobile home, or service vehicle)
Possibilities and prices on written request and/or entry form (preferable together with the entry form).
Despite an early written reservation, the allocation of spaces will be made on "first come first serve" basis according to available place and exclusively after the 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 – Paddock Organisation.

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

Do not forget to mention: "Name of Event or Country of the race and TEAM NAME" 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 will be returned to the sender

10.3.3 Payments during the event

Any payment which has to be made on-site or any subsequent charges must be made in cash. Cheques submitted on-site will not be accepted!

For all those charges, which must be paid cash, 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. Entry Closing Date

Entry closing date will be stated on the entry form of the specific event and in the Supplementary Regulations of the event.

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 in any kind (e.g. tyre brand) without written approval of the promoter is strictly forbidden.

Advertising of alcohol or other inappropriate advertising (at discretion of the promoter) is strictly forbidden. Unless explicitly otherwise stated in the supplementary regulations or with written approval by the promoter.

13.2 Compulsory advertising

13.2.1 Description of the compulsory advertising to be affixed on the race cars:

- Competition number panels on the front doors, 56 cm x 56 cm large, XXXXXX below the race numbers, XXXXX above and XXXX on the left side of the race numbers.
- Small competition numbers on the front windscreen and rear window, up to 20cm high
- Upper windscreen streamer XXXXXX, up to 20 cm high
- Upper rear window streamer XXXXX, up to 20 cm high
- Front and rear registration plate area XXXXX, 40x10 cm large
- Front left and right mudguards XXXXX, 40 x 15 cm large
- Rear left and right mudguards XXXXX, 40 x 10cm 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 will be penalized.

14. Administrative Checks

14.1 Initial event checks

Prior to the beginning of free practice, the competitors' and race cars' documents will be checked. Each competitor is solely responsible to have passed administrative checks and scrutineering before free practice.

14.2 Administrative Checks will take place in the Race Administration where the following documents must be presented:

- Competitors and all drivers current and valid licences
- Competitor and all drivers much have their passport available for verification.
- ASN approval for foreign competitors and drivers, if applicable

14.3 Team Control Card

At the WELCOME Centre / Race Administration, each team will receive a control card, which must be submitted at all points (as for example Administrative Checks, Scrutineering etc.) for registration.

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 the conformity of the car.

- Compliance with the Technical Regulations applicable for the car (Present Appendix J, FIA Prescriptions)
- All Technical Regulations 24H SERIES powered by Hankook, its 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/garage 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 otherwise stated in the Supplementary Regulations of the specific event.

Item	Obligatory ?	See Sporting & Technical Regulations	Remarks
Start numbers	Yes	art. 5.1 Chapter IV	Provided by the promoter
Compulsory advertising	Yes	art. 13	Provided by the promoter
Illuminated back panels (left and right door start numbers)	Yes	art. 5.3 Chapter IV	Can be purchased at the promoter
Transponder with driver-ID	Yes	art. 5.2 Chapter IV	Can be purchased at the promoter
Led-Position display (one left- and on right-side)	Yes	art. 5.4 Chapter IV	Can be purchased at promoter
Data-logger (Evo4/Evo5) only for class A6, SPX, 991, GT4, TCR, TCP1 and TCP2	Yes	art. 5.5 Chapter IV	Can be rented/purchased at Memotec More info see entry-service-form
The roll cage certificate	Yes		Valid roll cage certificate (if applicable)
The FIA-safety tank certificate	Yes		FIA-safety tank certificate
Homologation papers	Yes		Homologation papers (if applicable)

15.4 Empty tank prior to scrutineering

The following compulsory rules apply when cars are presented at their initial scrutineering

15.4.1 The car need to be presented 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 has to be moved to the refuelling area. Only at the refuelling area it is allowed to empty the fuel tank and dispose the fuel into (team owns) 20 litre steal jerry cans. Before or during the first free practice sessions this fuel can be refuelled into the car again in full compliance with the applicable refuelling regulations.

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 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 race.

15.6 Repairs after Scrutineering

Any car which - after having passed scrutineering – is seriously damaged must be re-presented to the scrutineers after repair and be approved in order to be allowed to continue in any practice or race. Competitors and drivers are themselves responsible for presenting the car concerned on their own accord.

15.7 Re-admission after accident damage

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

15.8 Cars presenting potential danger

Any car in the Event that is presenting a potential danger must be stopped for repairs at their garage. If the car is on track a 'Black flag with orange disc' is shown to the driver at start/finish line according FIA appendix H, 2.4.4.1.e. The car may not re-join without 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 race car with the Technical Regulations. The teams must give any kind of support (car pass or equivalent documents, data sheets, dates, competent team members, mechanics, tools, other necessary and useful material, etc.) 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 is available for teams.

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

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

15.11.1 Drivers' clothing is an important safety item at Creventic events. It is explicitly expressed that it is the responsibility of the competitor and/or drivers of having and wearing the obligatory drivers' equipment as indicated in these regulations throughout the event.

15.11.2 For drivers of teams with no season entry, at every event the regular full clothing check at scrutineering is obligatory to pass scrutineering; no exceptions are allowed.

15.11.3 For drivers of teams with a season entry, the following rules apply:

- On the first event of the competitor/driver a full clothing check, Frontal Head Restraint (FHR) and helmet will take place at scrutineering and is obligatory to pass scrutineering;
- After passing the check; the helmet, Frontal Head Restraint (FHR) will be marked with a special sticker.
- The TEAM MANAGER is responsible to check and verify that all drivers that have passed full clothing scrutineering in a previous event having and wearing the obligatory drivers equipment in this event as indicated in the regulations; see also article 8.1;
- The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (FHR) system must be logged/administrated on the control card. This administrative check is a responsibility of the TEAM MANAGER;
- Each driver has to declare explicitly - by signature - that he/she is having and will be wearing the appropriate and obligatory drivers' equipment throughout the event.

15.11.4 In case a driver is using several overalls and helmets during an event, as well as any other clothing, this also needs to be presented for checks at the clothing checks.

15.11.5 All articles of clothing can be checked by officials at all times during the event.

15.11.6 The Race Director has the right to re-check all articles of clothing of each individual driver to determine it meets the requirements as indicated in the regulations.

15.11.7 Any irregularity in the administration on the control card can be penalized at the discretion of the Race Director.

15.12 Driver's equipment

15.12.1 Drivers' clothing is a primary safety item. Whenever a driver is not having or wearing the obligatory drivers' equipment he/she will be penalized at the discretion of the Race Director.

15.12.2 Drivers taking part in the event must wear the complete fireproof outfit (suit, balaclava, gloves, underwear, socks and shoes), homologated according to the current ISC Appendix L.

Note to art.1.4 (Appendix L Chapter III) Drivers' Equipment / Maximum weight and communication systems:
This article is interpreted as: it is not allowed to mount radio speakers (earplug-type transducers are allowed) into any helmet which is not is originally equipped with a radio-speaker by the helmet manufacturer. So a FIA-approved helmet with radio speakers mounted by the manufactures on the FIA-list is allowed.

15.12.3 An arm restraint according to SFI 3.3 specification is mandatory if there is no approved window net fitted according to current ISC Appendix J Article 253.11. See also Chapter IV, Art. 3.1

15.12.4 Frontal Head Restraint (FHR) system is compulsory.

15.12.5 Please ensure that all components including the helmet comply with the regulations and FIA technical lists No: 25, 29, 33, 36, and 41.

16. Weighing and Weights

16.1 All cars will be weighed at scrutineering. This weight determined for the car will be recorded and registered on the control card.

Weighing of the cars will be done at the available and assigned weighing equipment (e.g. circuit weighing equipment or the promoter's weighing equipment).
The weight measured (displayed) on this weight-scale is the applicable reference weight for the complete event.
For all competitors, to determine their reference weight, the assigned weighing equipment (weight-scale) is available for teams.

16.2 At all times during the event, the cars must comply with this minimum weight.
A tolerance of 2kg 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.
Possibly 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 will be penalized as described in art. 41 of this chapter.

17. Cars' Identification Marks and Personal Passes

17.1 Upon presentation of the original entry confirmation, all the personal 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 personal 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 cars in form of motorbikes/ quads is restricted to 2 per team.
The vehicle passes issued for these vehicles must be clearly affixed to the motorbike/ quad.
A parking space for motorbikes/ quads will be established in the area of the start and finish building. Any motorbike/quad failing to display the corresponding vehicle pass will be removed by the promoter.
Any vehicle failing to display the proper car pass will not be admitted. Two wheel vehicles (motorbikes/ quads) failing to carry the proper pass may be confiscated by the promoter until the end of the event.

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

- 10 team member tickets
- 5 Drivers' tickets
- 1 pass for race truck on the paddock
- 1 car pass for support vehicle/passenger car on the paddock
- 3 car passes for the team parking place (not for the paddock)

18. Eligible Cars, Divisions and Division into Classes

18.1 Eligible Cars

18.1.1 Vehicles using Unleaded 98 (EURO-SUPER) or DIESEL fuel will be admitted, as well as electrical or hybrid cars.
On request also vehicles using alternative fuels, can be admitted by the promoter, e.g. bio-diesel, bio-ethanol.
Also only cars from model year 1996 and later are eligible in the FIA groups A, N, CN, DIESEL and Group "24 Hour Special", Group "Silhouette" cars and Groups "Exceptional cars" and "Prototype Special.
Also special Cup Cars might be admitted by the promoter. Each special cup will have their separate class.
The promoter will decide upon possible waivers.

18.2 Three Divisions "24H TCE SERIES, 24H GT SERIES & 24H PROTO SERIES"

The 24H SERIES is separated in three divisions. During the course of the season it is possible that two divisions are racing in the same race.
The promoter reserves the right for waivers.
The divisions will be marked with different start number background colours, as provided by the promoter.

24H TCE SERIES	24H GT SERIES	24H PROTO SERIES
Blue	Orange	Red

The classes of each division concerned can be found in the table in Art. 18.3.2

18.3 Division into Classes

The promoter keeps the right to add additional race classes at his discretion, after approval of the KNAF, before the closing date of the event.
In case of this implementation, the classes and their related regulations will be described in the supplementary regulations of the specific event.
During an event the promoter may add additional race classes upon approval by the race director and stewards.

18.3.1 The groups specified in Article 18.1 are divided into the following classes:
If a certain car does not belong in a class to the judgement of the promoter, this car can be put in the most suitable class.

The specific technical regulations per class can be found in separate appendices, see table below.

18.3.2 Division into classes:

Division	Class	Description	Technical Regulations
24H TCE SERIES	A2	**Petrol Touring Cars: up to 2000cc & Supercharged up to 1650cc and Diesel up to 2000cc** Touring cars, group N, group A and group 24h Specials	Appendix 1
	A3	**Petrol Touring Cars: 2000 up to 3500cc & Supercharged 1650 up to 2000cc and Diesel 2000 up to 3000cc** (except TCR cars) Touring cars, group N, group A and group 24h Specials	Appendix 2
	CUP1	**Petrol Touring Cars: BMW M235i Racing Cup: 3000cc Twin Turbo**	Appendix 3
	TCP1	**Touring Cars Production: Petrol Touring Cars 2500cc** Group "Touring Car Production"	Appendix 4
	TCP2	**Touring Cars Production: Petrol Touring Cars 3000cc** Group "Touring Car Production"	Appendix 4
	TCR	**TCR cars (Touring Cars: Supercharged (2015 and younger)** (1600 – 2000cc basically according TCR-regulations)	Appendix 5
	SP3	**Special Cars** Special cars which are not accepted in any other class (mainly Touring cars) Weight/HP-ratio: approx. 3,5-4,0 kg/hp	Appendix 6
24H GT SERIES	GT4	**GT4 Homologated Cars** Basically according to SRO GT4 regulations	Appendix 7
	SP2	**Special Cars** Special cars which are not accepted in any other class (e.g. GT-, Silhouette) Weight/HP-ratio: approx. 3,0-3,4 kg/hp	Appendix 8
	SPX	**Special Cars** Special cars which are not accepted in any other class (e.g. GT-, Silhouette) Weight/HP-ratio: approx. 2,5-2,9 kg/hp	Appendix 9
	SP4	**Electrical and Hybrid Cars (only on special request)**	Appendix 10
	991	**Cup class for Porsche Cup 991** Porsche 991-I Cup Cars (models 2014..2016) Porsche 991-II Cup Cars (models 2017..2019)	Appendix 11
	A6-PRO A6-AM	**Mainly GT3 Cars** Is a class for GT-cars regulated by weight, tank capacity and other Balance of Performance parameters	Appendix 12
24H PROTO SERIES	P2	**P2-Prototypes** Admission on individual basis. Guideline: P2 cars (MY 2016 and older)	Appendix 13
	P3	**P3-Prototypes** Admission on individual basis: ADESS 03, Ligier JS P3, Norma M30, etc.	Appendix 14
	P4	**P4-Prototypes** Admission on individual basis: Ligier JS P4, other cars TBA	Appendix 15
	PX	**Special Prototypes** Group CN cars >2000cc and group "Prototype Special" cars	Appendix 16
	CN1	**Production Sports Cars (Group CN) up to 2000cc and 1620cc Turbo** (MY2011 and younger)	Appendix 17
	CN2	**Production Sports Cars (Group CN) up to 2000cc and 1620cc Turbo** (MY2011 and older)	Appendix 18

The table in Appendix 19 gives a detailed overview of eligible cars and class overview.

18.3.3 Should the number of cars entered in one of the classes be below 5 at the entry closing date, the class concerned might be amalgamated to the next higher one of the same division or most suitable class. At discretion of the promoter this can also be done for specific Cup classes. (e.g. A3 -> CUP1 or CUP1 -> A3).
The highest class will also exist if there should be less than 5 cars participating.
The promoter may decide to maintain a class with less than 5 cars.

18.3.4 The final division into classes will be published on the final approved entry list of the event.

19. Not applicable

20. Event Rules of Conduct

20.1 The allocation of 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 paddocks, some space is available for each team. This is included in the entry fee.

20.3 If space permits, the teams may rent additional paddock space (e.g. for an extra vehicle, tents, mobile homes or caravans). The 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 are 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 All damages will be invoiced to the person or team that caused it.

20.7 Any team failing to respect these conditions / prescriptions mentioned in art. 20 may be penalized by the Race Director or the Race Director brings the non-compliance for the panel of 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, mechanic, consultants, service providers, or passengers, as well as any person to whom the competitor has allowed access to the reserved areas.

21. Pits, Refuelling, Pit Stops, Racing Services

21.1 Pits and pit regulations

21.1.1 Pit Allocation:

The promoter will make the pit allocation.

Each pit will be shared by several teams/cars.

If there is availability at the Circuit, there is the chance to book the option of using a pit garage exclusively.

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

21.1.2 Pit regulations

21.1.2.1 It is not allowed 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 has been 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', and is the only area where any work can be carried out on a car, except in the situation mentioned in art 21.2.1.

The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane.

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 and working on the car may only take place in the working area in front of the pit box assigned to the team..

21.1.2.5 Team members must remain inside the pits garage and not unnecessary in the pit lane area 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 organization will provide so called YELLOW CONTROL CARDS. It is the responsibility of the team manager that those Yellow Control Cards are filled in correctly. So the Race Director and/or officials can easily verify at any moment the correctness if the pit stop/refuelling administration.

21.2 Pit Stops

21.2.1 Service and repairs on the cars may only be carried out in the pit lane. (Please also note art. 21.2.4 is applicable)

Refuelling in and at the pit box is absolute prohibited, during the whole event.

Pit stops must be carried out in the working lane (not in the pit box)

Only longer repairs (e.g. damage/engine change) are allowed to be performed inside of the pit box (at discretion of race director)

21.2.2 Team members are only allowed in the working area just before car enters the pit lane. All tools, spare parts and related elements must be in the garage and not in the pit lane area. These items may be placed in the working lane just before the car enters the pit lane. After the pit stop the team must evacuate and clear the working area as soon as the work is finished.

21.2.3 With the exception of turbo powered cars, the engines of all cars must be stopped during a pit stop.

21.2.4 For ALL supercharged cars (turbo petrol and turbo diesel), who wants to keep the engine running during a standard pit stop (as defined below): the following rules apply:

21.2.4.1 A standard pit stop is defined as:

- driver change
- tyre change
- tyre pressure check and adjustment
- windshield cleaning
- readout/collection data logger

21.2.4.2 Need to be clearly marked with a "Turbo" sticker on the front screen as well on the rear window. (On request during scrutineering those stickers will be placed on the car).

21.2.4.3 Need to have a team member operating as a lollypop man in front of the car during the entire pit stop.

21.2.4.4 No work on the car is allowed, except as is descripted for a standard pit stop above. Additional maintenance adding engine oil, changing brake pads, etc. the engine must be stopped.

21.2.4.5 No person may be underneath the vehicle during a pit stop, while the engine is running.

21.2.5 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.

When a race car leaves the pit-box after a service or a repair, the car must be pushed out of the pit-box by the team members.

21.2.6 A maximum of four (4) people may work on or examine the vehicle simultaneously. At any time these people will be recognized by wearing a vest with number of the team on it (Those team/mechanic vests will be provided by the promoter). Nobody may assist the four (4) people that work on the car in any way. Any help can be penalised as "Working with more than four people on the car" (E.g. handing over tools or parts is not allowed).

Extra there can be a lollypop man and a windshield washer (both do not need to wear a team/mechanic vest).

If a team member wants to readout/collection data logger data, he or she MUST wear a team/mechanic vest.

Another team member (Driver assist) is allowed to help the driver entering the car and fixing the seat belt. This can be either the driver coming out of the car or a team member wearing a green coloured vest (provided by the promoter).

The team member (Driver assist) helping in the next driver is only allowed to assist entering the car and help fasten the seat belt.

The lollypop man is only allowed to hold the lollypop, the windshield washer is only allowed to wash the windows and lights.

On ground of safety it is not permitted to undo or loosen safety belts or remove articles of driver equipment while entering the pit lane. Only when the vehicle has stopped at its designated place, the driver may remove the safety harness and race protection equipment.

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

21.2.8 Not applying correct setting of the "Driver-ID switch#" during a pit stop

Driver-ID switch (driver-ID transponder) is described in Chapter IV, art.5.2 of the Sporting & Technical Regulations

21.2.8.1 Driver must switch the driver-ID at the pits team and always BEFORE pit exit

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

- change to correct driver-ID# setting of this driver (1..5)
- report to Secretary of the event with Yellow-Card within 20 minutes

For penalties regarding not applying the driver-ID correctly, see Chapter I, Art. 41.2.11

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

21.2.10 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.

21.2.11 Pit Signals

21.2.11.1 All the openings in the fence above the pit wall must be kept free. It must be possible for each pit team to give signals to their drivers.

21.2.11.2 Permanent Pit Boards are forbidden.

21.3 Fuel / Refuelling

21.3.1 Fuel

21.3.1.1 To take part in any practices, 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:

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

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 hose as used in usual service stations.

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

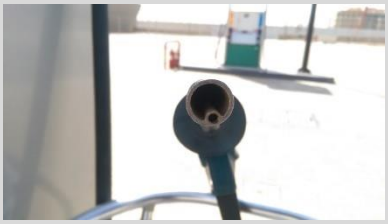
These orifices must be easily accessible manually with the fuel pistol.
And not with the aid of tools.

Any car with a quick-filler (e.g. ATL) fuel inlet is not allowed.

21.3.2.3 For cars with the fuel-inlet on the side, it is allowed to have fuel-inlet on left and right hand side. However, during refuelling, it is NOT allowed to refuel the car on both sides simultaneously

21.3.2.4 The use of any adaptors or (ATL) filler bottles **are strictly forbidden**. The use of extra ventilation during refuelling is only allowed in conjunction with a vent-bottle.

21.3.2.5 Important recommendation:



Please make sure your fuel-inlet (inlet, design, hoses) is capable of refuelling with 60 litres per minute with the pistol easily.

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

To avoid any delay in refuelling it strongly recommended the have a very smooth fuel-inlet design. E.g. no angles greater than 20 degrees.

Below refuel regulations are applicable for all events (unless different stated in the supplementary regulations)

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, in addition to the driver himself, by minimum one and maximum two responsible representatives of the team. This team member may instruct the driver and must push the car away in case the engine will not start and/or may carry a Vent-bottle.

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

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

21.3.3.5 It is advised to cover the upper part of the rear tyre located below the filler neck with a wet towel or a tyre cover.

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 one 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 In the refuelling area the speed limit is 20 km/h.

21.3.3.9 The driver must remain inside the vehicle and must have his seat belts FASTENED.

21.3.3.10 The windows and doors on both sides (left and right) need to be closed

21.3.3.11 It is strictly forbidden to change the driver in the refuelling area.

21.3.3.12 Except turbo powered cars (with Turbo sticker), the engines of all cars must be stopped.

21.3.3.13 For all cars (also with turbo engines) it is preferred to switch off the lights while being refuelled.

21.3.3.14 No activity other than refuelling is allowed, also no windshield cleaning.

21.3.3.15 All instructions of fuel officials, pit and fire officials have to be followed strictly.

21.3.3.16 Re-fuelling in front of the team's own pit box or in the team's pit box is strictly forbidden.

21.3.3.17 To empty the fuel tank of the car the car has to be moved to the refuelling area. Only in the designated draining area it is allowed to empty the fuel tank and dispose the fuel into (team owns) 20 litre steal jerry cans. Only before or during the first free practice sessions this fuel can be refuelled into the car again.

21.3.3.18 After refuelling: (Seat belt, and/or in case of arm restraint, still fastened)
If the vehicle does not start after refuelling, the responsible representative(s) of the team 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 tabard, to reach their pit garage.

21.3.3.19 For Diesel engines, which takes part with a particle filter (NOT compulsory), the additive as outlined in the homologation papers of the used particle filter are allowed.

21.3.4 Refuelling regulations for Electric cars

"Refuelling" regulations (e.g. charging) for electric cars if applicable will be published in the supplementary Regulations or in a Bulletin of the specific event.

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 solve the situation. A (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 due to refuelling area malfunctions is regarded as being caused by force majeure and will not be compensated.

22. Tyres and other parts

22.1 Introduction

For the 24H SERIES powered by Hankook, 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.)

The promoter has negotiated attractive Hankook tyre prices, exclusively for the 24H SERIES events.
Additional by means Hankook is the exclusive tyre supplier, it is possible to keep the entry fee on an attractive and as low as possible level. Additionally Hankook will deliver technical assistance throughout the event to the competitors.

Hankook tyre prices and service 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 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/marking.)
The size is free, if not restricted in the technical regulations of a specific class, the number of tires is not restricted.

22.3 Exemption might be granted bythe Promoter if Hankook is unable to supply suitable tyres (to be judged bythe Promoter).
As the occurrence of such an exception is very rare, conditions apply to this exemption will be made on individual basis.

22.4 Hankook Logo obligations

22.4.1 All teams must affix HANKOOK stickers (will be provided by the organization) on all 4 corners of the car.

22.4.2 A Hankook badge and a 24H SERIES badge must be placed on the upper chest area of the driver's race-suit

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

22.5 Hankook Tire 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 It is forbidden to use and/or the mere presence of tyre-warmers or any other method to artificially increase the tyre temperature throughout the event.

22.8 The Race Director will be informed immediately about any anomaly detected during the tyre check and will impose a penalty at his discretion.

22.9 Other parts

There are no restrictions on the make/supplier of other car parts. However, in order to keep entry fees at an affordable level, the promoter keeps 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. Result copies can in addition be collected at the Drivers' Information desk.

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

Frequencies are subject to local authority approval.

The use of radio transmitters is subject to approval (the assignment of frequencies) by the local authorities.

It's the responsibility of the user (team) of the radio transmitter to make sure they have the relevant approval or authorization (e.g. short-term frequency assignment).

Only in case of any not foreseen (probably) disturbance (e.g. Race control, or other safety organisations) the Race Director / Clerk of the Course can forbid any Radio communication of the competitors.

25. Responsibilities and Liability Renunciation of Competitors

Responsibility: Competitors (competitors, drivers, proprietors 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.

Liability

With the submission of the entry, each competitor, driver, proprietor 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
- Organiser and promoter Creventic B.V., DNRT foundation and all other organisers and its officials and members
- Administrative authorities, racing services and any other person being involved in the organisation of the event,
- The road construction authorities as far as any damage is caused by the condition of the roads used during the event and
- 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, driver/s, co-driver/s), their assistants, the owners and proprietors of the other cars,
- The own competitor, driver/s, co-driver/s (diverging special agreements between driver/s and co-driver/s have priority) 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, any timed practice, qualifying, 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 "Liability Renunciation" 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;

With regard to claims against the other competitors (competitors, drivers), their assistants, the owners and proprietors of the other cars, the owner competitor, the owner driver(s), (any other agreement among proprietor, competitor, drivers have priority) and own assistants, this release refers to damages arising in connection with the event (un-timed, any timed practice, qualifying, warm-up, race). With regard to 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, the 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 who do not have a relation to the event

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

26. Interpretation of the Regulations

26.1 Only the Race Director can give binding information about the event, or, in his absence, his assistant.

26.2 In the case of any dispute on interpretation of this Sporting & 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 interpretation and/or criteria.

26.3 No claims can be raised from any decision taken by the Race director, Clerk of the Course and the Stewards.

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. These prescriptions are completed as follows:

27.2 **Behaviour on track**

An endurance race is a special event and requires a fair conduct from all drivers involved. Due to the fact that there are many classes of cars and different level of experience between drivers (AM to PRO) drivers need to realize:

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 sportive overtaking of the 'driver of the slower car'. The 'driver of the slower car is not allowed to make manoeuvres liable to hinder, deliberate crowding of a car beyond the edge of the track or make abnormal change 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 (e.g. tiredness) of the race may be summoned for a medical examination and/or refused the start or to continue at discretion of the race director.

27.2.3 Any possible advantage taken or used by a driver as a result of a possible unclear situation on track is forbidden. An unclear situation is not an opportunity for advantage and may be penalized at discretion of the Race Director.

27.3 **Any driver must report him- herself to the Race Director after any collision**

In case of any collision (especially with other cars) during any practice, qualifying or the race, the drivers of all cars involved have to inform the Race Director of this accident within 120 minutes.

27.4 Should a driver be obliged to stop his car on the circuit, the car must be removed from the track with the utmost caution as quickly as possible by taking the shortest way. Follow the instructions of the officials.

27.5 Any stopping immediately in front of, in or after a curve is prohibited (See also Chapter I, art. 34.4). It is also prohibited to move a car opposite or transverse to the direction of the race for whatever reason, unless he/she is instructed to do so by a 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 accident.

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

27.8 During the race it is NOT allowed to continuously drive with flashing head lights. To show a slower car you want to overtake it is allowed to flash up to a maximum of 3 times.

27.9 It is not allowed to have any kind of red or orange light at the front of the car.

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 and race,
- to stop on the track without being demanded to do so by the officials.

Any failure to respect these conditions/ 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 respect of the speed limit in the pit lane will be checked.
The penalty for speeding, see article 41 Time Penalties Procedure

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

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

27.11.3 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 the Appendix "H" to 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 he/she perceives a dangerous situation.

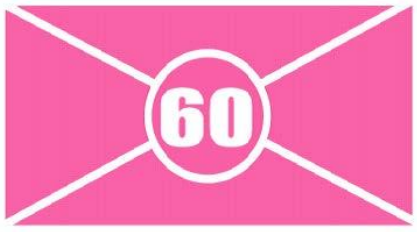
28.2 Additional to the flag signals referred to above; The CODE-60 (Purple) FLAG is applicable. This CODE-60 FLAG will be prescribed in article 29.

28.3 According to art. 2.10 of the Appendix "H"(ISC) Light boards might substitute the flag signals in darkness.
The light boards and other light signals used must be respected in the same way as the flag signals mentioned before.

28.4 In situations where flags and light boards of the same colour are shown at the same time, the signal shown first counts.

29. Neutralizing of the race by means of a Code-60 Procedure

29.1 Instead of the use of a safety car to secure areas of danger or accidents, for additional safety reasons, the Race Director can neutralize the race by means of a CODE-60 Procedure (Code-60 flag).



29.2 Introduction of CODE-60 Procedure
The idea behind this CODE-60 Procedure is additional safety in case of an accident or other insecure situation.
The main (safety) advantage of the code-60 Procedure is the fact that ALL cars will lower their speed immediately without braking, the maximum speed will be 60km/hour and overtaking is strictly forbidden.
This means that the complete track is secured immediately, and rescue officials and rescue vehicles can do there important work on a save way.
Maximum Safety is the only reason of this Code-60 Procedure. Only of secondary matter, there is no advantage or disadvantage for none of the drivers, because all cars will drive (maximum) 60km/hour (the distance from car to car will stay the same). By means of the time-intermediates in the track, timekeeping will automatically measure the speed of all cars. In case of exceeding the speed limit (occasionally or on average) this will be sanctioned.

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 it is forbidden to drive faster than 60km/hour.

29.4 While the CODE-60 Procedure is in operation

29.4.1 The Pit Lane is open, so competing cars can enter the pit lane and re-join the track. A car re-joining the track under these conditions will proceed at reduced speed (speed limit is 60km/hour).

29.4.2 Serving of Time-penalties during code-60 is allowed, however the time-penalty will be **doubled**

29.4.3 The fuel station is open, however maximum amount (litres) of refuelling, during code-60 is 50% of MAX REFUELLING amount. Following rules apply:

29.4.3.1 The moment of entering the pit (passing the pit-in loop) and entering the track (passing the pit-out loop) determined by time keeping is valid.
By doing so, the team themselves can make the decision to make a pit stop during CODE60 (and refuel only MAX 50%) or not.
It is the teams-responsibility to know if their car enter the pit during CODE60 and refuel accordingly.
It is also the teams-responsibility to know when car has entered the track (pit-out loop) and refuel accordingly.
Possible additional signalling, e.g. on the Timing-monitors, is a service only.

29.4.3.2 For CODE 60 MAX 50% Refuelling following rules apply:

Car entering pit during:	Car Pit-out (entering the track) during:	MAX REFUELLING (% of MAX Refuelling)	Remarks
GREEN	CODE 60	100%	Normal race situation
GREEN	GREEN	100%	Normal race situation
CODE 60	CODE 60	50% *	Normal CODE60 MAX 50 % refuelling rule
CODE 60	GREEN < 3 minutes after end of Code 60	50% *	This rule is added for following reasons: To minimize the disadvantage, if a team have to pit because of empty fuel tank and during this pit stop CODE60 ends. To minimize the disadvantage, if a team have to pit because of a big issue (long repair).
	GREEN >3 minutes after end of Code 60	100%	

* Refuelling amount (litres) is always rounded up the next full value

29.5 Sanction:
Any car that exceeds the speed limit of 60km/hour can be sanctioned, with a time penalty double value of the encountered advantage when driving too fast.

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 time should reach the end of the race, the chequered flag will be used as normal to finish the race.

30. Practice/Driving Time/Change of Drivers/Qualifying

30.1 Practice

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

30.1.1 Only cars having successfully passed scrutineering (TC-Approved Sticker) and displaying the "FINAL" sticker will be allowed to take part in any practice sessions.

30.1.2 **ALL drivers** (each) must cover the minimum of 2 timed laps, in one of the free practices or in the qualifying (For example 1 timed lap in a free practice and 1 timed lap in the qualifying. Or for example only 2 timed laps in a free practice session).

30.1.3 Each driver must also cover the minimum of 2 timed laps in the night practice.

30.1.4 Drivers not admitted to participate in the race

Competitors who have not fulfilled the practice qualifying minima (see Article 30.1.2 of the present Regulations).

30.1.5 In justified cases of exception, the Race Director, may allow drivers (after a written request) to start which have not achieved the qualifying minima as a result of special circumstances.
The Stewards, will take the final decision about the admission.

30.2 Driving Time during the race

See also art. 8.4 Specific driving time requirements per driver category (AM, PRO, SEMI-PRO) for all classes.

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

30.2.2 Driving-time is: Last time Pit-out till next time pit-in, excluding intermediate pit stops and refuelling times.

30.2.3 At the start of the race:
The driving time of ALL drivers starts when the race time starts (see art. 33.5, Chapter I).
.

30.2.4 At the finish of the race:
The driving time of a driver ends when this driver crossed the finish line (under the chequered flag).

30.3 Minimum Rest Time

The Minimum Rest Time is 50% of the Driving-time of a driver.

Rest-time is: Last time pit-in till first Pit-out

30.4 Driving multiple cars

A driver is allowed to drive **maximum two different cars** during the event.
At all times, the minimum rest time as prescribed in Art. 30.3 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 of 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 will be published in the Supplementary Regulations.
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 during an event must be attended by the relevant drivers and/or team managers.

32. Starting Grid

32.1 After the qualifying a list approved and signed by the Stewards with the fastest time per car will be published.
This best qualifying lap time in the qualifying will determine the grid position.

32.2 In case there is more than one qualifying session (see time table), the overall best lap time will count as the best qualifying lap time.

32.3 The first starting position (pole position) will be described in the Supplementary Regulations of the specific event
The starting grid will have two cars in each row, side by side.

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

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 appear on the starting grid when 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 this chapter.

33. Start

33.1 Starting Mode: Rolling start

33.2 Starting procedure

33.2.1 The following boards will be shown to the competitors:

- 5 minutes
- 3 minutes – Car must be "on the wheels". It is no longer allowed to work on the car. Team members must immediately leave the grid! (one team member per car is still allowed)
- 1 minute engines must be started (all team members must leave immediately)
- 30 seconds

33.2.2 When the one-minute board is shown, engines must be started. When the green flag is shown, the cars will begin the formation laps behind the official leading car and cover two laps over the complete circuit. The starting order must be maintained.

33.2.3 Any failure to respect these conditions/ prescriptions will result in a penalty at discretion of the Race Director or the Race Director brings the non-compliance for the panel of Stewards for a penalty of their discretion.

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 laps

33.4.1 There will be **TWO formation laps** behind the Official leading car.

33.4.2 The first lap behind the Official Leading Car it is allowed to warm up the tyres.

During the second lap behind the Official leading Car, after the sign "GRID" has been shown, it is forbidden to make zigzag manoeuvres and the distance with the car in front of you must be no longer than 3 car lengths.
This is meant to format a smooth 2x2 formation.

33.4.3 At the end of the second formation lap and if the Race Director considers it appropriate, he will instruct the Official leading Car to withdraw.

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 (approx. 60 km/h).
The signal for the start of the race can be given from this moment on. The leading cars will remain their speed (of approx. 60 km/h) until the RED start-light is switched OFF.

33.4.5 No vehicle may overtake another vehicle until having first crossed the start line, this after the RED light has been switched off.
When the RED start-light is OFF, **and** you have crossed the start line you may overtake.

33.5 The race time starts after 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: either Code-60 or RED-flag. (see art. 35)
In this case, the official start of the race time will begin after the second formation lap, when the first car passed the FINISH line after two formation laps.

33.6 False start
Failure to maintain the start position, dropping back and or acceleration before the RED light is switched OFF may result in a Time Penalty.
Overtaking another car before crossing the start/finish line is forbidden and will be penalized. Both penalties at discretion of the Race Director

34. Leaving the Track, Repairs and Outside Assistance

34.1 Drivers leaving the track must re-join the race at the same place where they left the track unless the place where they re-join the race does not entail a shortcut.
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 claim their car to be recovered before any practice, qualifying or race ends.
Under consideration of the current situation during any practice, qualifying or race, the Race Director decides whether cars
which have broken down will be brought back to the pit lane or paddock.

34.4 In case of a (technical) problem, for safety reasons, drivers should always do anything possible to stop the car at a safe place, e.g. at the side of the track or run off area. It is not allowed to stop on track

34.5 Entrance to and exit of the pit lane
See also 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 Any driver intending to leave the track or to enter the pit lane make sure that it is safe to do so.

34.5.3 During Competition access to the pit lane is allowed only through the pit entry.

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.

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.

34.5.6 The entrance of the track and the start grid is through the pit exit

35. Stopping the race, any practice or qualifying (Red Flag)

The Race Director reserves the right to interrupt or stop the race, any practice or qualifying.

35.1 Red flag during any practice and qualifying
All cars must go in to the pit lane to their pit boxes (Working on the cars is allowed).

35.2 Red flag during race
In such a case, the red flag will be shown at the starting line and the red light will be switched on. Simultaneously, red flags will be shown at all marshal posts. When the signal to stop is given, all cars must immediately reduce speed and proceed slowly and follow the instructions of the officials. Overtaking is strictly forbidden. The pit lane will be closed. The timekeeper will keep the time running unless otherwise stated.
All vehicles will form up in staggered formation at start finish, in front of the pits. Any repair work in the pit lane / box that is being carried out must stop immediately (on grounds of safety any vehicle that has already stated refuelling may complete this exercise and then stop all activities). The exit of the pit lane will be closed.

35.3 Restart
The race will be resumed behind the leading car according to the procedure and conditions of Article 2.9.18 of Appendix H of the ISC or under a code 60 procedure. All the Articles concerning the neutralization of the race will apply. The Leading car will enter the pits after one lap unless all cars are not yet in a line behind the Leading car or the race director considers that it is not safe to resume the race.

36. Finish of the Race

36.1 The end of the race signal will be given to the lead car as it completes its first lap at the Finish line after the completion of the race time (e.g. 12 or 24 hours).

36.2 Any driver stopping his car or proceed 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 directly be brought to the Parc Fermé WITHOUT stopping and all officials' instructions must be observed. An offence will lead to 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's NOT allowed 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 of the specific event .

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 first 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 per division. For this podium-area, the Parc Fermé regulations are applicable.

37.4 Drivers need to leave the Parc Fermé area immediately.

37.5 After Qualifying there will be NO Parc Fermé

37.6 In the case of an external scrutineering, the competitor concerned must bear all the costs involved.

38. Race split in two parts - Intervention Break

At some races, the race needs to be split in two parts due to local noise regulations. In this case, an intervention break is initiated between the two parts of the race.

In case a race will be split in two 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.

Example: Split 12H race: Part 1 is 3 hours and part 2 is 9 hours (on the next day).
Part 1 and part 2 together are considered as ONE 12 hour race.

Definition of part 1 and part 2:

- The first part (e.g. 3 hours) of the race will be referred to as: **PART 1**
- The second and last part (e.g. 9 hours) will be referred to as: **PART 2**

38.1 Intervention break after PART 1

Start of the race (e.g. 12 hours) (**PART 1**): See time table

10 minutes before the end of **PART 1** entering the pit lane is not allowed.

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**.

Finish (**PART 1**): See time table

After the cooling down lap, all cars have to proceed directly to parc fermé (Drivers must follow the instructions of the Officials).

Cars which are in the pitlane and pitlane area, are also under parc fermé rules after the leader is flagged for **PART 1** and need to be directly moved to scrutineering box.

30 minutes after the publication of the results of **PART 1**, parc fermé ends AND "Intervention break" begins.

38.2 "Intervention break"

The "intervention break" is the time between **PART 1** and **PART 2** of the race. (until we begin with the start grid of **PART 2**)

The "intervention area" will be the same as the parc fermé area.

During this "intervention break" the cars stay in the "intervention area"

Besides officials, it is NOT allowed to enter this area and as a consequence it is not possible/allowed to work on the cars in this area. Unless explicit otherwise described and/or instructed otherwise by the officials.

Team managers will be asked to assist (with team members) to replace the cars to their new starting order.

For cars which are already in the pit, at the finish of **PART 1** the "intervention rules" are also applicable. The cars need to be moved to and/or stay in the scrutineering box.

The penalty for an "intervention break" infringement is **10 laps**, in case a team has made a written request to work on the car, to the Secretary of the Event within 30 minutes after PART 1 is finished. **Otherwise the penalty is 20 laps**.

As soon as the request is accepted and confirmed the team can move the car to their own pit box and the 10 laps penalty will be applied and deducted from the number of laps after **PART 1**.

38.3 Not served time penalties at the end of Part 1

See Chapter I, art. 41.1.2

38.4 Restart (next day)

Start grid and end "Intervention break": See time table

On the start grid and/or intervention area it is still NOT allowed to work on the car, with the exception of the following tasks:

- Adjust mirrors
- Clean the windows (It is forbidden to clean any other parts of the car)
- Adjust tyre pressure (with small hand-tools, not with a (big) compressor). Tyre carts are forbidden on the re-start grid and/or intervention area
- Checking wheel nuts with torque wrench
- Put new drinking bottle in the car
- Readout data-logger (only of this can be done without opening the bonnet)
- Warming-up the engine / drive shafts on air jacks is allowed (it is NOT allowed to open the bonnet/engine-cover)

(Any other work on the car is strictly forbidden, e.g. removing or changing tyres, removing debris, opening the bonnet, refuelling, etc.)

Exceptions on discretion of the Scrutineers, Race director and Clerks of the Course.

38.5 Cars in the pit: (during start grid / restart)

- Cars with written approval (**and 10 laps penalty**) 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.
  Or 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 re-start of the race from the moment the pit lane exit light is green).
- Other cars (e.g. with 20 laps penalty) 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 have to go straightforward from scrutineering box to the track and are not allowed to stop at the team box nor any other place in the pit lane. (no work, nor refuelling on these cars is allowed)
- 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 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.

Pit lane exit closed: Will be mentioned in the briefing

Restart procedure: Will be mentioned in the briefing

Entering the pit lane is not allowed until your team has passed the start/finish line after the start (red lights off).

So, before entering the pit lane the car has to cross the start/finish line once after the start of **PART 2.**

Entering the pit lane earlier will be penalized with **4 laps**.

Restart of the race (e.g. 12 hours) (**PART 2**): Will be mentioned in the briefing

Driver who restarts the race is free.

38.6 Restart order

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

- For the restart the cars will be grouped per class.
- The class order will be:
  - Division 1 – 24H PROTO SERIES
    - Class P2
    - Class P3
    - Class P4
    - Class PX
    - Class CN1
    - Class CN2
  - Division 2 – 24H GT SERIES
    - Class A6 (A6-PRO & A6-AM) (according the classification after the finish of **PART 1**)
    - Class SPX
    - Class 991 (991-PRO & 991-AM) (acc. the classification after the finish of **PART 1**)
    - Class SP2
    - Class GT4
    - Class SP4
  - Division 3 – 24H TCE SERIES
    - Class TCR & SP3 (according the classification after the finish of **PART 1**)
    - Class A3
    - Class CUP1
    - Class TCP2
    - Class A2
    - Class TCP1
- The order of the cars per class is according the classification after the finish of **PART 1**.

38.7 Restart standing (number of laps)

The number of laps counting at the restart of PART 2 for each car will be determined according the following procedure:

- The number of laps counting at the restart for all cars will be the number of laps according the results at the finish of PART 1
- However, those cars of a specific class that pass the finish line earlier than the specific class leader may virtually finish their lap to keep the GAP (in laps) per class intact.
  For those cars the number of laps counting at the restart will be:
  The number of laps as per the results at the finish (PART 1) + 1 lap.

For any car that did NOT pass the finish line (DNF) of "PART 1" the restart laps equal their number of laps according the results of PART 1.

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 race.

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

39.1.3 Only cars, which have achieved a minimum of 60% of the laps of the class leader 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 one division joining in one race, there will be two separate overall winners and two separate podium ceremonies for the overall division winner
See the division structure in Art. 18 of this chapter

39.2 Podium

39.2.1 The provisional prize giving for the top three overall winners per division AND the top three in each class will take place immediately after the race end on the prize giving podium.

39.2.1 All the drivers of the relevant teams must immediately after the race end proceed to the podium.
The top three in each class will receive cups. Cups will be awarded to all drivers of the teams concerned.

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

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

39.4 Scoring, DRIVERS and TEAMS ranking

39.4.1 The European rounds count for the European Season 24H SERIES standings.
One round per continent counts for the Champion of the Continents standings (These races will be nominated in a Series Bulletin).

39.4.2 European Season championships and Champion of the Continents Championship
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 the European 24H SERIES and Champion of the Continents:
Drivers:

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

Teams:

- Teams ranking per class
- Teams ranking overall per division

39.4.3 Classes for championships

The following classes count for both the European season championships and the Champion of the Continents championships.

Division	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES
Classes for Championships	TCR SP3 CUP1 TCP1 TCP2 A3 A2	A6 SPX 991 SP2 SP4 GT4	P2 P3 P4 PX CN1 CN2

39.5 Allocation of points

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

39.5.1 Table 1

This table counts for the following length of the specific race per division

Division	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES
Race Duration	24 hours		5 up to 12 hours

Number of cars in class	< 6 cars	6 .. 10 cars	> 10 cars
1st in class	28 Points	29 Points	30 Points
2nd in class	22	26	28
3rd in class	16	24	26
4th in class	10	21	24
5th in class	4	18	22
6th in class		15	20
7th in class		12	18
8th in class		9	16
9th in class		6	14
10th in class		3	12
11th in class			10
12th in class			8
13th in class			6
14th in class			4
15th in class			2

39.5.2 Table 2

This table counts for the following length of the specific race per division

Division	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES
Race Duration	12 hours		2 up to 5 hours

Number of cars in class	< 6 cars	6 .. 10 cars	> 10 cars
1st in class	18 Points	19 Points	20 Points
2nd in class	15	17	19
3rd in class	11	16	17
4th in class	7	14	16
5th in class	3	12	15
6th in class		10	13
7th in class		8	12
8th in class		6	11
9th in class		4	9
10th in class		2	8
11th in class			7
12th in class			5
13th in class			4
14th in class			3
15th in class			1

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. (E.g. it can be a sponsor name).

39.6.2 The chosen Team name need to be registered on the entry form additional to the competitors name (or on a special form for this purpose) and both names need 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, this 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

39.7 Teams with more cars

A team with more cars with only one competitor licence can register more team names. Or can be registered under the same team name with different start numbers.

So, a competitor with more entries; each entry will have a unique combination of start number and team name.

39.8 Car brand and model

The entered car of a team for each event is free of choice (brand and model). This means for every event a team is free to enter a different car. (Therefor also the applicable class can be different).

So, the car brand and model is NOT connected to a team.

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 this (different) class!
- If the new car is in a different division (24H TCE or 24H GT ranking), points will be assigned to this (different) division. So it effects the championship ranking for the team!

39.9 Driver-line up

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

39.10. TEAM Championship per class

The team with the highest number of points in their **class** will become the TEAM WINNER of the class with the title:

European Season Championship	Champion of the Continents
TEAM CHAMPION CLASS (All classes)	TEAM CHAMPION OF THE CONTINENTS CLASS (All classes)

39.11 TEAM Championship per division

The team with the highest number of points of all the classes **in their respective division** added, will become the TEAM WINNER of their division, with the title:

European Season Championship	Champion of the Continents
TEAM CHAMPION 24H TCE SERIES	TEAM CHAMPION OF THE CONTINENTS 24H TCE SERIES
TEAM CHAMPION 24H GT SERIES	TEAM CHAMPION OF THE CONTINENTS 24H GT SERIES
TEAM CHAMPION 24H PROTO SERIES	TEAM CHAMPION OF THE CONTINENTS 24H PROTO SERIES

39.12 DRIVER Championship per class

The driver with the highest number of points in his or her **class** will become the WINNER of the class with the title:

European Season Championship	Champion of the Continents
DRIVER CHAMPION CLASS (All classes)	DRIVER CHAMPION OF THE CONTINENTS CLASS (All classes)

39.13 DRIVER Championship per division

The driver with the highest number of points of all the classes in their respective division added, will become the WINNER of their division, with the title**:**

European Season Championship	Champion of the Continents
DRIVER CHAMPION 24H TCE SERIES	DRIVER CHAMPION OF THE CONTINENTS 24H TCE SERIES
DRIVER CHAMPION 24H GT SERIES	DRIVER CHAMPION OF THE CONTINENTS 24H GT SERIES
DRIVER CHAMPION 24H PROTO SERIES	DRIVER CHAMPION OF THE CONTINENTS 24H PROTO SERIES

39.14 LADIES CUP championship per division

There will be a Ladies Cup ranking, which will the derived from the drivers overall ranking.

The lady driver with the highest number of points **per division** will become the:

European Season Championship	Champion of the Continents
LADIES CUP CHAMPION 24H TCE SERIES	LADIES CUP CHAMPION OF THE CONTINENTS 24H TCE SERIES
LADIES CUP CHAMPION 24H GT SERIES	LADIES CUP CHAMPION OF THE CONTINENTS 24H GT SERIES
LADIES CUP CHAMPION 24H PROTO SERIES	LADIES CUP CHAMPION OF THE CONTINENTS 24H PROTO SERIES

39.15 JUNIOR CUP championship per division

There will be a JUNIOR CUP ranking, which will the derived from the drivers overall ranking.
The JUNIOR driver with the highest number of points **per division** will become the:

European Season Championship	Champion of the Continents
JUNIOR CUP CHAMPION 24H TCE SERIES	JUNIOR CUP CHAMPION OF THE CONTINENTS 24H TCE SERIES
JUNIOR CUP CHAMPION 24H GT SERIES	JUNIOR CUP CHAMPION OF THE CONTINENTS 24H GT SERIES
JUNIOR CUP CHAMPION 24H PROTO SERIES	JUNIOR CUP CHAMPION OF THE CONTINENTS 24H PROTO SERIES

39.15.1 Definition of a JUNIOR

A driver is considered eligible for the JUNIOR CUP, if he or she is 24 years or younger in the entire calendar year of 2019.

39.16 Detailed scoring rules

39.16.1 Condition to be awarded with points

39.16.1.1 60% lap rule

Only competitors (teams and drivers), which have achieved a minimum of 60% of the laps of the specific class leader will be classified and only these teams will be awarded with points. See art. 39.1.3 of this chapter.

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 10-12H race
- Minimum 2 hours at 24H race

Under special circumstances (e.g. force majeure), the race director may decide on deviations from this rule

39.16.1.3 In case a team retires and a driver has not yet driven the above specified minimum driving time, he or she will not gain points.

39.16.1.4 A team or driver needs to participate a minimum of 2 (two) races, of the specific championship to be eligible for the championship ranking at the end of the season

39.16.1.5 Champion of the continents eligibility

To be eligible for the champion of the continents title, a team or driver needs to participate in all races that are part of the champion of the continents championship, as described in Chapter I, art. 39.16.6. If a team or driver misses out on any of the mentioned races, he or she is not eligible for the championship ranking.

39.16.2 Pole position and fastest lap time

There will be no extra points for pole position or fastest lap during the race.

39.16.3 Ex Aequo

In case of a ex aequo situation, the rules for deciding between drivers / teams, who scored exactly the same amount of points will be as follows:

- According to most victories (in the 24H SERIES)
- According to the most second places, third places, etc.
- According to the most victories of 24H races
- According to the most second places, third places, etc. of 24H races

In case, after applying above rules, there are still more drivers and/or more teams with the same ranking, all these drivers and/or all these teams will be ranked equally.

So for example drivers who have participated together in the same team, for all races, these drivers will be automatically have the same ranking.

So it is possible more than one driver will become champion. Also for teams, it can occur there will be more than one team champion.

39.16.4 Driver, driving on 2 cars

In case a driver is driving on 2 cars, the car which is notified at administrative checks to the organiser until 30 minutes before the start of the free practice will be taken into consideration for the classification (points) 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 above set time only with the approval of the Race Director.

39.16.5 Number of races that count towards the European Season Championship

The following table includes the number of races that count towards the European championship per division:

Division	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES
Number of races that count towards the championship	4 best results (highest number of points)	4 best results (highest number of points)	TBA in a bulletin

39.16.6 Specific races that count towards the Champion of the Continents

The specific races that count towards the Champion of the continents will be nominated in a bulletin.

39.16.7 Amalgamation of classes

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

In case a team is assigned to another class, due to amalgamation of classes (art. 18.3.3 of these regulations) the points awarded by the team and driver will be added to the initial class of the specific team.

E.g. if a class SPX car is assigned to class A6, for this reason, and the team and drivers have been awarded with 18 points, these 18 points will be added to this team and drivers in their initial class SPX.

In case a team is assigned to another class (e.g. A2 -> A3) for any other reason (e.g. too fast for A2) the awarded points will be added to the assigned class (in this example class A3).

39.16.8 Class A6

The points awarded in class A6-PRO & A6-AM will be combined into one class, A6.

The awarded points for class A6-PRO and class A6-AM will be according the points distribution (art. 39.5 Allocation of points). So in case A6-PRO is a bigger class compared to A6-AM, A6-PRO can gain more points. Or vice versa.

Please note: In case the A6 class is split into a separate A6-AM and A6-PRO class, there will be two separate podium ceremonies.

39.16.9 Class 991

The points awarded in class 991-PRO & 991-AM will be combined into one class, 991.

The awarded points for class 991-PRO and class 991-AM will be according the points distribution (art. 39.5 Allocation of points). So in case 991-PRO is a bigger class compared to 991-AM, 991-PRO can gain more points. Or vice versa.

Please note: In case the 991 class is split into a separate 991-AM and 991-PRO class, there will be two separate podium ceremonies.

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.

Any remarks regarding the allocation of points in a race and/or overall classification may be submitted within the 14 days after the race.

The deadline for the submission of any objections expires 14 days after the specific race.

39.18 In case of not described, unforeseen or miss interpreted 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.**

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
- 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

- Disqualification: this penalty may only be given by the Stewards and in consultation with the Race Director

40.3 Basically all penalties will be inflicted on the competition number, which means not the individual driver but the complete team.
The Race Director can make exceptions on this (e.g. regarding driving behaviour)

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 as he sees fit to do so, different situation and circumstances which occur during the race, any practice or qualifying may result in a different time penalty than here stated.

41.1.1 Time penalties must be settled within two hours

Time penalties must always be settled by a team within 2 hours after having received 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 two (2) hours of the race

- **Penalties > 30 seconds:**
  Must be served before the finish of the race. In case these penalties are served within the last two hours AND not in combination with a pit stop/refuelling, the pit lane-drive-through time may be deducted from the time penalty, if requested at the secretary of the event.
  If not served by the team, the penalty will be doubled and converted into laps at discretion of the race director.

- **Penalties ≤ 30 seconds:**
  If not served by the team, the penalty will be processed by the official timekeeper of the event. These time penalties will not be doubled.

41.1.3 Not served time penalties at the end of part 1 during races with an intervention break

The following rules apply for time penalties that are received in the last two hours of "Part 1" during races with an Intervention break (Chapter I, art, 38)

Time penalties received during the last two hours of part 1 may be served:

- Either: Before the finish of part 1
- Or: During the first two hours of part 2 (after the intervention break)

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

41.2 List of time penalties
Below time penalties may be imposed, at discretion of the race director

41.2.1 Overtaking under a code-60 situation: **60 seconds**

41.2.2 Speeding in the pit lane or refuelling area: **2 seconds per km/h, second penalty 4 seconds per km/h**, **third penalty 8 seconds per km/h, etc**.

41.2.3 Driving too fast under a code-60 situation: **Time gained in seconds x 2**
Time gained is determined by Race Director.

41.2.4 Overtaking under a yellow flag situation: At discretion of the Race Director

41.2.5 Not respecting track limits (4 wheels over the white line):
- During the race: **Warning up to 40 seconds**
- During qualifying: **Lap cancellation**

41.2.6 Taking a short cut: At discretion of the Race Director.

41.2.7 Finishing in the pit lane: **20 seconds**

41.2.8 Exceeding the maximum driving time: **60 seconds for every 5 minutes beyond the max. driving time.**
For the maximum driving time definition, see art. 30.2 of this chapter

41.2.9 Exceeding the total maximum driving time of the Pro driver(s): **One lap can be deducted from the total number of laps for every ten 10 minutes beyond the maximum driving time.**
For the specific driving time requirements, see art. 8.4

41.2.10 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 art. 8.4

41.2.11 Not applying Driver-ID switch correctly: the 2 criteria mentioned in Chapter I, Art. 21.2.8.2 are met **within 20 minutes** after the start of the stint of this driver **no penalty** will be given.
If these 2 criteria are met **after 20 minutes** after the start of the stint of this driver a penalty of **minimum 60 seconds** will be given.
In case a team has **not** themselves reported this within **20 minutes**, the Race Director will impose a **120 second** time penalty

41.2.12 In the case of (small) technical deviations (e.g. weight of the car, car ride height, etc.), with reference to the technical regulations, described in these regulations, the Race Director may give a time penalty for this infringement. This time penalty will be at least twice of the advantage the team may have gained. Time gained is determined by Race Director.

41.2.13 Exceeding the maximum refuelling amount
Penalized at discretion of the race director

41.2.14 All other time penalties, at discretion of the Race Director.

41.2.15 Applicable ONLY during races with Intervention Break (see art. 38)

41.2.15.1 The penalty for working on the car during an "intervention break" is **10 laps**, in case a team has made a written request to work on the car, to the Secretary of the Event within 30 minutes after **PART 1** is finished. **Otherwise the penalty is 20 laps.**
As soon as the request is accepted and confirmed the team can move the car to their own pit box and the 10 laps penalty will be applied and deducted from the number of laps after **PART 1.**
Any other infringement during the intervention break leads to a penalty at discretion of the race director.

41.2.15.2 Penalty for entering the pit lane before crossing the start/finish line once after the re-start of the race: **4 laps**

41.2.15.3 Penalty for entering the pit lane and performing a pit stop or refuelling in the last 10 minutes of "PART1": **2 laps**

41.3 Procedure

41.3.1 The infringement for which time penalties are given is as observed by any official and or the official time keeper at the event and reported to the Race Director.

41.3.2 The Secretary of the event will inform the Competitor (in writing and/or displayed on the TV monitors) of the infringement and time penalty, the team manager will sign for having received the notification and receive a copy of this for his/her own use.

41.3.3 It is the obligation of the team to inform the sectary of the event, by giving the notification of the penalty, at which time the penalty shall been served (normally this will be the first following pit stop).

41.3.4 A Competitor, who has received a time penalty, stops in the designated penalty area. The penalty time starts the moment the vehicle comes to a complete stop. Only after the completion of the time penalty the vehicle may leave this area and continue on to the pit box for service repair and or change of driver and or refuelling.

41.3.5 The driver of the team who is at that moment the driver of the vehicle that has received the penalty will stop at a pre designated 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 work on, refuel or change drivers of the vehicle). The driver must wait in the vehicle with safety belts, helmet and race clothing on as he or she is still a driver taking part in the event, The team is obligated to see that the time penalty is carried out in the proper manner and at the appropriate place, the Race Director will only check that the penalty has been served.

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 Time penalties that are incorrectly carried out (as a whole or as a part) will be treated as not being carried out and the penalty will have to be carried out again.

41.3.8 During the last period of the race and after the team have made their final pit stop any time penalties incurred (after this pit stop) will be processed by the official timekeeper of the event and not by the team.

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

41.3.10 Serving of Time-penalties during code-60 is allowed, however the time-penalty will be doubled.

41.3.11 It is not required to solve penalties of less than or equal to 5 seconds. In this case you may add this time penalty of 5 seconds or less) to another time penalty and solve these at once (always inform Secretary of the event!). Otherwise time penalties of less than or equal to 5 seconds will be added to your race time at the end of the Race**.**

42. Protests

42.1 Protests must be lodged in accordance with the stipulations of the present FIA International Sporting Code (Art. 13).

Under strict respect of the protest time limits of 30 minutes, all protests must be lodged in writing, addressed to the Stewards of the meeting and handed to the Race Director or, their assistant, if this is not possible, to the chairman of Stewards along with an ASN set deposit. (See below).

Those 30 minutes starts from the moment of publication of the signed provisional classification results on the official notice board.

42.2 **Protests deposit**

- € 500 in cash.
- Only the competitor or his representative 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 is € 1750,- to be made payable and be sent to:

KNAF FEDERATIEBUREAU
IBAN: NL57INGB0665545967

And the appeal should be send 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.

Chapter II – Dynamic BOP and avoiding "Sandbagging"

This chapter is only applicable for classes:

- A2
- A3
- SP4
- SP3
- SP2
- SPX

1. Introduction

Within 24H Series there are a few classes:

- where Balance of performance requires additional measures to assure sporting competition
- which needs extra precautions to avoid "Sandbagging". (See definition later in this chapter)

In this chapter these measures are explained and transferred into regulations.

1.1 Classes A2 / A3 introduction of "theoretical best lap time" (SUM of best sector times)

A2 and A3 are generally classes for Petrol and Diesel touring cars, based on cubic capacity of the engine. See the appendix of the specific class for the technical regulations.

Depending on the development (money spend) the performance differences within these classes can be huge. E.g. a self-build Car, with limited budget, compared to a factory build car.

To avoid too fast cars in a specific class, there is set a specific performance boundary for this class.

The boundaries for class A2 and A3 are based on the "theoretical best lap time" (SUM of best sector times) achieved with the car. (See definition of "theoretical best lap time" later in this chapter)

The rules related to these boundaries are described in this chapter.

1.2 Classes: SP4, SP3, SP2 and SPX introduction of "Dynamic BOP"

Classes SP4, SP3, SP2 and SPX are generally classes with a wide variety of cars.

(E.g. SP3 is for cars with: 3,5 – 4,0 kg/hp and NOT based on cubic capacity of the engine).

Due to this variety, also the performance of these cars, within a specific class, can and will be different from car to car.

To pursue competitive competition, to all these cars a basic, initial Balance of Performance, will be assigned.

But, even assigned this initial BOP, the actual difference in performance (lap time) can and will still be different from car to car.

For this reason, "Dynamic BOP" is introduced for these classes.

In easy words, with "Dynamic BOP" is meant, adjustment of BOP during the race.

The rules related to "Dynamic BOP" are described in this chapter.

See the appendix of the specific class for the technical regulations.

1.3 This table shows an overview of applicable rules for the specific classes

	SPX SP2 SP3 SP4	**A3 A2**	**Remarks**
Dynamic BOP	√	-	Goal to Balance different cars in specific class (and avoid Sandbagging)
Boundary of Theoretical best lap time	-	√	Goal to avoid too fast cars in specific class (and avoid Sandbagging)

2. Definition: "Sandbagging"

If a team, does NOT show the actual performance of the car or the combination of the car and driver (on purpose), this is called: "Sandbagging".

A good example of "Sandbagging" is driving (consistently) laps, close to a "specific lap time", even in case being hold-up by traffic. E.g. a (extreme) slow first sector, which is made up in sector 2 and 3.

This is NOT considered as sporting racing. And therefore additional rules are implemented to avoid teams doing this.

In case a team is "sandbagging", the Race Director may impose a penalty at his discretion.

"Sandbagging" will be recognized automatically by timekeeping, according the rules in this chapter and will be reported to the Race Director.

Alternatively, if at discretion of the race director a team is "Sandbagging" (recognized by any other means*), the Race Director is also entitled to impose a penalty at his discretion.

* by any other means, can for example be:

- Recognized due to an extra timekeeping loop, NOT showed on the timing-screens
- Recognized by showing the performance of the car, by another driver

All these rules are based on:

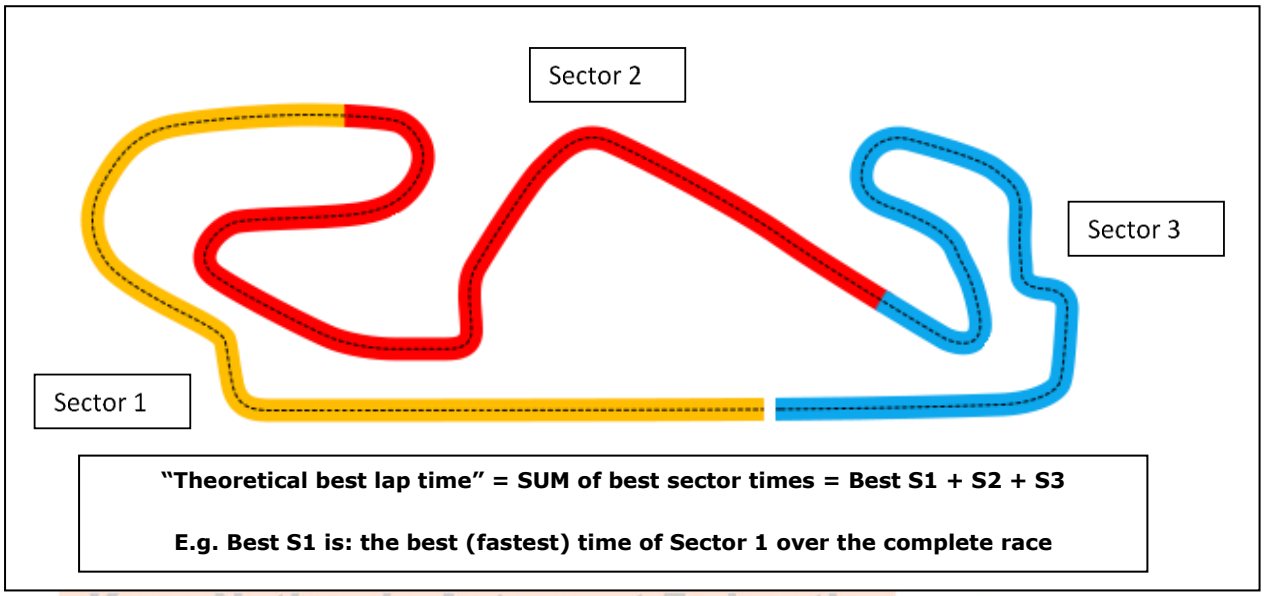
WE WANT SPORTING COMPETITION IN OUR SERIES
SANDBAGGING IS NOT SPORTING!

3. Definition: "Theoretical best lap time" (SUM of best sector times)

3.1 The "Theoretical best lap time" is the calculated sum of the actual (mostly 3) best sector times.
All sector times will be measured by the official timekeeping.
For this calculation all sector times of the car (all drivers) are taken into account of the specific session. (e,g. the race).

*Note
For the calculation of the **"Theoretical best lap time" (SUM of best sector times),** timekeeping may use as many sectors as available. E.g. 2, 3, 4, 5 sectors or more.
In case sector times are made available to the teams, (e.g. through timing-screens, live timing on internet, on paper or by any other means), the promoter decides which sectors are published.
E.g. in case 5 sectors are used for the calculation of the "Theoretical best lap time", only 3 sectors might be published.
Please note, in this case, the sum of 3 best sectors will differ from the sum of 5 best sectors!
Above regulations are implemented to recognize and avoid teams from "Sandbagging".

See below example:



3.2 **The basic rule is:**
If the calculated "Theoretical best lap time" is faster than a pre-set time-limit (Theoretical Best lap time Category), the team will receive either a warning, BOP-adjustment or a penalty.
(See specific class, for the detailed rules)
In such a case, these specific best sector times (mostly 3) are not taken into account to calculate the next "Theoretical best lap time".

4. Clarification: "Theoretical best lap time" in relation to "Sandbagging"

The Theoretical best lap time of the car, is a good indication of the capability/performance of the car, in combination with the drivers.
A few examples:

- In case a specific car is driven by a good driver, the theoretical best lap time will be close to the actual best lap time.
- In case the same specific car is driven by gentlemen drivers, both the theoretical best lap time and the actual best lap time can be significant slower (e.g. 2 seconds slower). But still the theoretical best lap time will be close to the actual best lap time.
- In case a car is driven slower on purpose, to avoid showing the actual performance, it is very likely the theoretical best lap time gives a much better indication of the capability of the car, compared to the actual best lap time. By this means, the use of the theoretical best lap time, helps avoiding "Sandbagging".
- In case a team chooses to drive the car smoothly and avoiding curb stones, to save the car and stay out of technical problems (as it is an endurance race) and by doing so, drive 1 or 2 seconds slower than possible, this is different from Sandbagging. This, because in this case, all sectors will be consistently slower. With this approach, a bad sector time will not be compensated in the other sectors.

5. Rules Classes A2 / A3

5.1 The class boundary is defined by "**theoretical best lap time"** and is only to avoid disproportional fast cars in these classes. So NOT to slow down cars.

In case a car, more than by incident, exceeds the set class boundary, the car is considered to be in the wrong class. It is explicitly the responsibility of the competitor to make sure the entered car complies with the regulations of the specific class, including the performance boundary determined by "theoretical best lap time".

The "theoretical best lap time boundary" as this will different for each circuit, will be described in the applicable BOP-publication for the specific event.

5.2 FREE PRACTICE/ QUALIFYING/ NIGHT PRACTICE

In case a car will exceed the so called "Theoretical Best lap time" boundary the Race Director, may:

- assign the specific car to another, more suitable, class
- adjust the BOP of the specific car
- bases on benefit of the doubt, take no further action

5.3 RACE

For the first 3 offence:

In case a car will exceed the so called "Theoretical Best lap time" boundary during the race, the Race Director will:

- At first offence:
  - impose a warning
- At second offence:
  - Impose a warning
- At third offence:
  - adjust the max refuelling amount, with -/-20 Litres
    The time this measure is in progress, will be determined by the Race Director. (e.g. at next pit-refuelling-stop)

At each next offence(s):

In case a car will exceed the so called "Theoretical Best lap time" boundary during the race, the Race Director, may:

- adjust the BOP of the specific car (e.g. adjust max refuelling amount again, e.g. with -/-10 Litres, -/-20 Litres or more, or any other BOP adjustment)
- impose a penalty
- take no further action (e.g. if the previous actions are considered to be adequate)
- take any other decision

5.4 Timing-screens (for classes A2 and A3)

Basically, the timing-screens will show the "theoretical best lap time".

However in case timing-screens are not available, not working correctly, or this data is not available on the timing-screen, for whatever reason, this rules will stay in place, according the lap times and sector times measured by the official timekeeping.

Please note:

These rules are implemented to assure sporting competition. The majority of the teams in class A2 and A3 will NOT be directly affected by these rules. The rules are in place to assure, these teams have sporting competition, by avoiding too fast cars in these classes.

In case a car, more than by incident, exceeds the set class boundary, the car is considered to be in the wrong class!

6. Rules SP-classes

6.1 Definition of "Dynamic BOP"

In simple words, with "Dynamic BOP" is meant, adjustment of BOP during the race.
Basically the **max refuelling amount** will be adjusted depending on the "theoretical best lap time".
In case a team will exceed the so called "Theoretical Best lap time category" boundary during the race, the BOP will be automatically adjusted according the SP-BOP-table.

For this a SP-BOP-table will be used.

Example: Class SP3-BOP table
Max refuelling amount is controlled (adjusted) by Theoretical Best Lap Time.
E.g. a team starts with, 1100kg / 120 L / 120 L@Code60 / cat. >2.00.
In case they drive faster than 2.00, the team will be automatically assigned to the next faster "Theoretical Best lap time". In this example to 1100kg / 110 L / 1.59-2.00.
Please note that the BOP is automatically is adjusted from 120L / 120 @Code60 -> 110 L.
110 L means: 110L@Green and 55L@Code60.

Class	Theoretical Best lap time Categories also referred to as: **SP-BOP-CAT**	Max Refuelling amount				
		Minimum Weight 750kg	Minimum Weight 1000kg	Minimum Weight 1100kg	Minimum Weight 1200kg	Minimum Weight 1300kg
SP3	Theoretical Best lap time (Barcelona) 1min56 .. 1min57	60 L	70 L	80 L	90 L	100 L
	Theoretical Best lap time (Barcelona) 1min57 .. 1min58	70 L	80 L	90 L	100 L	110 L
	Theoretical Best lap time (Barcelona) 1min58 .. 1min59	80 L	90 L	100 L	110 L	120 L
	Theoretical Best lap time (Barcelona) 1min59 .. 2min00	90 L	100 L	110 L	120 L	120 L
	***Initial Maximum refuelling amount And at the same time:** ****BOP-advantage** Theoretical Best lap time (Barcelona) > 2min00	120L@green 120L@code60	120L@green 120L@code60	120L@green 120L@code60	120L@green 120L@code60	120L@green 120L@code60

** This is the initial Max refuelling amount, all teams in class SP3 starts with.*
*** As generally it is difficult or in many occasions not possible to give a car a BOP advantage, also the following BOP can be assigned (according art. 4 chapter IV), this is called BOP-advantage.*

- *Max refuelling can be increased under code 60 to 100%.*
- *E.g. 120 L under green and 120 L (100%) under CODE 60.*
- *The advantage in this case to refuel 120 L under CODE60 is obviously.*

Please note that slower cars (slower than 2.00) gain from BOP-advantage, because they can refuel more than faster cars (faster than 2.00 in this example).

When in the SP-BOP-table is written 1min57 .. 1min58, it must be read as equal to 1min57 and < 1min58.

The "theoretical best lap time categories" as this will different for each circuit, will be described in the applicable BOP-publication for the specific event.

6.2 FREE PRACTICE/ QUALIFYING/ NIGHT PRACTICE

In case a car will exceed the so called "Theoretical Best lap time category" boundary the Race Director, will:

- take no further action

In case a car will exceed the FASTEST "Theoretical Best lap time category" boundary in the SP-table the Race Director, may:

- assign the specific car to another, more suitable, class
- adjust the initial BOP of the specific car
- based on benefit of the doubt, take no further action

6.3 RACE

6.3.1 BOP at the start of the race:

At the start of the race all SP-teams start with an initial Maximum refuelling amount, according the applicable SP-Class BOP table.

This initial Max refuelling amount, will be marked in the specific SP-BOP-table, with: "Initial Maximum refuelling amount.

See previous example.

E.g. car with 1100kg: At the start of a race the Max refuelling amount is 120 L.

Please note, although the max refuelling amount is 120 L in this example, the team is allowed to start the race with a completely full fuel tank (see art.7 Chapter IV)

6.3.2 During the race (starting from the first lap)

In case a car will exceed the so called "Theoretical Best lap time category" boundary during the race, the BOP will be automatically adjusted according the SP-BOP-table.

To avoid this BOP-adjustment is done at an incidental exceedance of the boundary, the BOP (max refuel amount) will be done after the third offence.

The number of offence, the actual BOP and the BOP-adjustment will be shown on the timing-screens (see next pages for detailed description of the timing-screens).

- At first offence: notification on timing-screen ("Offence 1")
- At second offence: notification on timing-screen ("Offence 2")
- At third offence: notification on timing-screen ("Offence 3") **AND**
  - **Automatically adjustment** of the max refuelling amount, with -/-10 Litres*
  - This new BOP is in force with immediate application. So already at the next refuelling stop (even if this will take place in the next lap). It is the responsibility of the team, NOT to refuel more than actually allowed.**
  - **Automatically adjustment** of the new "SP-BOP-category" (usually one second faster)
  - The "offence notification counter" will be recalculated in reference with the new (faster) "SP-BOP-category".
    All sectors count towards the new "offence notification counter", also sectors from previous offences in the old "SP-BOP-category" count.
    So, "offence counter"" will become: "0", "1", "2" or "3". (E.g. most likely "0". However can also become e.g. "3" in case 3 previous offences are also "faster" than the new "SP-BOP-category". In such a case the SP-BOP-category will be adjusted again to a faster category.)

* Unless an another amount is mentioned in the applicable SP-BOP-table of the specific event

** If "fuel-tags" are available a team can request to update the "tag" to the new max refuel value.

In case a teams is refuelling more than allowed, a penalty will be applied, see art. 41 of chapter I

Although this is very unlikely, in case a car will exceed the FASTEST "Theoretical Best lap time category" boundary in the SP-table the Race Director, may:

- At first and second offence: impose a warning
- At third and next offences:
  - adjust the BOP of the specific car (e.g. adjust max refuelling amount again, e.g. with -/-10 Litres, -/-20 Litres or more, or any other BOP adjustment)
  - impose a penalty
  - take no further action (e.g. if the previous actions are considered adequate)
  - take any other decision

6.4 Timing-screens (for SP-classes)

Basically, the timing-screens will support the SP-teams with information regarding the theoretical best lap time rules. (The information, appearance and/or names on the timing-screens can differ from below examples.)

However in case timing-screens are not available, not working correctly, or this data is not available on the screen, for whatever reason, this BOP-procedure will stay in place, according the lap times and sector times measured by the official timekeeping. In this case, the teams will be informed by other means, e.g. paper, "WhatsApp" or any other means at discretion of the Race Director.

Example 1) At the start of the race all SP3 teams start with "Initial Maximum refuelling amount"
The timing monitor shows (e.g. after 5 Laps):
Please note compared to 2018: Colum "Max refuel amount Under CODE60" is added

Start nr.	Team name	Car	Class	SP-BOP-CAT	Theoretical best lap time	Offences	BOP-change	Min. weight	Max refuel amount Under GREEN	Max refuel amount Under CODE60
3	Team 3	BMW	SP3	1.59	2.01,9	0		1300	120	60
67	Team 67	Ginetta	SP3	1.59	1.59,2	0		1100	110	55
58	Team 58	KTM	SP3	1.59	2.00,4	0		800	90	45
9	Team 9	BMW	SP3	1.59	2.02,8	0		1100	110	55

Example 2) In lap 6 Team 67 with Ginetta improves one or more sector times to:
Theoretical best lap time: 159,3 -> 1.58,6 **(offence 1: warning)**
The timing monitor shows:

Start nr.	Team name	Car	Class	SP-BOP-CAT	Theoretical best lap time	Offences	BOP-change	Min. weight	Max refuel amount Under GREEN	Max refuel amount Under CODE60
3	Team 3	BMW	SP3	1.59	2.01,9	0		1300	120	60
67	Team 67	Ginetta	SP3	1.59	**1.58,6**	**1**		1100	110	55
58	Team 58	KTM	SP3	1.59	2.00,4	0		800	90	45
9	Team 9	BMW	SP3	1.59	2.02,8	0		1100	110	55

** The coloured numbers, stay purple, during 1 lap.*

Example 3) Theoretical best lap time: **1.58,8** **(offence 2: warning)**

Start nr.	Team name	Car	Class	SP-BOP-CAT	Theoretical best lap time	Offences	BOP-change	Min. weight	Max refuel amount Under GREEN	Max refuel amount Under CODE60
3	Team 3	BMW	SP3	1.59	2.01,9	0		1300	120	60
67	Team 67	Ginetta	SP3	1.59	**1.58,8**	**2**		1100	110	55
58	Team 58	KTM	SP3	1.59	2.00,4	0		800	90	45
9	Team 9	BMW	SP3	1.59	2.02,8	0		1100	110	55

Example 4) Theoretical best lap time: ***1.58,3*** **(3rd offence) Dynamic BOP-change:**

- SP-BOP-CAT change 1.59 -> 1.58
- BOP-change of -/- 10 Litres
- Max refuel amount under GREEN change: 110 -> 100 L
- Max refuel amount under CODE60 change: 55 -> 50 L

Start nr.	Team name	Car	Class	SP-BOP-CAT	Theoretical best lap time	Offences	BOP-change	Min. weight	Max refuel amount Under GREEN	Max refuel amount Under CODE60
3	Team 3	BMW	SP3	1.59	2.01,9	0		1300	120	60
67	Team 67	Ginetta	SP3	**1.58**	**1.58,3**	**3**	↓	1100	**100**	**50**
58	Team 58	KTM	SP3	1.59	2.00,4	0		800	90	45
9	Team 9	BMW	SP3	1.59	2.02,8	0		1100	110	55

** The coloured numbers, stay RED, during 1 lap. (also the RED arrow, indication a faster BOP)*

Chapter III - MAY THE BEST TEAM WIN: BOP-implementation for class A6 and class 991.

There are basically two A6 / 991 classes:

- **Class A6-Pro / 991-Pro** for limited pros and semi-pros and amateurs
- **Class A6-Am / 991-Am** for amateurs, gentlemen, some semi-pros and limited pros (BOP-advantage)

If the driver requirements for Class A6-AM / 991-AM are **NOT** full-filled, the team will be automatically assigned to class A6-PRO / 991-PRO.
(and/or assigning to class A6 with A6-PRO-BOP / or class 991 with 991-PRO-BOP)

If the driver requirements for Class A6-Am / 991-Am are full-filled, the team will be automatically assigned to class A6-AM
(and/or assigning to class A6 with A6-AM-BOP / or class 991 with 991-AM-BOP)

In this appendix is described which BOP is assigned and to which class (A6-Pro or A6-Am / 991-Pro or 991-Am) each individual team will be assigned.
Please note that A6 / 991-teams which have full-filled the A6-Am / 991-Am drivers requirements, can (e.g. for strategical reasons) choose to be assigned to class A6-Pro / 991-Pro. (Only after written request and approval.)
When in these regulations is referred to class A6 / 991, it is applicable for both, class A6-Am and A6-Pro / Class 991-Am and 991-Pro. Unless explicit mentioned otherwise.

1. Introduction

This class is basically meant for GT cars which fits from performance point of view.

This will result in a very competitive class with many strong brand's, with cars, drivers and teams with huge potential.
So far so good. But we all know, that because of the many different types of cars, initially there can be a huge differences in potential performance. E.g for class A6, just imaging cars with 4.0 Litre engines up to 8 Litre engine compete in the same class.
For this reason we apply, beside the regular and initial (GT) Balance of performance (BOP), an additional BOP-method.
The additional BOP-method should further minimize the performance differences, with as final goal to further increase competition.
E.g. for class A6 and class 991; Another goal of the developed BOP-method is to give amateurs and semi-profs (over 90% of the competitors) a much more fair opportunity to compete with the professionals. Also it will decrease the influence of extreme high budgets.
Note for professionals: Keep in mind that without the large group of enthusiastic amateurs and semi-professionals we would not have a race at all!

May the best team win
Of course, we all look forward to a sportive race with the highest possible level of fair competition. Where after a challenging race, the best team may win.

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

- A strong team, strategic as well with a dedicated technical crew.
- Excellent drivers, fast, consistent and reliable endurance drivers. Team players with respect for their competitors in their class and even more for competitors in lower classes.
- A fast, strong and reliable race car, gently to drive.
- A team with some luck, at least no bad luck!

2. Goal of new BOP-method

As explained above, we all want the highest possible level of competition and of course a fair and sportive race. The developed BOP-method will contribute to achieve this final goal.

Finally this will result in a group of cars in this class which will be closer to each other from performance perspective (close racing).

So this will definitely increase the challenge for all teams. The best teams will be still be in the front of the race, but very likely, much more closely followed by a big and strong midfield. Resulting in more teams competing for the overall victory, it will take longer during the race until the potential victories will get clearer, which might even result in a sporting battle till the end of the race. This will give the amateurs and semi-profs (90% of the competitors) a much more fair opportunity to compete with the professionals.

However one thing remains the same, the best team will win! Maybe only with a minimum gap. But let's be honest what would be more satisfying then to win the next race in the last hour with a close finish?

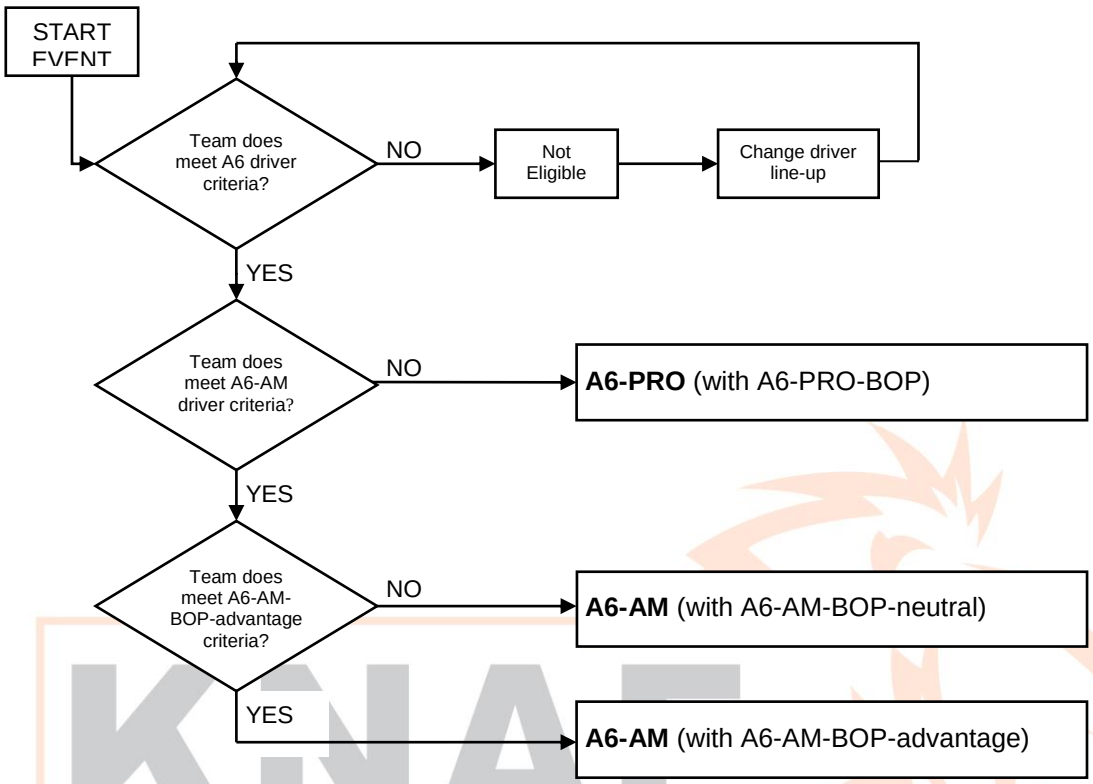
Do you take this challenge?

May the best team win!

3. Division into two classes: Class A6/991 PRO and AM (and/or assigning PRO and AM BOP)

3.1 Class A6 divided into Class A6-PRO and Class A6-AM

(and/or assigning A6-PRO-BOP, A6-AM-BOP-neutral and A6-AM-BOP-advantage)
The below flow-chart shows the options. (final class and final BOP)
The details are described in the articles following this flow-chart, art. 4 and art. 5.



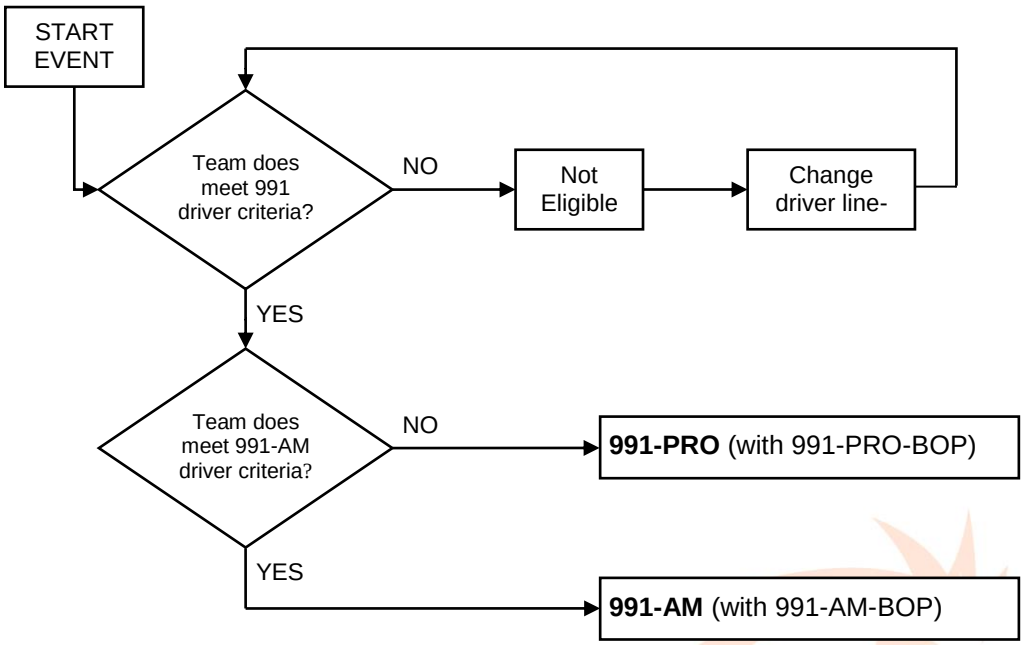
In case of a class change after qualifying (only with approval of the Race Director), the following applies: (see also art. 5.4 Chapter III)

PRO → AM-neutral	Scrutineering remove weight	
PRO → AM-advantage	Scrutineering remove weight	
AM-neutral → PRO	Scrutineering add weight	**A6-PRO Start grid: behind last A6-PRO* car**
AM-neutral → AM-advantage	Scrutineering remove weight	
AM-advantage → PRO	Scrutineering add weight	**A6-PRO Start grid: behind last A6-PRO* car**
AM-advantage → AM-neutral	Scrutineering add weight	**A6-AM** (with A6-AM-BOP-neutral) **Start grid: behind last A6-AM** car**

*In case there is only one class A6, this team will be placed behind the last car with A6-PRO-BOP.
**In case there is only one class A6, this team will be placed behind the last car with A6-AM-BOP.(independent from AM-BOP-neutral or AM-BOP-advantage)
In case more teams will be placed back according above rule, the position at the back of their class will be according the best qualifying lap.

3.2 Class 991 divided into Class 991-PRO and class 991-AM

(and/or assigning 991-PRO-BOP and 991-AM-BOP)
The below flow-chart shows the options. (final class and final BOP)
The details are described in the articles following this flow-chart, art. 4 and art. 5



In case of a class change after qualifying (only with approval of the Race Director), the following applies: (see also art. 5.4 Chapter III)

PRO → AM	Scrutineering remove weight	
AM → PRO	Scrutineering add weight	**991-PRO Start grid: behind last 991 car**

4. BOP-advantage for A6-AM compared to A6-PRO / 991-AM compared to 991-PRO

The final BOP will be published in the BOP-publication of the specific event.
Below examples gives a good indication of the BOP-advantage of class A6 and class 991.

Example: A6-Class-BOP table: Class A6-AM split with BOP-neutral and BOP-advantage

Class*	BOP	Balance of Performance	
		Weight	Refuelling
A6-PRO	BOP-Pro	+ 30 kg	-/- 5 L
A6-AM	BOP-Neutral*	+/- 0 kg	+/- 0 L
	BOP-Advantage*	-/- 50 kg	120 L

*Class and corresponding BOP is determined by Team composition

Example: BOP- table class 991-Pro & 991-Am

Class*	Balance of Performance	
	Weight	Refuelling
991-Am	+/- 0kg	100 L
991-Pro	+ 30kg	90 L

* Class and corresponding BOP is determined by Team composition

4.1 Balance of Performance parameters for class A6-Pro and class A6-Am / 991-Pro and 991-Am.

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

- Reduce or increase of weight of the car
- Reduce or increase the maximum refuelling amount
- Any other BOP-parameter, published in the BOP-publication of the specific event,

4. Introduction Division into two classes: class A6-Pro and class A6-Am / 991-Pro and 991-Am

The unique and attractive Balance Of Performance (BOP)-system for GT cars, introduced a few years ago, has proven to be successful and is further improved by skipping the "minimum reference lap times". This means ALL A6 cars, A6-PRO and A6-AM can drive as fast as the can, without any consequences. (NO penalties and No BOP-consequences).
Also for class 991-PRO and 991-AM can drive as fast as they can.

In this BOP-system, the final BOP is ONLY determined by the driver composition of the team.

This BOP-system, has and will achieve its primary goals, like increasing competition and reducing the gap between amateurs, gentlemen drivers, semi- and professional teams and drivers.
Looking at it from an objective perspective, this unique BOP-system is mostly appreciated by amateurs and gentleman drivers, which is obvious, because they are the ones who benefit most from the advantages of the system.
To award also amateurs & gentlemen and to make a clear distinction between the semi-pros, pros and amateurs & gentlemen drivers and teams, class A6 is divided into 2 separate classes:

- **Class A6-Pro / 991-Pro** for limited pros and semi-pros and amateurs
- **Class A6-Am / 991-Am** for amateurs, gentlemen, some semi-pros and limited pros (BOP-advantage)

Additional to the balance the A6-PRO and A6-AM (991-PRO and 991-AM), driving time limitations and requirements are specified.
For PRO drivers there is a maximum driving time specified.
For AM drives a minimum driving time is specified.
See details in below regulations.

Herewith, the basic goal of improving competition and reducing the gap for amateur and gentlemen drivers and teams will be achieved.

5.1 Driver's line-up criteria for being assigned to A6-Pro or A6-Am / 991-Pro or 991-Am

The class A6-Am or A6-Pro is (only) determined by the drivers line up, according this table:
See art. 8.3.2 Team Composition (Chapter I)

The class 991-Am or 991-Pro is (only) determined by the drivers line up, according this table:
See art. 8.3.2 Team Composition (Chapter I)

5.2 Driving time requirements for Class A6-PRO or A6-AM / 991-PRO or 991-AM

For PRO drivers there is a maximum driving time specified.
For AM drives a minimum driving time is specified.
See table below:
See: The exact driving time requirements are specified in art. 8.4 Specific driving time requirements (Chapter I).

5.3 Basic assignment of Class A6-PRO or A6-AM / 991-PRO or 991-AM

With the entry and according drivers composition, the teams will be listed on the provisional entry list as follows:

- A6 / 991
- A6-PRO / 991-PRO
- A6-AM / 991-AM

For Class A6:

With the entry application:

- A team which does NOT meet the A6-AM criteria will be automatically assigned to Class A6-PRO with PRO-BOP
- An A6-AM team which does NOT meet the A6-AM-BOP-advantage criteria will be automatically assigned to Class A6-AM with AM-BOP-neutral
- A team which DOES meet the A6-AM-BOP-advantage criteria will be automatically assigned to Class A6-AM with AM-BOP-advantage

- An A6-AM with A6-BOP-neutral team can make a written request* to be assigned to A6-PRO
- An A6-AM with A6-BOP-advantage team can make a written request* to be assigned to either A6-PRO or A6-AM with A6-BOP-neutral

For Class 991:

With the entry application:

- A team which does NOT meet the 991-AM criteria will be automatically assigned to Class 991 with PRO-BOP
- A team which does meet the 991-AM criteria will be automatically assigned to Class 991 with AM-BOP.
- A team can make a written request* to be assigned to 991-PRO

*Note:

Before the start of the event, the promoter will decide upon such request.

During the event, the Race Director will decided upon such request. In such a case the team must be scrutineered (regarding BOP) again.

Teams will be scrutineered (regarding BOP), according the class (A6-PRO or A6-AM / 991-PRO or 991-AM) listed in the (provisional) entry list.

5.4 Start grid consequences

For Class A6:

Referring to art. 5.3, in case of changes of A6-BOP, before the start of the race and after qualifying, due to weight advantage during qualifying, these teams will be re-positioned on the start grid, according the flow-chart of art. 3.1 of this chapter.

For Class 991:

Referring to art. 5.3, in case of changes of A6-BOP, before the start of the race and after qualifying, due to weight advantage during qualifying, these teams will be re-positioned on the start grid, according the flow-chart of art. 3.2 of this chapter.

5.5 Last but not least (applicable for class A6-Am and A6-Pro / 991-Am and 991-Pro)

As explained above, we all want the highest possible level of competition and of course a fair and sportive race.

The developed BOP-method will contribute to achieve this final goal.

Although this BOP-method has been proven to be efficient and successful this is still a quite new method. For this reason we explicit want to express, in case we feel teams try to misuse this method or to try to find unforeseen "gaps", the Race Director reserves the right to adjust the BOP of a specific car, as is clearly described in the sportive & technical regulations.

According to Chapter I, art. 8.3.2, the promoter reserves the right to allocate an AM-eligible team to the PRO class (991-PRO and A6-PRO) on the basis of the driving capability of their driver line-up (E.g. on the basis of earlier results in 24H SERIES, etc.).

This is also applicable for A6-AM Advantage eligible teams to be allocated in A6-AM Neutral BOP.

Chapter IV – Technical Regulations for all Cars

1. General Regulations for all Cars

Please note: From 2018 onwards: For ALL cars, according Appendix J art. 14. the fuel tank must be a FIA approved safety fuel tank homologated by the FIA (specification FT3-1999, FT3.5 or FT5-1999).

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

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

1.3 Only the organiser decides about the admission of a car before the start of the Event.
The decision taken by the organiser is final, during the Event the decision is with the Race Director after consultation with the Stewards.

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

1.5 A Vehicle Identity Form must be produced for all cars failing to hold a homologation form. This Identity Form must be duly completed and submitted together with the entry application form. Spare-parts catalogues and workshop manuals for these cars must also be kept at hand. Any proof possible asked for must be furnished by the competitor of the car.
(An example of a Vehicle Identity Form is the "DMSB Wagenpass").
If such a vehicle identity form is not available, the team is must provide to the required documentation requested by and on discretion of scrutineering. E.g. manufacturer information and technical information of the car.

1.6 Regarding obligatory makes/suppliers of car parts, see sporting regulations article 22.9

2. Noise Limitations

2.1 Noise Limitation

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

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

2.1.2 The following noise limit values may not be exceeded:
For all events, for all classes:

- **110 dB(A)** at 0,5m measured according to the measuring method, as described below.
- Unless otherwise defined in the supplementary regulations of a specific race

2.2 Additional following rules are applicable
Measurements will be made at 0.5 meter from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees with the exhaust outlet. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0 meter from the centre line of the vehicle, with the microphone 1.2 meter above the ground. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0 meter (in the 0.5 meter test) or within
10.0 meter (in the 2.0 meter test).
Background sound levels should be at least 10dB(A) below the measured level.
With distances from 2.0 meter to 8.0 meter it is necessary that there be a minimum of 20.0 meter radius open flat space around the vehicle. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.
The noise generated by the car must not exceed the prescribed noise level at 3800 rpm, or at three-quarter maximum revs if this is less

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

2.4 Penalties for Noise infringements

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

2.4.1 During any practice or qualifying:

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

2.4.2 During the race:

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

3. Special Technical Regulations and Safety Regulations for all Cars

3.1 Window Net or Arm Restraint

3.1.1 The use of a window-net (NASCAR net) on the driver's side is compulsory for all cars, mounted accordingly to the FIA regulations, Article 253 of the Appendix J.

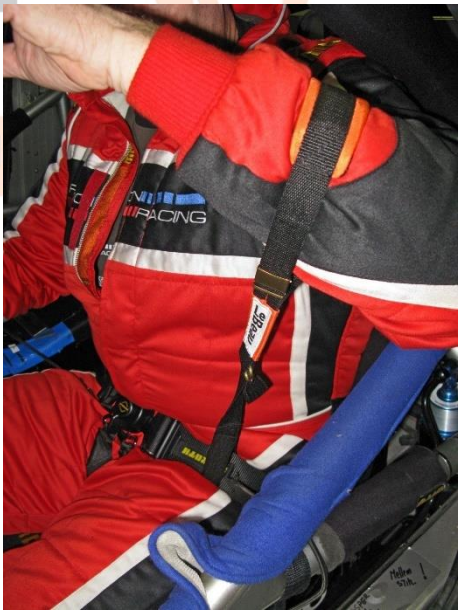
As an alternatively the use of an arm restraint as per SFI 3.3 specification is allowed.

One of those is compulsory.

3.1.2 For the use of an arm restraint: A climbing hook is advised and allowed between the hip belt part of the safety harness and the lower loop of the arm restraint.

See below examples of both.

Example of window-net (NASCAR net)



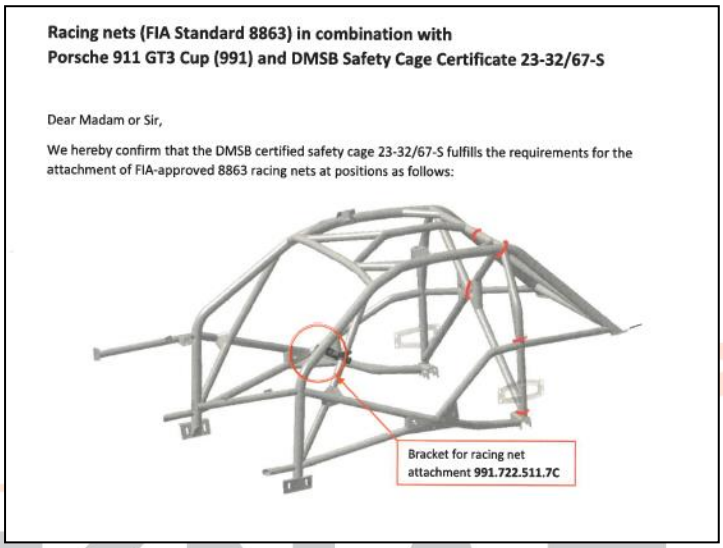
Example of Arm restrain

3.1.3 Exceptions (GT3 cars, 991 Cup Cars and GT4 cars)

GT3-FIA-homologated cars only
Only for GT3-FIA-homologated cars with FIA racing net 8863-2013 acc. homologation:
The window-Nascar-net is NOT required.
An arm restraint is strongly advised

Porsche 911 GT3 Cup (991) cars
It is mandatory to use one of the following options:

- Window (NASCAR) net
- Arm restraint
- FIA-approved Racing net (standard 8863) in combination with bracket for Racing net 991.722.511.7C, according to the drawing below:



GT4-homologated cars
It is mandatory to use one of the following options:

- Window (NASCAR) net
- Arm restraint
- FIA-approved Racing net (standard 8863), as provided by the car manufacturer of the specific vehicle

3.2 Safety harness
An FIA homologated 5 or 6-point safety harness is compulsory for all cars. (According standard 8853/98)
A 6-point safety harness is advised.

3.3 Shielding the side windows with transparent film
It is recommended to shield the side or door windows with a transparent safety film (not tinted).

3.4 Front Headlights
This art. is applicable for all cars (except class CUP1).

3.4.1 The maximum of 6 front headlamps (units) is permitted for all cars.

3.4.2 In case a car has (standard) only 4 headlights, it is allowed to mount 2 additional (external) headlamps (units).
These headlamp (units) may also be LED-units. A LED-unit (up to approx. 20cm, at discretion of scrutineering) is considered as one headlamp.
For the purpose of additional headlights it is preferred to integrate them in the FRONT-BUMPER. (So for this purpose it is allowed to make holes in the front-bumper.)

3.4.3 At least two front headlights must be working and be symmetrical to the axis of the vehicle. If this is not the case or any or all of the rear side and brake lights should fail to work, the driver must stop in its pit and will not be authorised to return to the track until the lights work correctly.

3.4.4 It is not allowed to have any kind of red or orange light at the front of the car (See Chapter 1, art. 27.9)

3.5 Rear Fog Lamp

All cars must be equipped with a FIA homologated or standard equipment (O.E.M.) red rear fog lamp.
(technical FIA List No. 19).
Preferred is a FIA homologated red rear fog lamp.

3.6 Protection for Exhaust Pipe

A special protection for the exhaust pipe is recommended (for example by means of gusset plates, rebound straps, etc.). The noise prescriptions specified in Article 2 (Chapter IV) of the present Regulations must be respected in relation to the exhaust system.

3.7 Radiator Protection

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

3.8 Shielding rear and quarter Windows

The rear side or quarter windows may be partly shielded (the rear view must however be guaranteed as a clear view).

3.9 Video cameras

The scrutineers must approve the fixation of any video camera to the car at initial scrutineering.

3.10 Cockpit lights and signalling lights

It is allowed to add extra (small) lights in the cockpit, with the purpose, e.g. to dashboard, etc. for the driver during the night.
It is allowed to add signal lights in-out outside the car, with the purpose to recognize the car for team crew.
It is not allowed to have any kind of red or orange light at the front of the car. See art. 27 of chapter I.

3.11 Electrical drink system for the driver

With the purpose to hydrate the driver (drinking of water), it is allowed to:

- Add a water bottle/container into the cockpit
- Add an electrical pump to pump water to the driver
- Fill the water bottle/container from outside, e.g. through side window, e.g. like picture below

3.12 Additional electrical switches/buttons inside the cockpit

It is allowed to install additional electrical switches and/or buttons on the centre console for any additional electrical device and/or modification that is allowed in these regulations. E.g. (on/off) switch for window heater, rear fog-lamp, transponder, Driver-ID switch, switch on/off ABS (if allowed), Start number lights, etc.
It is allowed to extend the dashboard or place a safely mounted surface in the centre console for this purpose.
This also applicable for the specific Cup classes.

4. Handicap/BOP-Regulations

4.1 General (For all classes)

4.1.1 Handicap regulations may be established for certain models of cars or even for individual cars, for example extra ballast, boost-pressure limitation and/or air restrictors.

4.1.2 In case certain models of cars or individual cars are disproportional fast, the promoter reserves the right to adjust the Balance of Performance of this model or individual car at any time of the event. This in order to balance and increase competition in general and particular in the specific class. (this BOP can be of every kind, e.g. extra weight, restrictor, less refuelling, time penalty, driving time requirements, etc.).

This Balance of Performance can also be the other way around, e.g. to older models or year of built, a less tight (initial) BOP might be assigned. E.g. less weight, more refuelling, larger restrictor, etc.).

4.1.3 In case of disproportional fast car, the promoter may propose a class change or the Race Director can also assign this car to another most suitable class.

4.2 BOP – Amalgamation of classes (for all classes)

In case of amalgamation of classes:

In case a car is assigned to a higher/faster class, the promoter can change and improve the BOP of the car in order to increase competition. (Note: the promoter is only allowed to do this before the event, during the event this at discretion of the race director)

As in general it is difficult, or in many occasions even not possible to give a car an BOP advantage, also the following BOP can be assigned:

- Max refuelling under Code 60 can be increased to up to 100%.
- E.g. 100 L under green and 100 L (100%) under CODE 60.
- The advantage in this case under CODE60 is obvious.

5. Specific technical equipment

5.1 Competition Numbers and Advertising Stickers

5.1.1 Competition numbers and advertising stickers will be issued at the Welcome Centre and must be fixed to the car before Scrutineering according to the instructions given. The scrutineers will accept only cars showing those competition numbers issued by the promoter.

5.1.2 Three competition numbers must be affixed to each car: on both sides, on the doors (those need to be illuminated, according art. 5.3), and onto the roof or front bonnet (on the roof is preferred) at an angle of 45° to the right. In addition, a small competition number must be affixed to the right side of the upper rear window and to the right side of the upper front window.

5.1.3 If it is impossible to affix the compulsory competition number panels and race numbers as per given instructions due to the construction of the doors, an alternative fixation must be agreed with the promoter. The competition number panels may not be modified or cut without prior agreement of the promoter.

5.1.4 If a competition number gets partly or initially loose and the car cannot be identified by the timekeepers, the competitor concerned will himself be held responsible.

5.1.5 Spare numbers and advertising stickers will be available at the Drivers Information Office. The competition numbers and advertising stickers are free of charge.

5.2 TRANSPONDER with Driver-ID

To further improve communication opportunities (e.g. for commentators) for all classes a transponder with a Drivers ID is obligated:

5.2.1 Valid transponders with 4 or 5 Drivers ID are:

- MYLAPS CAR DP-i transponder (previously the TranX260 DP-i transponder)

Such a Driver-ID transponder can be rented or purchased at race administration.

As published in the entry form.

5.2.2 LED-indicator on transponder

Driver-Id transponders will flash in a pattern that indicates the position of the driver-ID switch.

(e.g. 3 flashes means driver 3)

When you see a continue light, the driver position is not working (e.g. disconnected switch).

When you see no light at all, your transponder is not working at all.

In both cases consult the timekeepers.

5.2.3 Please read and mount your driver-ID transponder according the timekeeping instruction:

Where to mount your driver-ID transponder?

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

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

Should a competitor not have the right type transponder, the timing service may put one to his/her disposal against a corresponding renting fee and deposit.

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

The renting fee amounts and the deposit, both have to pay in cash money. The deposit will be reimbursed to the competitor after the meeting and after having checked the correct functioning by the timing service. Should the rented transponder be lost or not returned, there will be no right to reimbursement of the deposit.

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

5.3 Start numbers and compulsory illumination with back panels

5.3.1 According to the regulations, one of the start numbers must be affixed on the roof.
Although it is preferred on the roof, it is also allowed to affix this start number on the front bonnet.
In both cases it must be affixed according the instructions given (See compulsory advertising sheet).

5.3.2 According to the regulations, the start number on the right and left doors must be illuminated.
For this purpose, illuminated back panels are compulsory (only for the left and right door start numbers).
Illuminated back panels can be purchased at the promoter (to be send by post or collected at race administration), as published in the entry form.

5.4 Race Position Display (LED)

Each car (all classes) must be equipped (obligation) with a LED-Position display. (RACE-POSITION-DISPLAY)
This LED-Position display shows the actual (overall) position of the car.
The function of this display is to show the audience of the actual position in an easy visual way.
Please note this display is for (audience) information only (not for official purpose). For official results and standings please refer the official results.
It is the responsibility of the competitor to mount the LED-Position display in order to pass the pre-race scrutineering.
To power this LED-Position LED display, this device need to be connected to the 12V-battery of your car.
This RACE-POSITION-DISPLAY can be purchased or rented at the promoter, as published in the entry form.

5.5 Data-logger including boost pressure sensor

For some classes / cars a data-logger is obligatory, the regulations for this data-logger are descripted in this article.

5.5.1 The prescribed obligatory data-logger is:

Class	AIM datalogger	Remarks
A6	**Evo 5**	**A6-AM and A6-PRO**
991	**Evo 4 or Evo 5**	
SPX	**Evo 4 or Evo 5**	
TCR	**Evo 5**	**From 01.01.2019, Evo5 obligatory**
GT4	**Evo 5**	
TCP1	**Evo4 or Evo5**	
TCP2	**Evo4 or Evo5**	
All other class	**Not required**	***See note**

***Note:**
Unless otherwise described, the organizer can, at his discretion, oblige teams on individual basis, to be equipped with a data-logger (e.g. Turbo cars)

GPS antenna

12V connection

5.5.2 For all teams with obligatory data-logger, (with or without Turbo) the following Pboost pressure(s)* is obligatory:

- 1 (One) Boost pressure sensor:

Air-pressure sensor (V26Z943 Pressure sensor 0 - 3 bar absolute),

Boost pressure: Is picked up through sensor V26Z943. Measuring range 3 bar abs., resolution 0.0007 bar. It must **not** be mounted directly into the manifold but connected by a tube and fixed to the chassis (free of vibration and heat).

Exceptions:
Class 991:
Above boost pressure sensor is NOT obligatory for class 991 (Porsche 991 Cup)

Class SPX:
For Porsche 991 models in class SPX, with Porsche 991 Cup type engine (991-I or 991-II), boost pressure sensor is NOT obligatory.

5.5.3 Position of Pboost sensor

The Pboost sensor needs to be positioned as close as possible to the engine manifold, at discretion of Scrutineering.
The promoter may prescribe additional Pboost sensors for specific cars. This will be mentioned in the balance of performance publication of the specific event.

5.5.4 Mounting instruction:

This air-pressure sensor must be mounted according Memotec instructions:

5.5.5 For class A6 for all Turbo cars, TWO (2) Pboost pressure sensors are obligatory and must be positioned according the homologation of the car. This might also apply to other cars, at discretion of scrutineering.

5.5.6 Pboost measurement for cars with turbo engines

The method (Control of Pboost strategy) will be described in the BOP-publication of the specific event.
One parameter of such method (Control of Pboost strategy) will be the Barometric Pressure on the track.

For some classes (e.g. class A6) the Max. Pboost value might be depending on the Barometric Pressure on the track.
For this reason, at the beginning of the event (at the track), the actual Barometric Pressure on the track will be published and will be fixed for the entire event.

For some classes or cars, the Max Pboost is independent of the Barometric Pressure on the track.
In this case the Barometric Pressure used in the "Control of Pboost strategy" will be equal to the pressure as the BOP is defined. (usually 1010mbar).

In case the Max Pboost is independent of the Barometric Pressure on the track, this will be specified with the Pboost specification.

5.5.7 USB-data stick/SD-Card

Teams have to RETURN the USB-data stick/SD-card to scrutineering, according the Event Time Table.

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

The logger must be properly installed and configured in compliance with the installation instructions per approval of scrutineering. Basically the logger will be connected to the CAN bus of the engine control unit (ECU). For most cars, this covers the below descripted sensor-signals.

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

5.5.8 For purchasing or rental information of the AIM-evo4/evo5, please contact:
Memotec
Email: info@me-mo-tec.de
Phone: +49 7260 920440
Website: www.me-mo-tec.de

5.5.9 The organiser reserves the right to read out the data at any time during the event, e.g. every pit stop during the qualifying and/or during the race.
Any irregularity may result in a penalty.

5.5.10 To ensure the data logging process, the GPS-antenna of the data-logging-system must be fixed on the roof of the car.

5.5.11 At all times during the event, it must be possible for the organiser to read out data from the acquisition systems.

5.5.12 The collection of the following data must be ensured by the competitor:
(For most cars, below described sensor-signals will be derived from the CAN bus of the ECU).

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

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

5.5.13 USB data memories will be distributed during the event for cars selected by the promoter.
These USB data memories must be connected to the data logger by the competitors.
A deposit might be required by the promoter to ensure the due return and the due exchange of the data memories.

5.5.14 Performance characteristics throughout the season

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

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

The following parameters must be made available via the CAN-protocol (see next page):

For submitting the requested data channels, please use the following link: http://www.me-mo-tec.de/content/download.aspx?file=4639

The following parameters must be made available via the CAN-protocol

Description	Notes
Data Logger Sensors	
Acceleration	
Boost Pressure	Manifold Pressure behind Throttle Body
Boost Pressure right	Manifold Pressure behind Throttle Body
Manifold Absolute Pressure	one sensor per Airbox
Manifold Absolute Pressure right	one sensor per Airbox
Speed GPS	
Sensors from CAN Bus	
Barometric Pressure	
Brake Pressure Front	
Brake Pressure Rear	
Brake Switch	if brake pressure not available
CAM Position	if variable cam timing, all Camshafts
Engine Revs	
Engine Throttle	
Engine Throttle	if applicable
Fuel Consumption	cumulative fuel used
Fuel Pressure	
Exhaust Temperature	on request during Rolling Road Test
Exhaust Temperature right	on request during Rolling Road Test
Exhaust Pressure	on request during Rolling Road Test
Exhaust Pressure right	on request during Rolling Road Test
Injection Quantity	
Injection Time	alternative
Intake Air Temperature	
Ignition Advance	
Gear	
Lambda	
Lambda right	
Mixture Mapping	
Rail Pressure	if applicable, for DI Engine
Shift (position) signals	for any variable intake systems, if applicable
Speed Vehicle	
Speed Front Left	
Speed Front Right	
Speed Rear Left	
Speed Rear Right	
Throttle Pedal	
Torque or Airflow mass sensor signal	if applicable
Torque request Driver	
Torque out put engine with out torque reduction	constructed number in Nm
actual torque output engine	constructed number in Nm
Traction Control Active	Status for TC Activity
Water Temperature	

6. Ballast and Maximum Permitted Weight

6.1 Ballast

6.1.1 If the weight of the car must be completed by ballast to comply with the minimum weight as stipulated in the present
Regulations and this weight cannot be achieved by corresponding permitted modifications in or on the car (i.e. steel doors, steel roof, etc.); this ballast must be fixed inside the car as follows:

1) Ballast box must be according homologation (e.g. GT-cars)
2) Ballast weight must be installed according to FIA ISC appendix J
3) Ballast box must be as described below:

6.1.2 This ballast must during any practice, qualifying and race be fixed inside the car on the passenger's side in a metal container with the following minimum dimensions:
Bottom surface: minimum 1600 cm²
Height: 50 mm
Wall thickness: 2 mm

6.1.3 This container must be fixed on the floor panel. It must be closed with a solid, screwed cover and offer the possibility to fix seals. The weights inside the container must additionally be secured. If the cover serves to fix the weights, it must be appropriate solid, have at least four fixation points for closure and offer the possibility for seals to be affixed.

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

6.1.5 At least four fixing screws with a minimum of M 8 mm, 10.9 quality are compulsory. If necessary, the floor panel is to be provided with a reinforcing plate.

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

6.2 Maximum Permitted Weight

6.2.1 If the maximum permitted weight of the car (see car registration papers or documents) is below the required minimum weight for the division/ group concerned, the car cannot be accepted.

6.2.2 This means that no car in racing condition, i.e. empty weight according to the relevant table plus fuel plus driver (75 kg according to EC standard) may exceed the weight specified for the corresponding car as maximum permitted road-legal standard weight.

6.2.3 Proof must be furnished by the competitor himself by means of documents of, the manufacturer.
General Importer.

7. Fuel tank capacity versus refuelling amount

7.1 **For classes:** A2, A3, SPX, SP2, SP3 and SP4
The maximum fuel tank capacity for the following classes is 120 Litre, unless explicitly otherwise described:

7.2 **For classes:** PX, CN1, CN2
The maximum fuel tank capacity for the following classes is 100 Litre, unless explicitly otherwise described:

7.3 The Max Refuel amount mentioned in Appendix 19 (Eligible cars and Class Overview)of these regulations is the maximum refuelling amount (Litres) per refuelling session.
At all 24H SERIES races, this will be automatically measured, at the fuel station.

7.4 In between 2 refuelling sessions the car must have entered the race track. So minimum one out lap combined with an in lap (the start finish line does not necessarily have being passed).

Example:
If in a specific class the max Refuel amount is listed at 90 L
At the start of the race it is allowed to start with a completely filled fuel tank.
For a car with a fuel tank capacity of 100 L:
At the start of the race, it is allowed to start with 100 L fuel.
At each following pit stop it is allowed to refuel maximum 90 L.

8. Data-communication to and from car

Data-communication (e.g. Engine-data, e.g. oil-temperature) from car to pits is allowed
Data-communication (e.g. change of Engine-settings) from pits to cars is forbidden.

Normal two way radio communication to driver is allowed.

Chapter V – Technical Regulations for Divisions 24H TCE SERIES and 24H GT SERIES

1. Technical Regulations for all cars of divisions 24H TCE SERIES and 24H GT SERIES

The applicable Technical regulations per class can be found in the class appendices

1.1 Unless explicitly described otherwise, the safety Regulations as specified in the current Article 253 of the Appendix J to the current ISC must be respected for all cars.

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

1.2 Competition Seat

A FIA current homologated competition seat with supports in compliance with Article 253 of the Appendix J is compulsory for all cars.

1.3 General Circuit Breaker

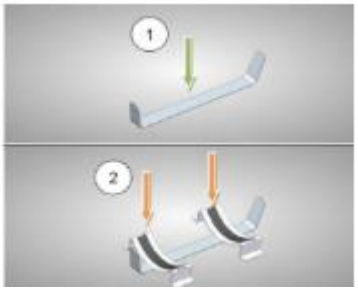
A general circuit breaker in compliance with Article 253.13 of the Appendix J is compulsory.

1.4 Fire Extinguishers

1.4.1 A fire extinguishing system homologated by the FIA for Touring Cars is recommended (with the compulsory fixation of the extinguisher bottles). For cars without a fire extinguishing system:

- A manual extinguisher in compliance with the FIA technical list No.6 prescriptions is compulsory
- or fire extinguisher must be according homologation, if this is minimum according the FIA-regulations.

1.4.3 For Fire extinguishers (Systems and Manual extinguishers):
Anti-torpedo tabs are required according art. 7.2 and 7.3 of Appendix J – art. 253
E.g. like following pictures:



1.5 Rollover Structure

A rollover structure is compulsory. It must comply with Article 253.8 of the Appendix J 2002 or 2005 or later of the ISC according to the original building date of the car.

1.6 Fuel filler neck with safety overflow

If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.
The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.
See picture with example.

2. Allowed modifications for classes A6, 991, TCR and GT4

Unless otherwise specified in these regulations, supplementary regulations or bulletins, below modifications are allowed referred to the specific cup regulations, homologations and/or technical forms, for the following classes:

- Class A6 (PRO and AM)
- Class 991 (PRO and AM) (type 991-I and 991-II)
- Class TCR
- Class GT4

Item	Description
Brake pads	Brand, model type and dimensions are free
Brake discs	Only brand is free Diameter, thickness and material must all be according: ▪ Class TCR: acc. TCR TECH FORM ▪ Class A6 and GT4: acc. Homologation ▪ Class 991: acc. Porsche Carrera Cup regulations, see appendix. 11
Brake cooling	May be added and/or modified, with the following limitations: • Any modification or addition of brake cooling must have the clear purpose of brake cooling • Only brake cooling with air is allowed (e.g. NO water or liquid cooling) • The maximum of two pipes/hoses to bring the air to the brakes of each wheel is allowed. E.g. one existing pipe/hose and one added • The total inner section of one or both air pipes may be maximum 227 cm². This corresponds for example to a section of 12cm in diameter for 2 equal pipes/hoses or 17cm for one single pipe/hose • The use of electrical blowers/fans is allowed • Modifications and/or additional holes in the front bumper (e.g. to put extra or bigger air ducts) are allowed, with following limitations: ○ With the only purpose of brake cooling ○ Total maximum of 4 holes ○ Maximum dimension per hole 400 cm² ○ To each hole in the front bumper, a pipe or hose must be mounted, to be directed to the brakes • The modification or addition of air ducts to the brakes is allowed • Front and rear brakes: protection shields may be added or modified • Mounting of additional pars, with the clear purpose to improve brake cooling is allowed • The pipes or any other part must not protrude over the perimeter of the car, seen from above
Headlights	Modification of the inside of standard headlights-lamps is allowed, as long as the lamp-unit at the outside stays and looks the same. E.g. replace the lamp/bulb itself by LED-lights or Xenon lights.
Window heater	A window heater for (de-fog reasons) is allowed
Driver ventilation-cooling	For the purpose of driver ventilation-cooling the following is allowed: For the door and side windows: installation of air-ventilation is allowed. The side windows must be of safety glass or plastic. If of polycarbonate, the thickness must not be less than 3 mm. If of plastic, the thickness must not be less than 5 mm. They must in any case be transparent at discretion of scrutineering
Protective-grating in front bumper	For protective-grating in front bumper it is allowed to replace them by more robust protective-grating. Mounting of additional protective-grating in and for air-openings is allowed.
Seatbelts	It is allowed to replace the original seatbelts, by FIA approved seatbelts according FIA Appendix J Art. 253.6. However the original mounting-positions must be respected.
Seat	It is allowed to replace the SEAT, by FIA-homologated SEAT.
Fuel-inlet	See also art. 21.3.2 Fuel-inlet Chapter I For cars with the fuel-inlet on the side, it is allowed to have fuel-inlet on left and right hand side. However, during refuelling, it is NOT allowed to refuel the car on both sides simultaneously
Engine seal	This is free (so it is allowed to remove and it is allowed to revise the engine anywhere). The engine has to be according the specific Cup regulations, homologations and/or TECHINAL FORMS, of the specific class.
Gearbox seal	This is free (so it is allowed to remove and it is allowed to revise the gearbox anywhere). The gearbox has to be according the specific Cup regulations, homologations and/or TECHINAL FORMS, of the specific class.

3. Technical Regulations Group "Silhouette Cars"

3.1 Eligible vehicles

The group, Silhouette cars is a group of vehicles build for racing.
(E.g. Solution F Silhouette cars, Renault Megane Silhouette cars, Brokernet, etc.)

There is no specific class for silhouette Cars, therefore silhouette cars will be assigned to most suitable class.
The promoter decides in which class the individual silhouette car will be assigned.

3.1.1 Apart from below explicitly described technical regulations, like weight and fuel tank capacity, all sportive & technical requirements applicable for the assigned class are also applicable for the particular silhouette car.

The intention is to admit silhouette cars to increase the variety of competing cars, which fits to the sportive character of the race and fits from performance point of view with the Touring- and GT-cars.
In interest of this sportive character each silhouette car will be accepted on individual basis. This even means that accepting one Silhouette type does not automatically mean another silhouette car of the same type is accepted.

3.1.2 For safety reasons, only solely closed silhouette cars are generally admitted.
Also for safety reasons only cars with a minimum weight of 750kg are admitted.
No open wheels silhouette cars are accepted, so the complete wheels must be housed within the original body.

Also only Silhouette type cars are accepted, which already compete in national or international races or series.
Technical Regulations of this series must be provided to the promoter.
Only the promoter decides about the admission of a car and upon possible waivers.

3.1.3 Balance of Performance

The promoter has the right to compensate the performance of each car to maximize the equality of the performance. This compensation can be of any kind, e.g. add weight, limit amount of refuelling, add a restrictor, and give a time penalty and/or any other kind of compensation.

All silhouette cars have to be according following regulations.

3.2 Engine

3.2.1 Turbo coefficient does apply as per Chapter VI for petrol engines

3.2.2 Engine brand and type is free. If engine brand is different than car manufacturer, it must be declared in the entry form.

3.3 Minimum Weights

3.3.1 See Balance of Performance publication of the specific event.

3.3.2 Generally, only cars fulfilling the prescriptions of FIA ISC Appendix J Art. 277-3, will be accepted:

- Below 3000cc: Minimum weight: 750 kg
- Between 3000 cm3 and 4000 cm3 Minimum weight: 780 kg
- Between 4000 cm3 and 5000 cm3 Minimum weight: 860 kg
- Between 5000 cm3 and 6500 cm3 Minimum weight: 960 kg
- Above 6500cm3 Minimum weight: 1100kg

3.4 Fuel Tank

Note: The original tank must be replaced by a FT3-1999, FT3, 5 or an FT5 safety tank according to Article 253.14 of the Appendix J to the ISC

Provisions must be taken to prevent the leakage of fuel in all situations (including the situation of overfilling)!

3.5 Safety

The chassis (tubular frame) and safety structure of the silhouette car must be approved by the ASN and/or FIA and the origin must be mentioned.

Also the body of the silhouette car must be approved.

Also all other safety regulations are applicable as per technical prescriptions for all cars, Article 3 of chapter IV

Chapter VI - Technical Regulations Group "24h-Special"

1. Eligible Vehicles

1.1 The promoter only decides upon the eligibility of the Vehicles.
In particular in cases of car models which were built in smaller units, such as Ferrari Maranello, a vehicle may be refused. Before investing in the preparation of any such vehicle, the car owner should contact the promoter regarding its eligibility.
National homologated cars may be admitted.
The promoter will decide upon possible waivers.

1.2 For safety reasons, solely closed touring cars and GT cars are generally admitted. The vehicles must have a spark ignition engine, a rotary engine (Wankel), diesel engine, electrical powered or hybrid and be of the model year 1995 or later (the last year of construction of the model of a car is decisive) running on 4 non-aligned wheels and having a minimum series height of 1.100 mm and a maximum series height of 1.600 mm. In addition, the height of the car in race version may in no case exceed this maximum height of 1.600 mm.
There is basically no limitation to cylinder capacity or number of cylinders, however to be eligible a car must fit from performance point of view. As a guideline the upper limit is restricted to GT2 cars.
The vehicle roof must be of a solid, closed structure.
Standard hard-top variants might be accepted.
Vehicles with tubular space frame may be admitted, see Art. 3 Chapter V Technical regulations for group Silhouette cars.
(A few Examples of NOT accepted cars: Caterham, Roadster, Radical, Ligier)

1.3 All cars must have mudguards which are rigidly connected to the bodywork. Consequently, co-steering mudguards are prohibited. The basic and the race car must also have a solid bodywork between the front and the rear wheels (running-in protection).

1.4 Cars with exposed wheels are not permitted.

1.5 The standard car which represents the basic for the race car must be qualified for obtaining a road licence for public traffic in Europe. In cases of doubt, the competitor must furnish proof by submitting a General Certification (ABE) or an Individual Certification (EBE) or another corresponding certificate.
Solely normal registrations or licence number plates or official certifications for road homologation are accepted which can be obtained by everyone.

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

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

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

2. General

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

3. Engine

3.1 The engine (engine block, crankcase, cylinder head) must be produced by the same car manufacturer.
The engine must remain inside the original engine compartment. The engine type is free.
The promoter will decide upon possible waivers.

3.2 Supercharging is permitted if it complies with the manufacturer's production for the series production model which serves as basis for the race car. For spark ignition engines, the supercharging for the corresponding series production car must be made with spark ignition engine.
Vehicles of the same model range of a manufacturer are considered to be series production cars. The model year restrictions specified in this chapter (1995) must be respected.

3.3 In case of supercharging, the nominal cylinder capacity will be multiplied by 1.7 and the car will pass into the class corresponding to the cubic capacity class thus obtained.
For cars with mechanical superchargers (compressors), as for example G compressors, the factor for the cylinder capacity will be 1.4.
In both cases, if in a class the cubic capacity is mentioned as: Supercharged engines up to a specific cubic capacity, the coefficient (1.4 or 1.7) is not applicable. (e.g. in class A2 or A3)

3.4 The supercharging system must remain original, e.g. supercharger or compressors (Ex. Comprex and G-compressors). This means that a naturally aspirated engine must remain a naturally aspirated engine, an exhaust-gas turbocharger engine must remain an exhaust-gas turbocharger engine etc. The addition of a supercharger not complying with the original system is consequently not eligible. The make and the design of the supercharging system are free (so a Garrett supercharger can for example be replaced by a KKK supercharger and vice versa).

3.5 The installation of an intercooler is free.

3.6 The equivalence formula for rotary engines covered by NSU Wankel patents is as follows:
The equivalent cubic capacity is 1,5x the volume determined by the difference between the maximum and minimum capacities of the combustion chamber.

3.7 The lubrication system is free.

3.8 Air feed as well as auxiliary devices and radiators are free.
All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations. Therefore, the refuelling opening of the tanks must allow for this operation.

4. Exhaust System

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

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

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

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

5. Transmission

5.1 Reverse gear (according Appendix J 275-9.3)
All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and used by the driver when seated normally.

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

5.3 Clutch, final drive and all drive-train components are free.
The gearbox is free (for example sequential gearbox). The gearbox must, however, remain in its original location, for example in front of or behind the engine, at the drive axle, etc. The number of forward gears is limited to six. A reverse gear is compulsory.
All gear changes, though, must exclusively be made mechanically. Automatic or semi-automatic gearboxes, e.g. rocker type gear change, is only authorized if this operating principle complies with the original version and the standard gearbox housing is retained. Otherwise, the gear shifting must be purely mechanical.

5.4 A front wheel driven car may not be converted to a rear wheel driven car and vice versa. The original drive must be retained.

5.5 The addition of any kind of intermediate ratios is permitted.
For cars originally equipped with a permanent four-wheel drive, one driving axle may be disconnected.
Differential as well as the cooler and pumps provided for these are free.

6. Wheels and Tyres

6.1 Wheel material (according Appendix J 275-12.2)
All wheels must be made from homogeneous metallic materials.

6.2 The wheels (flange + rim) are free provided that they may be housed within the original bodywork; this means the upper part of the complete wheel (tyres including the rim flange), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically.

6.3 Wheel fixation systems are free.

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

up to 1.400 cc: 8,5 "
over 1.400 cc up to 1.600 cc: 9,0 "
over 1.600 cc up to 2.000 cc: 10"
over 2.000 cc up to 2.500 cc: 10,5 "
over 2.500 cc up to 3.000 cc: 11,5 "
over 3.000 cc: 14,0 "
The width may be measured at any point of the rim including rim flange (not wheel disc) with the exception of the tyre contact area.

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

7. Ground Clearance
No part of the car, with the exception of the rims and/or tyres, must touch the ground when the tyres situated on the same side of the car are deflated. In order to check this point, the air valves of the tyres on the same side of the car will be removed. The ground clearance is checked without passengers.
This test must be carried out on a relatively flat surface. It is left to the competitor's discretion to remove the tyres from the rims before the check of the ground clearance

8. Braking System

8.1 A dual-circuit brake system operated by the same pedal and having a simultaneous effect on the front and the rear wheels are compulsory. As for the rest, the braking system is free. A handbrake is recommended. Carbon fibre parts are forbidden (with the exception of brake pads).

8.2 Cooling of Brakes

Front and rear brakes: protection shields are free.

The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 ccm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.

The air pipes must not protrude over the perimeter of the car, seen from above.

9. Steering

The steering system must not act on the rear axle. As for the rest, the steering system is free but the power steering may not be installed inside the cockpit. (Exception: if serial). It is permitted to install steering angle limitations.

10. Suspension/ Shock absorbers

10.1 The shock absorbers parts are free. In the case of an oil pneumatic shock absorbers, lines and valves connected to the spheres (pneumatic parts) are free.

E.g. manual, automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are allowed.

Electronic height adjustment is forbidden.

Any height adjustment which can be done from the cockpit by the driver is forbidden, as well as any other electronic/pneumatic means. Height adjustment is only allowed by the "classic" method (manual adjustment with tools by a mechanic in the pit).

10.2 Chromium plating (According to Appendix J 275-10.2 and 10.3.1)

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

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

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

10.5 The shock absorbers mounting points to the body shell or the chassis may be modified.

11. Cockpit

11.1 Seats:

The passenger seats and the rear seats (including the backrest) may be removed. For driver' seat: See also Chapter IV of the present Regulations.

11.2 Dashboard :

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

11.3 Pedal Boxes:

Pedal boxes may be installed.

11.4 Doors – Side trim:

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

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

It is permitted to remove the interior trim from the door in order to install a side protection panel which is made from

composite material side pad (lateral protection integrated in the side protection bar). The minimum height of this panel must extend from the base of the door to the maximum height of the door strut.

It is permitted to replace electric winders with manual ones.

11.5 Floor:

Carpets are free.

11.6 Other sound proofing materials and trim:

Other padding materials may be removed.

11.7 Heating system:

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

11.8 Air-conditioning:

Air-conditioning is free.

11.9 Steering wheel:

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

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

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

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

11.10 Air pipes:

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

11.11 Additional accessories:

All those which have no influence on the car's behaviour are allowed, for example equipment which improves the aesthetics or comfort of the car interior (lighting, radio, etc.). In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or road holding not even in an indirect fashion. All controls must retain the role laid down for them by the manufacturer. They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc.

11.12 The following is also allowed:

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

Unused supports may be removed, e.g. seat supports, etc.

12. Electrical System

12.1 The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.
The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables.
Electric cables and their sleeves are free.

12.2 The make and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks. The number of batteries laid down by the manufacturer must be retained. Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts.
For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counter plate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork.

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

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

12.5 Lighting - Indicating:
All lighting and signalling devices must comply with the legal requirements or with the International Convention on Road Traffic.
The operating system of the retractable headlights, as well as its energy source, may be modified.
The frontal glass may be covered with a clear transparent film.

Lighting equipment (according Appendix J art. 259-8.4.1 – 8.4.3)
All lighting equipment must be in working order throughout the competition, even if the competition is run entirely in daylight.

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

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

13. Fuel Tanks

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

The number of tanks is free and he FIA approved safety fuel tank(s) must be placed inside the luggage compartment* or in the original location (Exception: see Art. 14.5).

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

*A luggage compartment of a car is defined as a (luggage) compartment which is separated from the cockpit, by a fluid-proof separation as from the original serial production car. (See Art.251 of the Appendix J of the current ISC)

13.2 Tank fillers and caps (acc. Appendix J 259-6.4.1 – 6.4.3):

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

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

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

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

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

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

- All fuel tanks must be placed behind the front edge of the standard rear seat bench or heel plate.(exceptions to this rule, at strict discretion of scrutineering).
- All fuel tanks must be FT3-1999, FT3, 5 or FT5 safety tanks.
- Attachment to the bodywork with the least 40mm wide and 2mm thick metal straps, two times longitudinal and once transverse to the car's longitudinal axis. The straps must be positioned around the box. Alternatively, a fixation to the bottom of the box with at least 10 M8 screws or 16 M6 screws is possible.
- A liquid proof bulkhead or box must be made of CFRP, GFK, metal or honeycomb sandwich construction.
- A sandwich construction must have a minimum thickness of 10 mm and a fire-proof core with a deformation resistance of at least 18 N/cm2 (24lb/in2). Aramid fibre is permitted. The sandwich construction must have two skins with a thickness of 1.5 mm each and a tensile strength or at least 225 N/mm2 (14 tons).
- If not a sandwich construction is used, a shock absorbing foam with a thickness of at least 15 mm and a liquid tightness of at least 35 kg/m3 must be provided between the attached box and the fuel tank
- The fuel tank must always be refilled from the exterior.
- All fuel lines must comply with the current prescriptions as specified in Article 253-3.2 (FIA-ISC)
- All fuel lines situated inside the cockpit must be continuous (not in pieces).
- The tank filler may be placed at an appropriate location of the bodywork with the exception of the roof.
- Fuel tank filler in rear side window is allowed
  The filler hose must be flexible (i.e. rubber) and have two walls.
- The name of the manufacturer and the date of manufacture must be visible. Alternatively, the badge provided by the tank manufacturer and belonging to the tank must be placed at a visible location.
- A non-return valve must be installed ion the filler hose.
- The main tube of the rollover structure must have two diagonal members (cross members) or equivalent tubes.
- Fuel pumps must be separated from the cockpit by a bulkhead (box).

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

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

The filler position (filler neck) for refuelling must not be situated in the roof.

Furthermore, refuelling through the luggage compartment is permitted.

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

14. Bodywork

14.1 The total width of the bodywork may not exceed 205 cm (without mirrors). Unless wider homologated.

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

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

14.3 The floor assembly and the rear apron (exceptions mentioned in this chapter) must comply with the original version. Panels or aerodynamic devices may be fixed to the floor assembly.

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

14.5 Doors, Engine Bonnet, Boot Lid and Roof:

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

The kind of the fastening devices (no hinges) for the bonnet and the boot lid is free. If the material or fastening devices for the bonnet or the boot lid is not the original material, two additional safety fasteners securing the bonnet must be fixed on each bonnet. Such fasteners are recommended in any case.

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

The airbox is free.

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

14.6 Mudguards:

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

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

The dimensions of the mudguards are defined in Art. 251.2.5.7 of the Appendix J.

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

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

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

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

14.7 Wheel arch/ Inner wing panel

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

14.8 Unused supports which do not have any influence on the bodywork rigidity may be removed on the complete bodywork (interior and exterior). Only those supports which are exclusively screwed may be completely removed.

14.9 Reinforcement of transversal struts

Transversal struts between identical axle pivot points on the right and the left may be installed on the upper, lower, front and rear side but they must be removable and be screwed to the mounting points of the shock absorbers or in its vicinity; on the upper side, three bores may in addition be applied on each side.

15. Glass Surfaces and Material

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

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

Windscreen and windows (According to Appendix J 279-2.4)

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

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

The windows must be of safety glass or plastic.

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

If of plastic, the thickness must not be less than 5 mm.

They must in any case be transparent. Only the rear window may be tinted, e.g. with foil.

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

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

Synthetic screens must not be tinted. Tinted glass screens, e.g. heat shield screens, are only permitted if they are original for this car.

The fitting of an additional windscreen washer tank or of one with a greater capacity is authorised. This tank must be strictly reserved for the cleaning of the windscreen.

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

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

16. Safety Regulations

16.1 Non-return valve

A FIA homologated non-return valve must be installed in the filler hose of the fuel tank.

16.2 Bulkhead

A fire and liquid proof bulkhead must be installed between the fuel tank and the cockpit.

Chapter VII – Technical Regulations for Division 24H PROTO SERIES

1. Technical Regulations for all cars of division 24H PROTO SERIES

The applicable Technical regulations per class can be found in the class appendices

1.1 Unless explicitly described otherwise, the safety Regulations as specified in the current Article 259 of the Appendix J to the current ISC must be respected for all cars.

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

1.2 Fire Extinguisher

A fire extinguishing system homologated by the FIA for Production Sports Cars is compulsory (with the compulsory fixation of the extinguisher bottles.)

1.3 Towing eye

Must comply with FIA Appendix J Art. 259-14.6

A towing eye with minimum inner diameter of 80 mm must be fitted to the front and rear structures of the car.

The towing eye must be placed in such a way that it can be used should the car be stopped in a gravel bed.

The towing eye must be clearly visible and painted yellow, red or orange, and must be located within the contour of the bodywork as viewed from above.

1.4 Brake Discs and Pads are free

Brake discs and pads are free with the following limitation.

The material needs to be steel, carbon discs are strictly forbidden unless explicitly mentioned in car homologation.

2. Technical Regulations FIA GROUP CN

2.1. Eligible Vehicles

2.1.1 All Production Sports Cars that comply with the provisions of FIA Appendix J Art. 259 to the ISC are eligible.
The promoter may decide on waivers

2.1.2 For the division of Group CN cars into classes, see Appendix 16 and 17 to these regulations.

2.1.3 All cars of the group CN need to obtain a definition file, homologated by the FIA or an ASN, as well as valid certification for the safety structures and fuel tank of the car. These need to be presented at Scrutineering.

2.2. Exceptions

The following exceptions apply to group CN cars

2.2.1 Aerodynamics according FIA Appendix J Art. 277

Aerodynamics are free, with the following limitations:

- No aerodynamic appliances may be wider than the bodywork
- No aerodynamics may be higher than the roof of the car
- For open cars, no aerodynamic parts (e.g. rear wing, end plates, etc.) may be higher than 900mm from the ground
- Rear overhang: No part of the vehicle may be situated more than 800mm rearward of the rear wheel centreline

2.2.2 Balance of Performance

The weight, Refuelling amount and possible BOP will be announced in the balance of performance publication of the specific event and may deviate from FIA Appendix J Art. 259

2.2.3 Paddle Shift

Paddle shift is allowed.

Shifting gears has to be performed by a physical action of the driver. For shifting, electric, hydraulic or pneumatic control is permitted

3. Technical Regulations for GROUP "PROTOTYPE SPECIAL"

3.1 Eligible vehicles

The group, Prototype Special cars is a group of vehicles matching the criteria of FIA Appendix J Art. 277 Category II-SC.

(E.g. Ginetta G57-P2, Ligier JS P3, Norma M30, Pescarolo 02, Renault R.S. 01, etc.)

3.1.1 There is no specific class for the group "Prototype Special", therefore these cars will be assigned to most suitable class according to their performance.

The promoter decides in which class the individual prototype special cars will be assigned. For a guideline, please see art. 18 of chapter I.

3.1.2 Apart from below explicitly described technical regulations, like weight and fuel tank capacity, all sportive & technical requirements applicable for the assigned class are also applicable for the particular car. (e.g. if in the assigned class the "best theoretical lap time is applicable" this is also applicable for the particular car).

The intention is to admit prototype special cars to increase the variety of competing cars, which fits to the sportive character of the race and fits from performance point of view with the other production sports cars.

In interest of this sportive character each prototype special car will be accepted on individual basis.

Also only prototype special type cars are accepted, which already compete in national or international races or series.

Technical Regulations of this series must be provided to the promoter.

Only the promoter decides about the admission of a car and upon possible waivers.

3.1.3 Each car needs to obtain and present a definition or homologation form. Each car needs to comply with the definition file or homologation form.

The promoter may decide on waivers.

3.1.4 Balance of Performance

The promoter has the right to compensate the performance of each car to maximize the equality of the performance. This compensation can be of any kind, e.g. add weight, limit amount of refuelling, add a restrictor, and give a time penalty and/or any other kind of compensation.

All "PROTOTYPE SPECIAL" cars have to be according following regulations.

3.2 Brake system safety

According to FIA Appendix J Art. 253-4, as described below (as mentioned in FIA Appendix J Art.277 Category II-SC)

Braking

Double circuit operated by the same pedal :The pedal must normally control all the wheels; in case of a leakage at any point of the brake system pipes or of any kind of failure in the brake transmission system, the pedal must still control at least two wheels.

3.3 Circuit Breaker

According to FIA Appendix J Art.253-13, as described below (as mentioned in FIA Appendix J Art.277 Category II-SC)

3.3.1 The general circuit breaker must cut all electrical circuits, battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.) and must also stop the engine.

3.3.2 For Diesel engines having no electronically controlled injectors, the circuit breaker must be coupled with a device cutting off the intake into the engine.

3.3.3 It must be a spark-proof model, and must be accessible from inside and outside the car.

3.3.4 As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings for closed cars. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm.

This outside triggering system only concerns closed cars.

3.4 Fuel Tank

Cars need to be equipped with an FT3-1999 or higher standard safety tank, homologated by the FIA according to FIA Appendix J Article 259.6.3 (as mentioned in FIA Appendix J Art.277 Category II-SC)

3.5 Fuel pipes, pumps and filters

According to FIA Appendix J Art. 259-6.2, as described below

3.5.1 Must have a minimum burst pressure of 41 bars (600 psi) at the minimum operating temperature of 135°C (250°F). When flexible, these lines must have threaded connectors and an outer braid resistant to abrasion and flame (do not sustain combustion).

3.5.2 No fuel pumps or fuel filters may be fitted inside the cockpit.

3.5.3 All fuel lines, filters and pumps must be positioned in such a way that any leakage cannot result in fuel entering the cockpit.

3.6 Fuel tank filler

3.6.1 It needs to be possible for all cars to be refuelled with a standard commercial fuel pistol. Each car is obliged to be equipped with a standard fuel inlet. Adapters are strictly forbidden. (See also Chapter I, Article 21.3)

3.6.2 According to FIA Appendix J Art. 259-6.4, as described below

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

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

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

3.7 Oil catch tank

According to FIA Appendix J Art. 259-6.4, as described below

If a car has a lubrication system which includes an open type sump breather, this must vent into a catch tank of at least 3 litres capacity. The catch tank must either be made of transparent material or include a transparent panel.

3.8 Safety Harness

According to FIA Appendix J Art. 259-14.2, as described below

3.8.1 The use safety belts in compliance with 8853/98 FIA standard is compulsory.

The wearing of a safety belt comprising two shoulder straps, one lap strap and two straps between the legs is compulsory.

3.8.2 Points of anchorage to body shell:

Two anchorage points for the lap strap, two (or one anchorage point symmetrical about the seat) for the shoulder straps, two for the straps between the legs. It is prohibited for the seat belts to be anchored to the seats or their supports.

3.9 Reverse Gear

All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and used by the driver when seated normally (FIA Appendix J Art. 275-9.3)

3.10 Suspension/ Shock absorbers

The shock absorbers parts are free.

In the case of an oil pneumatic shock absorbers, lines and valves connected to the spheres (pneumatic parts) are free. E.g. manual, automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are allowed.

Electronic height adjustment is forbidden.

Any height adjustment which can be done from the cockpit by the driver is forbidden, as well as any other electronic/pneumatic means. Height adjustment is only allowed by the "classic" method (manual adjustment with tools by a mechanic in the pit).

3.11 Wheels

All wheels must be made from homogeneous metallic materials.

3.12 Rear View mirrors

Cars need to be equipped with left and right rear view mirrors according to FIA Appendix J Art. 275-14.3

3.13 Rear light

According to FIA Appendix J Art. 259-8.4.2, as described below

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

3.14 Headrest

According to FIA Appendix J Art. 259-14.4, as described below (as mentioned in FIA Appendix J Art.277 Category II-SC)

3.14.1 A headrest with a minimum area of 400 cm2 must be fitted to all cars. Its surface must be continuous, without any protruding parts.

3.14.2 The headrest must not deflect more than 5 cm under an 85 kg rearward force.

3.14.3 The headrest must be located in a position such that it is the first point of contact with the driver's helmet in the event of an impact projecting the driver's head rearwards when he is in the normal driving position. The distance between the driver's helmet and the headrest must be kept to a minimum so that the helmet moves less than 5 cm under the above-mentioned force.

3.15 Firewall

According to FIA Appendix J Art. 259-16.6, as described below (as mentioned in FIA Appendix J Art.277 Category II-SC)

3.15.1 Cars must be fitted with a firewall placed between the driver and the engine to prevent flames passing from the engine compartment into the cockpit. Any openings made in the firewall must be the minimum size necessary to allow the passage of controls and cables, and must subsequently be completely sealed.

3.15.2 The floor of the cockpit must be designed in such a way as to protect the driver against gravel, oil, water or any other debris thrown up from the road or coming from the engine.

3.15.3 The floor panels or separation bulkheads must be properly vented to avoid the accumulation of fluids.

3.16 Windscreen

According to FIA Appendix J Art. 259-3.6, as described below (as mentioned in FIA Appendix J Art.277 Category II-SC)

3.16.1 For open cars, a windscreen is optional.

3.16.2 Cars that have a windscreen, need to be equipped with at least one windscreen wiper in working order and an efficient windscreen demisting system.

3.17 Ground clearance

According to FIA Appendix J Art. 252-2.1, as described below (as mentioned in FIA Appendix J Art.277 Category II-SC)

No part of the car must touch the ground when all the tyres on one side are deflated.

3.18 Safety structures

Safety structures need to apply to Appendix J Art. 259 according to the building year of the car. The referring documents and certificates need to be presented at scrutineering (as mentioned in FIA Appendix J Art.277 Category II-SC)

3.18.1 For cars with a spaceframe design, FIA Appendix J Art. 259-15.1 applies

3.18.2 For cars with a carbon monocoque, FIA Appendix J Art. 259-16.4 applies

3.19 Minimum weight

The minimum weight is according to the balance of performance publication of the specific event

3.20 Brake discs and pads

Brake discs and pads are free with the following limitation.

The material needs to be steel, carbon discs are strictly forbidden unless explicitly mentioned in car homologation.

3.21 Bodywork

According to the first paragraph of FIA Appendix J Art. 259-3.7.6 and Article 259.3.7.7 (as mentioned in FIA Appendix J Art.277 Category II-SC)

3.22 Rear Overhang

No part of the vehicle may be situated more than 800mm rearward the rear wheel centreline (as mentioned in FIA Appendix J Art.277 Category II-SC)

3.23 Paddle shift

Paddle shift is allowed.

Shifting gears has to be performed by a physical action of the driver. For shifting, electric, hydraulic or pneumatic control is permitted

Appendix 1 – Class A2: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Chapter VI of these regulations (Technical regulations group "24H Special")
- Chapter II of these regulations (Balance of performance: "Theoretical Best lap time")
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class A2

2. Eligible Cars

- Petrol Touring Cars: up to 2000cc & Supercharged up to 1650cc
- Diesel Touring Cars; up to 2000cc

For Diesel cars the turbo charging coefficient will not apply.

3. For Diesel cars: Exhaust Gases, Smoke Formation

High exhaust-emission levels and smoke/root emission are prohibited.
The Race Director has the right to signal, by showing the black flag with orange disc, a car producing more smoke than normal in the exhaust system to come to the pits in order to carry out an appropriate repair.

4. Classes A2 introduction of "theoretical best lap time" (SUM of best sector times)

Class A2 is generally a class for Petrol and Diesel touring cars, bases on cubic capacity of the engine.

Depending on the development (money spend) the performance differences within these classes can be huge. E.g. a self-build Car, with limited budget, compared to a factory build car.

To avoid too fast cars in a specific class, there is set a specific performance boundary for this class.

The boundaries for class A2 are based on the "theoretical best lap time" (SUM of best sector times) achieved with the car.

The rules related to these boundaries are described in chapter II Dynamic BOP and "Sandbagging"

Appendix 2 – Class A3: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Chapter VI of these regulations (Technical regulations group "24H Special")
- Chapter II of these regulations (Balance of performance: "Theoretical Best lap time")
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class A3

2. Eligible Cars

- Petrol Touring Cars: 2000 up to 3500cc & Supercharged 1650 up to 2000cc
- Diesel Touring Cars; 2000 up to 3000cc

For Diesel cars the turbo charging coefficient will not apply.

3. For Diesel cars: Exhaust Gases, Smoke Formation

High exhaust-emission levels and smoke/root emission are prohibited.
The Race Director has the right to signal, by showing the black flag with orange disc, a car producing more smoke than normal in the exhaust system to come to the pits in order to carry out an appropriate repair.

4. Classes A3 introduction of "theoretical best lap time" (SUM of best sector times)

Class A3 is generally a class for Petrol and Diesel touring cars, bases on cubic capacity of the engine.

Depending on the development (money spend) the performance differences within these classes can be huge. E.g. a self-build Car, with limited budget, compared to a factory build car.

To avoid too fast cars in a specific class, there is set a specific performance boundary for this class.

The boundaries for class A3 are based on the "theoretical best lap time" (SUM of best sector times) achieved with the car.

The rules related to these boundaries are described in chapter II Dynamic BOP and "Sandbagging"

Appendix 3 – Class CUP1: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class CUP1

2. Eligible Cars

- Petrol Touring Cars: BMW M235i Racing Cup

3. Technical regulations BMW M235i:

3.1 As this is a specific Cup class for the BMW M235i, different than other classes, the specific technical BMW M235i Cup regulations are applicable.

3.2 The latest version of the technical regulations (including existing bulletins) of the BMW M235i Racing Cup are applicable with the following exception:

3.3 The tire brand is shown in the sporting regulations. The size is free, the number of tires is not restricted.

3.4 The following BMW parts are also allowed to be used:

- Part 8417331 Wheel bearing rear
- Bonnet cover inside bonnet may be removed
- Brand and type of Coolant in radiator system is free

3.5 Ride height

Ride height will be measured:

- Without driver
- At tyre pressure of 2,0 bar

3.6 The Sporting regulations for BMW M235i are the same as for any other class.

Appendix 4 – Class TCP1 and TCP2: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class TCP1 and TCP2

2. Eligible Cars

- Class TCP1: Touring Cars: Production Touring Cars: 2500cc
- Class TCP2: Touring Cars: Production Touring Cars: 3000cc

3. Introduction Class TCP1 and TCP2:

The "Touring Car Production" (TCP) classes are new classes in 2018, specially designed as a touring car close to production with limited modifications. E.g. standard engine.

Please note: The classes TCP1 and TCP2 will not be amalgamated. Even if the classes have less than five cars, classes TCP1 and TCP2 remain.

4. Technical Regulations Group "Touring Car Production"

4.1 General

Next to the general technical regulations the following specific technical regulations apply to the group Touring Car Production (TCP). Any item not specified in this article must be according chapter VI of these regulations.

4.1.1 Any modification that is not specifically prescribed in these regulations is not permitted. Allowed modifications may not lead to infringements with these regulations

4.1.2 All cars need to be in the specification prescribed in the balance of performance of the specific event. Unless differently specified for single parts, all vehicles have to be in their origin al condition, as delivered by the manufacturer, in compliance with the following certifications:

- General Certification ("ABE")
- EEC Type Approval/Conformity Certification (COC)
- Serial number and identification code.

4.1.3 Car parts that are developed by manufacturers and not in line with the mass production of the particular vehicle are not allowed (e.g. parts designed for Cup Competitions)

4.1.4 A vehicle may not be converted into another version of the specific model. Conversions from left-hand to right-hand drive and vice versa is allowed.

4.1.5 Changing the identification code or general certification number is not permitted

4.1.6 Any vehicle and model is defined by the manufacturer key number, type key number and type approval number as well as re-import.

4.1.7 Vehicle parts that are or were available for the specific model of the car from the manufacturer are considered eligible, accompanied by proof by official spare part- and accessory lists. Optional upgrades to the car (e.g. navigation system) may be removed.

4.1.8 The competitor is obliged to provide proof that the vehicle is in the basic configuration on basis of the identification number.

4.1.9 The gearbox, differential, water radiator, brake system, intercooler and final drive including ratios must be in line with the model of the car. Variants may only be applied if all components are used

4.1.10 It is the competitors responsibility to produce proof about the original state of each component used. Parts that are only available from the sports department of a manufacturer are regarded as non-standard parts.

4.1.11 The promoter reserves the right to introduce any additional regulations and balance of performance methods in the sense of cost reduction, compatibility, durability or safety reasons

4.2 Engine

4.2.1 A vehicle will be only allowed to start in the TCP classes if the engine performance complies with the specifications entered in the registration papers, including the permitted tolerances.

4.2.2 The competitor needs to provide evidence on the rpm limit.

4.2.3 The V-max limitation may be suspended

4.2.4 Unless mentioned differently in these regulations or possible bulletins, all engine parts, including auxiliary and accessories, must be original. Unless permitted in the workshop manual or these regulations, no modifications may be made.

4.2.5 it is allowed to use the oversize of cylinders and pistons , as specified by the manufacturer, even if this leads to exceeding the cylinder capacity limit.

4.2.6 The control unit's hardware must comply with the model variant (same HSN, TSN and ABE No. or EEC operating permit)

4.2.7 The software of the control unit is free. Inputs and outputs must remain in their original function. Additional control functions or sensors are not allowed, the wire loom and the connector must remain original.

4.2.8 The competitor needs to make sure, that at all times it is possible to collect all mandatory data is available and saved on the medium in the Aim Evo4 or Evo5 datalogging system.

4.2.9 Permitted modifications to the engine bay

- Cylinder bore and pistons may only be adjusted with respect to the limits imposed by the manufacturer (workshop manual). Oversized pistons are allowed
- The make and brand of Oil filters, spark plugs and drive belts is free
- An air filter insert/cartridge is mandatory, the make is free
- Plastic fairings that are attached to the engine and only serve an optical purpose may be removed (e.g. air ducts)

4.2.10 Cooling

It is allowed to install an oil cooler for the rear axle and/or the gearbox. The differential cover may be provided with cooling fins. The cooling for power steering may only be improved by modifying the cooling loop to relocate the air stream. The thermostat for the engine cooling system is free.

4.3 Exhaust

4.3.1 Otto and alternative fuel engines, may install exhaust systems that include no standard parts from the end of the standard exhaust manifold. The connection point where 2 or more single pipes unite is regarded as the end of the exhaust manifold.

4.3.2 A catalytic unit or particular filter is mandatory for all cars with Otto or alternative fuel engines.

4.3.3 Relocating the catalytic units from the manifold or the exhaust pipe is allowed. The resulting space must be properly closed by a connection pipe. Lambda sensor cables may be extended.

4.4 Transmission

Transmission and engine bearings may be replaced by rubber with a different shore hardness as long as the original shape and dimension remains intact. In any case, the complete standard clutch must be used. Only the original differential locks may be used.

4.5 Braking system

4.5.1 Brake discs must be made out of steel. The number of fixations between friction ring and brake disc chamber is free

4.5.2 Brake pads are free.

4.5.3 In case the original version of a vehicle is equipped with ABS, ASR and ESP, the control unit may be disconnected.

4.5.4 Brake callipers are free

4.5.5 Brake cooling is free with the following limitations:

- Any modification or addition of brake cooling must have the clear purpose of brake cooling
- Only brake cooling with air is allowed (e.g. NO water or liquid cooling)
- The maximum of two pipes/hoses to bring the air to the brakes of each wheel is allowed. E.g. one existing pipe/hose and one added
- The total inner section of one or both air pipes must be more than 227 cm². This corresponds for example to a section of 12cm in diameter for 2 equal pipes/hoses or 17cm for one single pipe/hose
- The use of electrical blowers/fans are allowed
- Modifications and/or additional holes in the front bumper (e.g. to put extra or bigger air ducts) are allowed, with following limitations:
  - With the only purpose of brake cooling
  - Total maximum of 4 holes
  - Maximum dimension per hole 500 cm²
  - To each hole in the front bumper, a pipe or hose must be mounted, to be directed to the brakes
- The modification or addition of air ducts to the brakes is allowed
- Front and rear brakes: protection shields may be added or modified
- Mounting of additional pars, with the clear purpose to improve brake cooling are allowed
- The pipes or any other part must not protrude over the perimeter of the car, seen from above

4.5.6 The use of competition brakes (part number 34000429573) is allowed for BMW M3E E46.

4.5.7 The original hand brake must remain in working order

4.6 Steering

It is allowed to modify the steering servo pump drive's speed, for example by adding a larger pulley.

4.7 Suspension/Shock absorbers

Brand, model and type of shock absorbers and springs are free, according to chapter VI of these regulations

Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation

4.8 Ground clearance

4.8.1 According to chapter VI

4.8.2 The wishbones (part no. 31122227248/250) may be used in the BMW E36

4.9 Wheels and tyres

4.9.1 Wheels and tyres are free. The use of a wheel larger than the following size may be accepted upon request by the promoter.

4.9.2 Maximum rim width: 9,5"

4.9.3 A manufacturing tolerance of + 4mm is accepted. The wheel/tyre combination must be completely covered by the mudguard, when seen from above.

4.9.4 The spare wheel must be removed

4.9.5 If the original wheels are fixed with screws, they might be replaced by studs

4.10 Bodywork

- It is allowed to fold back the steel edges of the wings., as long as this does not result in a wing extension.
- The sun roof may be removed, holes need to be closed by welding in a sheet panel pf the original roof material.
- Decorative strips may be removed
- The underbody protection may be removed
- Corrosion preventives may be removed
- Shock absorber supports may be modified
- Holes may be applied in non-supporting bodywork parts for the installation of safety devices
- The roof needs to be screwed or welded for hardtop variants. Opening devices and standard rollbar must be removed
- Soundproofing and carpeting material may be removed. It is compulsory to remove the soundproofing material on the engine
- The two exterior rear view mirrors must be original
- All vehicles need to be equipped with a front and rear towing eye

4.11 Cockpit

- The passenger seat must be removed
- A FIA homologated competition seat complying with Appendix J Art. 253 is mandatory
- Steering wheel and fixation are free, airbag is free
- Gearshift and paddleshift is free
- Rear seats may be removed
- Original seat belts, window shelf, capets and soundproof material may be removed
- Centre console may be removed The glove compartment cover must remain in place
- Roofliner is free
- Door and side trim may be original or from metal sheeting (0,5mm), carbon fibre (1mm) or another solid, non-combustible material (3mm)
- Air conditioning may be removed
- Air bags must be removed
- Dashboard must be original, instruments are free
- Additional accessories, that do not influence the performance are allowed

4.12 Electrical equipment

- Original wire loom may not be modified, except modifications allowed in these regulations
- Wet batteries may be replaced by dry batteries or lithium batteries
- Front fog lamps may be removed

4.13 Fuel tank, circuit, catch tank, fuel pump

4.13.1 All vehicles need to be equipped with an FIA homologated fuel tank (specification FT3 or higher)

4.13.2 The maximum fuel tank capacity is **80L**

4.13.3 It is allowed to move the fuel lines, as long as they stay in line with FIA Appendix J art. 253

4.13.4 The addition of a catch tank of a maximum capacity of 1 litre and an extra fuel pump is allowed. This additional pump must be located directly behind the catch tank. They must be installed outside the cockpit in relation with a fireproof and liquid-proof bulkhead.

4.14 Lubrication system

Oil baffles may be installed in the standard oil sump. Oil coolers are free but they must be installed inside of the bodywork. The crankshaft ventilation including oil catch tank may be modified as long as the form is a closed system.

The use of the oil sump and cover of the M3 3.2 litres is permitted for the M3 3.0 Litres BMW E36

4.15 Datalogger

A datalogger according to Chapter IV, art. 5.5 is mandatory for all Touring car production cars

Appendix 5 – Class TCR: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class TCR

2. Eligible Cars

2.1 TCR-certified cars: Touring Cars, Supercharged, 2015 and younger

2.2 Balance of Performance – Class TCR vs. Class SP3

The balance of performance will be applied in a way to make it possible for both classes TCR and SP3 to have to chance for overall victory in the "24H TCE SERIES" division. This balance of performance may be of any kind at discretion of the promoter.

3. Technical regulations Class TCR:

3.1 As this is a specific class for the TCR cars, different than other classes, the specific technical TCR regulations are applicable:

3.2 All cars with an official TCR TECHNICAL FORM are eligible. The promoter reserves the right to accept waivers.
See Appendix 19 (Eligible Cars and Class Overview)

3.3 The latest version of the TCR International Series: Technical Regulations (including existing bulletins) are applicable with the following exceptions/additional regulations

Item	Description
General items	**See chapter V, art.2**
Tyres	The tyre brand is shown in the sporting regulations. The tyre size (slick and Rain-tyres): The Hankook type-specification may be maximum 260/660/R18 The number of tires is not restricted.
ABS	Only ABS according TCR Technical Form is allowed (Official variant Option). In case Traction control is linked to the device used, Traction Control is also allowed.
Exhaust	Brand, type and modifications are free. Please note: under all circumstances the applicable noise measures need to be within the specified limits!
Data logging	The car must be equipped with a data logger including pressure sensor according art.5.5 of chapter IV of the Sporting & Technical Regulations. The collected data must remain at disposal of the organiser
Shock absorbers	Brand, model and type of shock absorbers need to be according to the TECHNICAL FORM of the car. Alternatively, shock absorbers supplied and manufactured by Tractive Suspension are allowed to be used, this includes: • Tractive standard (manually adjustable) shock absorbers • Tractive automatic, semi-automatic and/or electronic controlled dampers or shock absorbers • See www.24HSERIES.com for more information

3.4 The Sporting regulations for TCR Class are the same as for any other class.

3.5 Balance of performance

The promoter will decide on balance of performance, which will be published in the supplementary regulations/BOP publications of the specific event.

E.g.

- Weight
- Ride height
- Max Refuelling amount
- Restrictors
- Turbo boost pressure
- Etc.

3.6 Weight

Minimum weight: is without driver and empty fuel tank.

3.7 Ride height

Unless explicitly described otherwise in these regulations or the supplementary regulations, the minimum ride height of the whole car's bottom area must be respected.

Items such as wheel-supports and exhaust are not taken into account at ride height checks.

Ride height will be measured:

- Without driver
- At tyre pressure of 2,0 bar

3.8 For Seat Leon Cup Racer V1 DSG (deviation from TCN2-C-001)

3.8.1 FIA approved FT-tank

Please note, FIA-approved FT-tank is mandatory according FIA Appendix J Art. 253.

The maximum fuel tank capacity for this car is 120 litre

3.8.2 Brake system upgrade

For Seat Leon Cup Racer V1 DSG (TCN2-C-001): The brake system as described in the TCR Technical Form No. 15 of the Seat LCR TCR V3 DSG is allowed including the following parts:

- Brake discs (diameter)
- Brake pads (is free)
- Brake calliper

3.8.3 Cars using above upgrades will still be considered as Seat Leon Cup Racer V1 DSG, in reference to the balance of performance.

3.9 For Peugeot 308 Racing Cup TCR (deviation from technical form 8)

The following modifications are allowed:

- all windows are allowed to be produced from polycarbonate or plastic, according art. 15.1 of Chapter VI
- window lift mechanisms may be removed, except driver door
- front and rear doors may be made of (carbon) fibre, except driver door
- cutting of 2 extra openings in the engine bonnet is allowed with a maximum surface of 2x600cm2 (to extract hot air)

Appendix 6 – Class SP3: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Chapter VI of these regulations (Technical regulations group "24H Special")
- Chapter II of these regulations (Balance of performance: "Theoretical Best lap time")
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class SP2

Silhouette cars may be accepted in this class. For these cars, the additional technical prescriptions of Chapter V, art. 3 apply.

2. Eligible Cars

2.1 Group SP3, exceptional cars, is a class generally meant for special Touring cars and some GT-cars, with approximately the performance of TCR cars.

2.2 Guide-line is approx.: 3,5-4,0kg/hp

2.3 The following range of cars might be accepted:
Cars which fits from performance point of view

- Petrol and Diesel cars
- E.g. Cars which do not fit in any other class
- E.g. Cars which are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Silhouette cars, in accordance with chapter V art. 3
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2

Examples for cars eligible in class SP3 are:
e.g. Aston Martin V8 Vantage N24, BMW Z4M Coupe, BMW M3, Nissan 350Z/370Z, Maserati GT MC, Chevrolet Camaro, Lotus Evora, Lotus Exige, Porsche Cayman (2016 and older), Donkervoort D8 GT, Corvette C6, Ginetta G50 Cup, Saker sports car, Solution F Silhouette, Gomez Competition GC10.2 Silhouette, KTM X-BOW, Ginetta G55 (2016 and older)

2.4 GT4 cars are not eligible in class SP3

- Modified GT4 cars with initial homologation date 2017 or younger: may be accepted in Class SP2 or SPX
- Modified GT4 cars with initial homologation date 2016 or older: may be accepted in Class SP3*

*Modified GT4 cars may be accepted in this class based on their initial date of homologation, on discretion of the promoter and on written request. It is the responsibility of the competitor to present an overview of the modifications made:

2.5 Balance of Performance – Class TCR vs. Class SP3
The balance of performance will be applied in a way to make it possible for both classes TCR and SP3 to have to chance for overall victory in the "24H TCE SERIES" division. This balance of performance may be of any kind at discretion of the promoter.

2.6 Only the promoter decides about the admission of a car and upon possible waivers.

3. Technical regulations Class SP3:

3.1 By participating in class SP3 and in case the car will be (by incident) too fast at discretion of the Race Director the team will accept and cooperate with any type of balance of performance.

3.2 Only the promoter (before the start of the event) or the race director (during the event) decides about the admission of a car and upon possible waivers.

3.3 There is no subdivision into cylinder cubic classes for SP3

3.4 Engine

Turbo coefficient does apply as per Chapter VI for petrol engines

3.5. Balance of Performance

3.5.1 In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and or track conditions and or due to driver line-up, the promoter has the right to compensate the performance of each car to maximize the equality of the performance. Also the promoter has the right to refuse a (too professional) driver line-up.

This compensation can be of any kind, e.g. higher or lower minimum weight, higher or lower refuelling amount, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire event, any practice, qualifying and during the race.

Above regulation might be applicable for diesel cars, therefor the refuelling amount for diesel cars might be prescribed on individual basis and/or in the supplementary regulations.

3.6 Dynamic BOP

In order to balance the difference in performance of the vehicles competing in this class, a special dynamic balance of performance measure is introduced. Please see the regulations for this dynamic BOP in chapter II of these regulations.

Appendix 7 – Class GT4: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class GT4

2. Eligible Cars

- GT4 Homologated cars with owner's certificate

3. Technical regulations Class GT4:

3.1 As this is a specific class for the GT4 cars, different than other classes, the specific technical GT4 regulations are applicable:

3.2 All cars with complying with an official GT4-homologation, approved by the RACB/SRO are eligible. The promoter reserves the right to accept waivers.

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

Item	Description
General exceptions	See chapter V, art. 3 of these regulations
Tyres	The tyre brand is shown in the sporting regulations. The number of tires is not restricted.
Data logging	The car must be equipped with a data logger including pressure sensor according art. 5.5 of chapter IV of the Sporting & Technical Regulations. The collected data must remain at disposal of the organiser.
Shock absorbers	Brand, model and type of shock absorbers and springs are free, according to chapter VI of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.
Exhaust/Silencers	The exhaust must be according to the homologation of the specific car It is allowed to install silencers to comply with the noise regulations In case complying with the noise regulations requires additional modifications, this may be accepted at discretion of scrutineering

3.4 The Sporting regulations for GT4 Class are the same as for any other class.

3.5 Modified GT4 cars may be accepted in other classes based on their initial date of homologation, on discretion of the promoter and on written request. It is the responsibility of the competitor to present an overview of the modifications made:

- Modified GT4 cars with initial homologation date 2016 or older: Class SP3
- Modified GT4 cars with initial homologation date 2017 or younger: Class SP2 or SPX

3.6 Balance of performance

The promoter will decide on balance of performance, which will be published in the balance of performance of the specific event. E.g.:

- Weight
- Ride height
- Max Refuelling amount
- Restrictors
- Turbo boost pressure
- Etc.

3.7 Weight

Minimum weight: is without driver and empty fuel tank.

3.8 Ride height

The ride height is free, unless explicitly described otherwise in these or supplementary regulations.

Ride height will be measured:

- Without driver
- At tyre pressure of 2,0 bar

Appendix 8 – Class SP2: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Chapter VI of these regulations (Technical regulations group "24H Special")
- Chapter II of these regulations (Balance of performance: "Theoretical Best lap time")
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class SP2

Silhouette cars may be accepted in this class. For these cars, the additional technical prescriptions of Chapter V, art. 3 apply.

2. Eligible Cars

2.1 Group SP2, exceptional cars, is a group of cars which is added to accept a wider variety of cars.

The performance level is approximately comparable with the Porsche 997 Cup car and basically not as fast as class SPX.

Examples for cars eligible in class SP2 are:
e.g. Holden V8, Toyota Lexus, Chevrolet Corvette, BMW 140 GTR, BMW E46 V10, BMW M3 E92, Aston Martin Vantage N24, Aston Martin Vantage V12, Lotus, Nissan Z33, Nissan 370 Z, Audi TT RS, Audi RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1, P4/5 Competizione, MARC Focus V8, MARC Mazda 3 V8, Ginetta G55 (2017 and younger)

2.2 Guide-line is approx.: 3,0-3,4kg/hp

2.3 The following range of cars might be accepted:
Cars which fits from performance point of view

- Petrol and Diesel cars
- E.g. Cars which do not fit in any other class
- E.g. Cars which are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Porsche type 997 Cup
- E.g. Diesels above 3000cc
- E.g. Cars who do not fulfil the minimum weight requirement in their initial class
- E.g. Silhouette cars in accordance with chapter V art. 3
- E.g. Not homologated cars
- E.g. Older models or year of built of GT cars, might be considered to be accepted in this class.

Note: a car which is considered as: to be too fast for this class, might be assigned to class A6 or SPX.

2.4 Porsche type 991 cars are not eligible in class SP2
Porsche 991 (MY 2014-2015-2016) and Porsche 991 II (MY 2017):
Modified or not: WILL NOT BE ACCEPTED in class SP2 (this is different compared to 2017).
Above models might be accepted in class SPX

Only for special reasons (e.g. Porsche 991 with completely different body work), only the promoter can decide upon possible waiver.

Other Porsche models might be accepted (in other classes, e.g. class SPX) on individual basis, at discretion of the promoter.

2.5 Modified GT4 cars may be accepted in this class based on their initial date of homologation, on discretion of the promoter and on written request. It is the responsibility of the competitor to present an overview of the modifications made:

- Modified GT4 cars with initial homologation date 2016 or older: may be accepted in Class SP3
- Modified GT4 cars with initial homologation date 2017 or younger: may be accepted in Class SP2 or SPX

2.6 Only the promoter decides about the admission of a car and upon possible waivers.

3. Technical regulations Class SP2:

3.1 By participating in class SP2 and in case the car will be (by incident) too fast at discretion of the Race Director the team will accept and cooperate with any type of balance of performance.

3.2 Only the promoter (before the start of the event) or the race director (during the event) decides about the admission of a car and upon possible waivers.

3.3 There is no subdivision into cylinder cubic classes for SP2

3.4 Engine

Turbo coefficient does apply as per Chapter VI for petrol engines

3.5 Balance of Performance

3.5.1 In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and or track conditions and or due to driver line-up, the promoter has the right to compensate the performance of each car to maximize the equality of the performance. Also the promoter has the right to refuse a (too professional) driver line-up.

This compensation can be of any kind, e.g. higher or lower minimum weight, higher or lower refuelling amount, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire event, any practice, qualifying and during the race.

Above regulation might be applicable for diesel cars, therefor the refuelling amount for diesel cars might be prescribed on individual basis and/or in the supplementary regulations.

3.6 Dynamic BOP

In order to balance the difference in performance of the vehicles competing in this class, a special dynamic balance of performance measure is introduced. Please see the regulations for this dynamic BOP in chapter II of these regulations.

Appendix 9 – Class SPX: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Chapter VI of these regulations (Technical regulations group "24H Special")
- Chapter II of these regulations (Balance of performance: "Theoretical Best lap time")
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class SP2

Silhouette cars may be accepted in this class. For these cars, the additional technical prescriptions of Chapter V, art. 3 apply.

2. Eligible Cars

2.1 Group SPX, exceptional cars, is a group of cars which is added to accept a wider variety of cars.

The performance level is situated in between the 991/SP2 and the A6 class

2.2 Guide-line is approx.: 2,5-2,9kg/hp

2.3 The following range of cars might be accepted:
Cars which fits from performance point of view

- Petrol and Diesel cars
- E.g. Cars which do not fit in any other class
- E.g. Cars which are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Diesels above 3000cc
- E.g. Cars who do not fulfil the minimum weight requirement in their initial class
- E.g. Porsche 997 Cup S
- E.g. Not homologated cars
- E.g. Older models or year of built of GT cars, might be considered to be accepted in this class.

Note: a car which is considered as: to be too fast for this class, might be assigned to class A6

2.4 Modified Porsche Cup cars (991 or 991 II) might be accepted and assigned to SPX, at discretion of the promoter.
This is only possible on written request.

2.5 Modified GT4 cars may be accepted in this class based on their initial date of homologation, on discretion of the promoter and on written request. It is the responsibility of the competitor to present an overview of the modifications made:

- Modified GT4 cars with initial homologation date 2016 or older: Class SP3
- Modified GT4 cars with initial homologation date 2017 or younger: Class SP2 or SPX

2.6 Only the promoter (before the start of the event) or the race director (during the event) decides about the admission of a car and upon possible waivers.

3. Technical regulations Class SPX:

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

3.2 Only the promoter decides about the admission of a car and upon possible waivers.

3.3 There is no subdivision into cylinder cubic classes for SPX

3.4 Engine
Turbo coefficient does apply as per Chapter VI for petrol engines

3.5. Balance of Performance

3.5.1 In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and or track conditions and or due to driver line-up, the promoter has the right to compensate the performance of each car to maximize the equality of the performance. Also the promoter has the right to refuse a (too professional) driver line-up.

This compensation can be of any kind, e.g. higher or lower minimum weight, higher or lower refuelling amount, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire event, any practice, qualifying and during the race.

Above regulation might be applicable for diesel cars, therefor the refuelling amount for diesel cars might be prescribed on individual basis and/or in the supplementary regulations.

3.6 Dynamic BOP

3.6.1 In order to balance the difference in performance of the vehicles competing in this class, a special dynamic balance of performance measure is introduced. Please see the regulations for this dynamic BOP in chapter II of these regulations.

3.6.2 Weight and refuelling amount

To balance those differences and increase competition, there is a balance (BOP) in weight and refuelling amount.

The promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the supplementary regulations of the specific event.

Appendix 10 – Class SP4: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class SP4

2. Eligible Cars

2.1 Group SP4, Electrical & Hybrid cars
Those cars need to fit from performance point of view to the eligible cars prescribed in these regulations, e.g. cars in group SP2 or class 991

2.2 Only the promoter decides about the admission of a car and upon possible waivers.

3. Technical regulations Class SP4:
All electric and hybrid cars need to comply with FIA Appendix J Art. 253.18
The technical regulations of class SP4 will be published in the supplementary regulations of the specific event.

3.1 Dynamic BOP

In order to balance the difference in performance of the vehicles competing in this class, a special dynamic balance of performance measure is introduced. Please see the regulations for this dynamic BOP in chapter II of these regulations.

Appendix 11 – Class 991 (Pro & Am): Technical Regulations

1. Applicable Technical regulations:

- Chapter III of these regulations (May the best team win: BOP-implementation for class A6 & 991)
- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class 991

2. Eligible Cars

2.1 Eligible models and clarification: 991-I versus 991-II

- 991: (may a be written as 991-I)
  When is mentioned 991 it must be read as:
  Porsche 911 GT3 Cup (type 991),
  according Porsche Carrera Cup Deutschland regulations, see art. 4 of this chapter
  (year of build: MY 2014-2015-2016)

- 991-II:
  When is mentioned 991-II it must be read as:
  Porsche 911 GT3 Cup (type 991 II),
  according "Porsche Carrera Cup Deutschland" regulations: see art. 4 of this chapter
  (year of build: MY 2017-2018-2019)

Porsche 991 Cup (MY 2018) may be assigned to class 991 or another class at discretion of the promoter.

Porsche 991-I (MY 2014-2015-2016) and Porsche 991 II (MY 2017-2018-2019):
Modified, or not, WILL NOT BE ACCEPTED in class SP2 (this is different compared to 2017).
Only for special reasons (e.g. Porsche 991-I with completely different body work), only the promoter can decide upon eventual waiver.

Other Porsche models might be accepted (in other classes) on individual basis.

Modified Porsche Cup cars (991-I or 991 II) might be accepted and assigned to **SPX**, at discretion of the promoter.
A copy Car passport, Wagenpass and/or any other relevant technical documentation, must be provided on request.

2.2 Older Porsche Cup models

Explicit other Porsche models or types, e.g. Porsche 997, Porsche Cup S, 997 RS, 997 Cup R or 997 RSR are not accepted in class 991.
Porsche 997 Cup will be assigned to class SP2 (BOP, see class SP2).
Porsche 997 Cup R and 997 Cup S will be assigned to class SPX or class A6.

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

3. Class 991 and division into class 991-PRO & 991-AM

3.1 There are two 991 classes:

- **Class 991-PRO** for limited pros and semi-pros and amateurs
- **Class 991-AM** for amateurs, gentlemen, some semi-pros and limited pros (BOP-advantage)

3.2 Rules for division into class 991-PRO and 991-AM and corresponding BOP see:
Chapter III MAY THE BEST TEAM WIN: BOP-implementation for class 991 (and A6).
In both classes the same cars are eligible.

3.3 Less than 5 cars in each classes (991-AM and 991-PRO)
Should the number of cars entered in each of the two classes is below 5 (five) at the entry closing date, than the Class 991-AM and Class 991-PRO will be combined to class 991.
The promoter may, at his discretion, deviate from this number.

This means:

- Less than 5 cars in both classes: all 991 teams will be combined to one 991 class
- 5 cars or more in both classes: all 991 cars will be divided into class 991-PRO and 991-AM

Please note that independent of the number of cars in class 991, the BOP-implementation according Chapter III (MAY THE BEST TEAM WIN: BOP-implementation for class A6 and 991) is applicable.

Regarding awarding of points for the championship, see art. 39.16 (Detailed scoring rules) of Chapter I

4. Technical regulations Class 991

4.1 For Porsche 991-I Cup cars
As this is a specific class for the Porsche 911 GT3 Type 991-I cars, different than other classes, the following specific technical regulations apply:

- "Porsche Carrera Cup Deutschland" 2014 / 2015 / 2016
  (latest version, including technical bulletins)
- Additions and exceptions mentioned in this Appendix

4.2 For Porsche 991-II Cup cars
As this is a specific class for the Porsche 911 GT3 Type 991-II cars, different than other classes, the following specific technical regulations apply:

- "Porsche Carrera Cup Deutschland" 2017 / 2018 / 2019
  (latest version, including technical bulletins)
- Additions and exceptions mentioned in this Appendix

5. Modifications for type 991-I and 991-II:

5.1 For general modifications allowed, see chapter V art.2

5.2 For type 991-I it is allowed to use original parts of younger year of build of type 991-I.

5.3 Porsche 911 GT3 Cup cars with „GrandAm-Roll Cage" will be accepted on condition a DMSB-certificate is available.

6. Deviations and additional regulations for type 991-I and 991-II

6.1 Minimum weight of the car according to the balance of performance publication of the specific event

- This is the weight is without driver and with empty fuel tank.
- The promoter has the right to amend the minimum weight during the season.

6.2 BASIC TECHNICAL APPROVAL

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

6.3 Tyres

For all above Porsche Cup Cars, the tyres must be Hankook, according 24H SERIES Sporting Regulations. The number of tires is not restricted.

For all Porsche 991-I Cup and Porsche 991-II Cup, the tyre size is restricted to the following Hankook tyres:

Slick Tyres

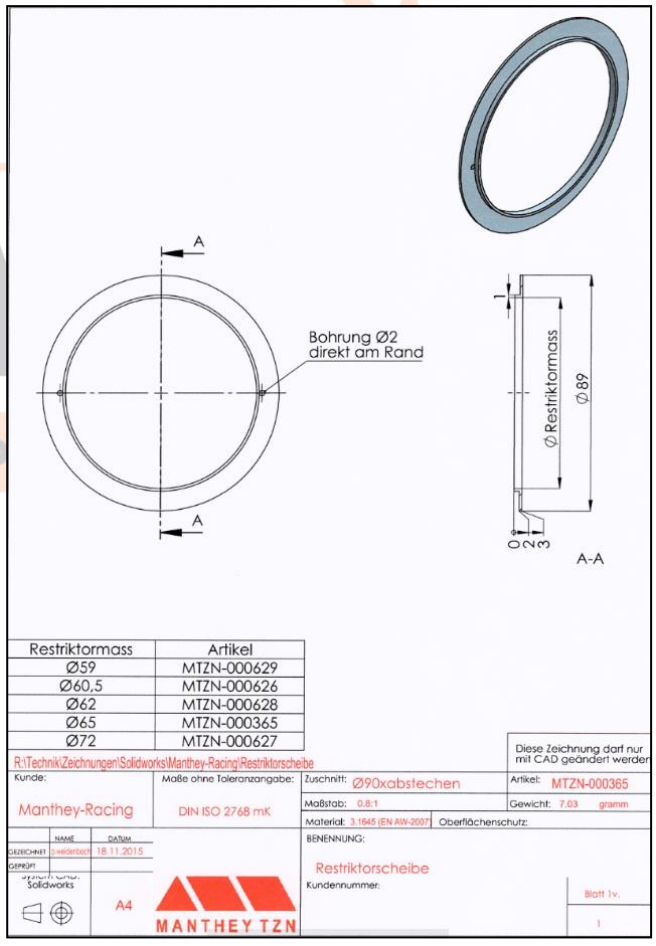
- Front: 280/660R18 F200
- Rear: 320/710R18 F200

Rain Tyres

- Front: 280/660R18 Z207
- Rear: 320/710R18 Z207

6.4 Specifications Restrictor-Blende

If applicable: The restrictor-blende (dimension is described in the BOP-publication of the specific event) needs to be according to the specifications as described in the following image:



6.5 Other deviations

Shock absorbers	Brand, model and type of shock absorbers and springs are free, according to chapter VI of these regulations Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation/Porsche Carrera Cup Technical regulations.

7. Exceptions and Notes for Porsche 911 GT3 Cup Typ 991-I and 991-II

7.1 Allowed alternatives modifications: as described in Chapter V
Other allowed alternatives/modifications are described below

7.2 The following "VLN Areo Kit" parts are allowed (only allowed if used completely)

- Gurney 10 mm Height
- Spoilers on the front left and front right:

Porsche 911 GT3 Cup	Flick left / right	Gurney (10mm)
Type 991-I	991.505.935.8A / 991.505.936.8A	991.512.991.8C
Type 991-II	MTH 505711 / MTH 505712	991.512.991.8C

7.3 Ride height
For Porsche 991-I Cup: Free
For Porsche 991-II Cup: Free, unless specified differently in the BOP-publication

7.4 Opening in bonnet:
All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations.
Therefore, the refuelling orifices of the tanks must be equipped for this operation.
(see art. 21.3 Fuel / Refuelling of chapter I)

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

7. 5 Fuel tank and filler neck with safety overflow

7.5.1 Fuel tank according Carrera Cup regulations (100L)

7.5.2 Fuel filler neck with safety overflow

- If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.
- The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.
- See picture with example.

7.5.3 Fuel tank modifications
Following fuel tank modifications are allowed, as long as the maximum fuel capacity remains 100 L:

- Catch tank is free
- Fuel pumps are free
- Fuel level sensor is free

7.6 Exhaust
The exhaust, AFTER the Manifold/Catalyst (Katalysator/krümmer), is free.
Up to and including the Manifold/Catalyst, the original exhaust of Carrera Cups is obligatory.
Please note: under all circumstances the applicable noise measures need to be within the specified limits!

7.7 Clutch is free

7.8 Paddle shift is free

7.9 Gearbox ratio is free

7.10 ABS System is allowed, brand and type is free

7.11 Wheels/Rims:

Porsche 991-I Cup and Porsche 991-II Cup

- Sizes must be according Porsche Carrera Cup regulations:
  - Front: 10.5J x 18 ET 28
  - Rear: 12J x 18 ET 53
- Manufacturer is free
- It is not allowed to extend the width of the car

7.12 Brakes

- Allowed alternatives/modifications, see chapter V art. 2
- Brake calliper: Brand, model, type, dimensions and number of pistons is free

7.13 Oil Quick Refill

Oil Quick Refill (Öl-Schnellbefüllung) is allowed*
Including the related hole in the engine bonnet, to refill oil. (equal to Porsche 911 GT3 R)
*Only the Oil Quick Refill system of Porsche (911 GT3 Cup special parts) is allowed (alternative parts are allowed)

8. Exceptions for Porsche 911 GT3 Cup Typ 991-I only

8.1 The piston diameter of the Master Brake Cylinder is free.

8.2 Optional (allowed) parts for 911 GT3 Cup Typ 991-I only

8.2.1 150 A Alternator (Lichtmaschine)

1 x 997.603.019.8A Z Alternator (Drehstromgenerator) 1 x 997.603.531.8A Bracket (Halter) Generator
1 x 900.385.042.01 6RD-SHR M8X35 10.9
1 x 900.385.001.01 6RD-SHR M8X20 8.8
1 x 900.385.274.01 6RD-SHR M10X25 10.9
1 x 999.513.075.40 Cable Ties (Kabelbinder)
1 x 900.385.148.01 6RD-SHR M10X55 10.9
1 x 900.377.011.01 6KT-MU M10

8.2.2 Gear-system (Schaltsystem) „Megaline"

1 x 991.618.355.8A Z Compressor circuit (Kompressor Schaltung)
1 x 991.605.310.8E Slave cylinder Transmission (Nehmerzylinder Getriebe)
1 x 991.618.485.8E Z Air pipe valve block + Compr. (Luftleitung Ventilblock+Kompr.)
1 x 991.618.785.8E Air pipe (Luftleitung)
1 x 991.618.471.8B Valve Block (Ventilblock)
1 x 991.618.795.8B Bracket Valve Block (Halter Ventilblock)
4 x 999.703.193.01 Dämpfelem. 15x15/ M5
4 x 900.817.005.02 6KT-MU M5
4 x 999.073.268.09 LI-SHR M5X12
1 x 991.618.765.8A Adapterkabel Ventilblock
4 x 996.355.857.9A Mantle (Hülse)
4 x 999.073.270.A2 LI-SHR M5X20

8.2.3 The following Porsche parts are also allowed to be used:

991.575.333.8A AS00 Brake Cooling Part
991.575.334.8A AS00 Brake Cooling Part
997.102.041.93 Fly Wheel

9. Weight, fuel tank and balance of performance

9.1 The minimum weight, the fuel tank and possibly other balance of performance figures of the table of Class 991 in the balance of performance publication of the specific event are applicable.

9.2 The promoter reserves the right to modify those figures for individual cars at any time of the event. The balance of performance change can be of any kind.

10. Datalogger

For all cars in class 991, a datalogger according Chapter IV, art.5.5 is compulsory.

Appendix 12 – Classes A6 (A6-PRO & A6-AM): Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter V of these regulations (Technical regulations for divisions 24H TCE and 24H GT)
- Chapter III of these regulations (May the best team win: BOP-implementation for class A6 & 991)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Classes A6-PRO and A6-AM

Note: Part of these regulations, are sporting regulations, but are described in this appendix, for readability.

2. Eligible Cars

2.1 This class is basically meant for GT cars which fits from performance point of view.
See Appendix 19 (class overview), with a list of eligible cars.

Basically homologated cars will generally be accepted.
A copy of the homologation need to be send together with the entry form.

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

3. Class A6 and division into class A6-PRO & A6-AM

3.1 There are two A6 classes:

- **Class A6-PRO** for limited pros and semi-pros and amateurs
- **Class A6-AM** for amateurs, gentlemen, some semi-pros and limited pros

3.1 Rules for division into class A6-Pro and A6-Am and corresponding BOP see:
Chapter III MAY THE BEST TEAM WIN: BOP-implementation for class A6 (and 991).
In both classes the same cars are eligible.

3.2 Less than 12 cars in class A6
Should the number of cars entered in class A6 is below 12 (twelve) at the entry closing date, than the Class A6-Am and Class A6-Pro will be combined to class A6. The promoter may, at his discretion, deviate from this number.

Please note that independent of the number of cars in class A6, the BOP-implementation according Chapter III MAY THE BEST TEAM WIN: BOP-implementation for class A6 (and 991) is applicable.

This means:

- Less than 12 cars: all A6 teams (with A6-Pro BOP AND A6-Am BOP) will be combined to one A6 class
- 12 cars or more: all A6 cars will be divided into class A6-Pro and A6-Am

Please note that independent of the number of cars in class A6, the BOP-implementation according Chapter III (MAY THE BEST TEAM WIN: BOP-implementation for class A6 and 991) is applicable.

Regarding awarding of points for the championship, see art. 39.16 (Detailed scoring rules) of Chapter I

4. Technical regulations Class A6-PRO & A6-AM

4.1 When in these regulations is referred to class A6, it is applicable for both, class A6-AM and A6-PRO. Unless explicitly mentioned otherwise

4.2 Modifications

4.2.1 Modifications/deviations referring to the homologation which do clearly NOT have any influence on the (lap time) performance are generally allowed. (e.g. driver/cockpit ventilation or fuel level indicator).

4.2.2 Modifications which might have a positive influence on the (lap time) performance are forbidden.
In case an A6 car has modifications which might have a positive influence on the (lap time) performance, this car might be refused or assigned to class SPX.

4.2.3 The following modifications, which might or will have a positive influence on the performance are allowed:

Item	Description
General Items	See Chapter V art.2
Drive shafts	Free
Differential	Free
Gearbox	Gearbox and gearbox ratio are free, including paddle shift is free
Flat bottom	Flat bottom is free
Ride height	Ride height is free, unless explicitly otherwise mentioned. **Renault RS01 Configuration BOP GT3 is not free** and is mentioned in the balance of performance publication of the specific event
Wheels/Rims	Wheels/Rims inclusive wheel nuts are free (e.g. manufacturer, type, weight) Rim sizes must be according the homologation It is not allowed to extend the width of the car
Mudguards	Ventilation holes (e.g. Louvre's) in the mudguards are free
Data logging	The car must be equipped with a data logger including pressure sensor according art. 5.5 of chapter IV of the Sporting & Technical Regulations. The collected data must remain at disposal of the organiser.
Exhaust	Brand, type and modifications are free. Please note: under all circumstances the applicable noise measures need to be within the specified limits!
Window net	Only for GT3-FIA-homologated cars with FIA racing net 8863-2013 acc. homologation: The window-Nascar-net (see Chapter IV art. 3.1) is NOT required. An arm restraint is strongly advised
Shock absorbers	Brand, model and type of shock absorbers and springs are free, according to chapter VI of these regulations. Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.

5. Performance and Balance of Performance (BOP)

5.1 The promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the supplementary regulations of the specific event.

5.2 In case an accepted car will be (by incident) too fast (on decision of the Race Director) they will accept and cooperate with any type of balance of performance at any time of the event.
Such an amendment of the balance of performance of an individual car of a specific team can therefore as a consequence result in being assigned to a specific balance of performance category (e.g. Class A6-PRO) in the class A6 BOP-table.

5.3 Older models
Older models or year of built, might have a less tight (initial) BOP. E.g. less weight, more refuelling, larger restrictor, etc.). Or alternatively might be assigned to class SPX or SP2 at discretion of the promoter.

5.4 Balance of performance in driving time

Additional to art. 8.4 (Chapter I) (Specific driving time requirements for class A6), for class A6 please note following rule:

At his discretion, the Race Director might prescribe a (additional and/or different) specific a maximum driving time for the PRO drivers and/or a minimum driving time for the amateur drivers, as well a maximum or minimum driving time for SEMI-PRO drivers.

5.5 Engine intake and Air Restrictors

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

*FIA-restrictor-design

Must be interpreted as: The engine intake restrictor(s) must be according FIA-specifications/drawings.

5.5.1 Restrictor specifications:

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

They must have a minimum length of 3 mm and a maximum diameter complying with the table of Class A6 in Appendix 19.

(Besides this the shape and design is free)

The use of a FIA restrictor is obligatory if not described otherwise in the supplementary regulations.

The restrictors must be made of a metallic material.

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

When opening the engine bonnet, the restrictors must be completely visible without having to remove additional covers.

All the air necessary for feeding the engine must pass through this restrictor.

Behind the restrictor/s no kind of air containing ducts is permitted in the intake system.

The scrutineers must be able to seal all restrictors with a wire which makes a dismantling impossible.

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

For supercharged engines, the restrictor/s is/are paired with the turbo charger.

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

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

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

The organiser reserves the right to modify the restrictor sizes for individual cars at any time of the event.

5.5.2 Restrictor – Test Punch

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

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

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

5.6 Weight, fuel tank and balance of performance

5.6.1 The minimum weight, the fuel tank and possibly other balance of performance figures of the table of Class A6 in the balance of performance publication of the specific event are applicable.

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

Such an amendment of the balance of performance of an individual car of a specific team can therefore as a consequence result in being assigned to a specific balance of performance category (e.g. Class A6-PRO) in the class A6 BOP-table.

5.6.2 Ride height measurement Renault RS01 GT3

Ride Height Renault RS01 Configuration BOP GT3 **is not free** and is according BOP GT3 homologation (unless otherwise specified in the supplementary regulations of the specific event.

Ride height will be measured:

- Without driver
- At tyre pressure of 2,0 bar

Position of measurement see Renault RS 01 BOP GT3 homologation

With 15mm Wood plank (front and rear)*

Method to measure the actual thickness of the wooden plank, see pictures below. The thickest position (at discretion of scrutineering is valid).

*The specified Ride height can also be measured with worn (less thick) wooden planks. In this case the measured Ride height will be compensated.

Example:
Rear ride height is 35mm
Normal (new) situation:
Actual Car height: Ride Height + wooden Plank = 35mm +15mm = 50mm

In case the wooden plank is worn to 12mm:
Actual Car height: Ride Height + wooden Plank = 38mm +12mm = 50mm
With new and worn wooden plank the Actual Car height in this example is always 50mm.
So the compensated measured Ride height must be minimum 38mm.

5.7 Balance of performance ballast weight

Balance of performance (BOP) ballast weight instructions:

In case a BOP for your car would be applicable, your team need to be prepared to add a maximum weight of 75kg.

Additional to the mounting requirements in the present regulations it is also allowed to mount according FIA-regulations appendix J Art.257A or Art.258.

This 75kg and the way of mounting and sealing need to be shown and approved at scrutineering.

6. Data acquisition / data-logger

With respect to fairness in competition ALL A6 cars (A6-PRO and A6-AM) must be equipped with a data-logger as described. in art. 5.5 of Chapter IV.

Appendix 13 – Class P2: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter VII of these regulations (Technical regulations for division 24H PROTO SERIES)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class P2

2. Eligible Cars

- P2-Prototypes: Admission on individual basis, e.g. Ginetta G57-P2, Pescarolo 02, Tampolli SR2, etc. (Performance guideline: P2 prototypes MY 2016 and older, approx.. 3-5 seconds faster than P3-class)

The promoter may decide on waivers

3. Technical regulations Class P2

3.1 The cars in the P2 class need to be generally homologated and present the following documents at Scrutineering. A copy of these documents needs to be sent to the promoter prior to admission:

- Homologation Form
- Safety structure certificates
- FT-Tank certificate

3.2 Cars, whose performance does not fit the class P2, may be assigned to another class at discretion of the promoter (before the start of the event) /race director (during the event).

Appendix 14 – Class P3: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter VII of these regulations (Technical regulations for division 24H PROTO SERIES)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class P3

2. Eligible Cars

- P3-Prototypes: Admission on individual basis, e.g. ADESS 03, Ginetta P3-15, Ligier JS P3, Norma M30, Riley-Ave P3.

The promoter may decide on waivers

3. Technical regulations Class P3

3.1 The cars in the P3 class need to be generally homologated and present the following documents at Scrutineering. A copy of these documents needs to be sent to the promoter prior to admission:

- Homologation Form
- Safety structure certificates
- FT-Tank certificate

3.2 Cars, whose performance does not fit the class P2, may be assigned to another class at discretion of the promoter (before the start of the event) /race director (during the event).

Appendix 15 – Class P4: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of the Sporting & Technical Regulations (Technical regulations for all cars)
- Chapter VII of Sporting & Technical Regulations (Technical regulations for division 24H PROTO SERIES)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class P4

2. Eligible Cars

- **P4-Prototypes:**
- **Ligier JS P4**

Additional cars may be added to this class by means of the balance of performance publication.

3. Technical regulations Class P4

3.1 The cars in the P4 class need to be obtain a technical form/homologation form, that has been provided by the car manufacturer and accepted by the promoter. The accepted Homologation number and possible EVO/VO forms will be mentioned on the balance of performance publication. The following documents need to be presented at Scrutineering. A copy of these documents needs to be sent to the promoter prior to admission:

- Homologation Form/Technical form
- Safety structure certificates
- FT-Tank certificate

3.2 Cars, whose performance does not fit the class P2, may be assigned to another class at discretion of the promoter (before the start of the event) /race director (during the event).

Appendix 16 – Class PX: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter VII of these regulations (Technical regulations for division 24H PROTO SERIES)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class PX

2. Eligible Cars

- Admission on individual basis, e.g Renault R.S. 01, Radical SR8
- Group CN cars >2000cc and Group "Prototype Special" cars

The promoter may decide on waivers

3. Technical regulations Class P3

3.1 Each car must have a definition file homologated by an ASN or the FIA.
The promoter may decide on waivers.

3.2 Cars, whose performance does not fit the class P2, may be assigned to another class at discretion of the promoter (before the start of the event) /race director (during the event).

Appendix 17 – Class CN1: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter VII of these regulations (Technical regulations for division 24H PROTO SERIES)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class CN1

2. Eligible Cars

- Production Sport Cars (Group CN) up to 2000cc and 1620cc Turbo (MY2011 and younger)

The promoter may decide on waivers

3. Technical regulations Class CN1

3.1 Each car must have a definition file homologated by an ASN or the FIA.
The promoter may decide on waivers.

3.2 Group CN cars that have a carbon monocoque are assigned to class CN1

3.3 Engine capacity
The maximum engine capacity is 2000cc or Supercharged 1620cc. Cars that apply to FIA Appendix J Article 259 and have a higher engine capacity than mentioned in this article will be placed in class PX

3.4 Cars, whose performance does not fit the class P2, may be assigned to another class at discretion of the promoter (before the start of the event) /race director (during the event).

Appendix 18 – Class CN2: Technical Regulations

1. Applicable Technical regulations:

- Chapter IV of these regulations (Technical regulations for all cars)
- Chapter VII of these regulations (Technical regulations for division 24H PROTO SERIES)
- Appendix 19 of these regulations (class overview)
- Below specific regulations for Class CN2

2. Eligible Cars

- Production Sport Cars (Group CN) until 2000cc and 1620cc Turbo
  Spaceframe chassis (MY 2010 and older)

The promoter may decide on waivers

3. Technical regulations Class CN2

3.1 Each car must have a definition file homologated by an ASN or the FIA.
The promoter may decide on waivers.

3.2 Group CN cars that have a spaceframe chassis are assigned to class CN2

3.3 Engine capacity
The maximum engine capacity is 2000cc or Supercharged 1620cc. Cars that apply to FIA Appendix J Article 259 and have a higher engine capacity than mentioned in this article will be placed in class PX

3.4 Cars, whose performance does not fit the class P2, may be assigned to another class at discretion of the promoter (before the start of the event) /race director (during the event).

Appendix 19 – Eligible Cars and Class Overview

Class overview, including minimum weight, maximum refuelling amount.

For the complete list of eligible cars and the complete BOP overview, please refer to the balance of performance publication of the specific event for the most current class overview and balance of performance figures. This BOP-publication will be published by the promoter before the start of the event on www.24HSERIES.com

1. Petrol & Diesel Touring cars, up to 3500cc

Class	Cylinder capacity		Minimum Weight	Max Refuelling amount	Remarks
A2	Diesel cars up to 2000cc		1100 kg	100L	Theoretical best lap time: see balance of performance publication of the specific event
			1200 kg	120L	
	Petrol (up to - 2.000cc)	up to 1.300cc	710 kg	80 L	
		1.300 - 1.400cc	760 kg	80 L	
		1.400 - 1.600cc	820 kg	90 L	
		1.600 - 1.800cc	900 kg	100 L	
		1.800 - 2.000cc	980 kg	100 L	
	Petrol Supercharged engines (up to 1.650cc)	Supercharged engines up to 1.650cc	1000kg	70 L	
			1100kg	80 L	
		Peugeot RCZ 1.600cc / Turbo	1100 kg	80 L	
A3	Petrol (2.000 - 3.500cc)	2.000 - 2.500cc	1000 kg	120 L	Theoretical best lap time: see BOP-publication of the specific event
		2.500 - 3.000cc	1100 kg	120 L	
		3.000 - 3.500cc	1200 kg	120 L	
	Petrol Supercharged engines (1.650 - 2.000cc)	Peugeot 208 GTI 1.600cc / Turbo	1050 kg	85 L	
		1.650 – 1.800cc	900 kg	100 L	e.g. Lotus Elise 1.8 Turbo
			1000 kg	120 L	e.g. Seat Leon MK1
		1.800 – 2.000cc	1000 kg	90 L	e.g. Seat Leon MK2, Opel Astra (NO TCR cars)
			1100 kg	100 L	
			1200 kg	120 L	
	Diesel 2.000 – 3000cc	2.000 – 2.500cc	1100 kg	85 L	
		2.500 – 3.000cc	1200 kg	85 L	
CUP 1	BMW M235i Cup	3.000cc Twin Turbo	Remarks	Remarks	According to BMW M235i Cup regulations

2. Touring Car Production Cars (TCP)

Class	Manufacturer	Model	Cyl. Cap	Max KW*	Minimum weight	Max Refuelling amount	Remarks
TCP1	BMW	E36 325i	2494cc	151	1230 kg	70	
	BMW	325i C	2494cc	151	1255 kg	70	
	BMW	E46 325i	2494cc	151	1255 kg	70	
	BMW	E90 325i L	2497cc	171	1365 kg	70	
	BMW	E90 325i	2497cc	171	1365 kg	70	
	BMW	E92 325i C	2497cc	171	1365 kg	70	
	Daimler	204 C230	2496cc	161	1335 kg	70	
	Mercedes	204 C230	2496cc	161	1335 kg	70	
	BMW	Z89	2497cc	161	1335 kg	70	
	Honda	Accord Sedan	2157cc	167	1340 kg	70	
TCP2	BMW	E86 Z4 coupe	2996cc	209	1300 kg	70	
	BMW	E87 130i	2996cc	209	1300 kg	70	
	BMW	E36 M3 GT	2990cc	232	1400 kg	70	
	BMW	E36 M3	2990cc	232	1370 kg	70	
	BMW	E90 330i L	2966cc	214	1330 kg	70	
	BMW	E92 330i C	2966cc	214	1330 kg	70	
	Porsche	911	2990cc	188	1300 kg	70	
	Porsche	987 Cayman CQ11	2893cc	209	1300 kg	70	
	BMW	E90 390L	2996cc	203	1310 kg	70	
	Porsche	981 CM12	2706cc	216	1347 kg	70	
	BMW	346C 330CI	2979cc	182	1300 kg	70	
	BMW	346L 330i	2979cc	182	1300 kg	70	
	BMW	M3B M3	2990cc	225	1370 kg	70	

Your (TCP) car not listed here? Please make an individual request to info@creventic.com

***The maximum KW mentioned in this table are including 5% tolerance and 2% measuring tolerance.**

3. Class TCR

	Minimum Weight	Max Refuel amount	Ride height	TCR Technical form Certification Nr. / Variant Option
ALFA ROMEO GIULIETTA TCR RF	1220 kg	100 L	70mm	6
AUDI RS3 LMS DSG	1230 kg	100 L	70mm	9 & VO 18 &VO29
AUDI RS3 LMS SEQ	1250 kg	100 L	70mm	10 & VO 18 &VO29
HONDA CIVIC FK2 TCR SEQ	1240 kg	100L	70mm	11 & VO 20
HONDA CIVIC FK7 TCR SEQ	1240 kg	100L	80mm	33 & VO34
HYUNDAI i30 N TCR	1260 kg	100 L	80mm	27 & VO 28
KIA CEE'D TCR	1220 kg	100 L	70mm	TBA
LADA VESTA TCR	1210 kg	100 L	70mm	TBA
OPEL ASTRA TCR	1230 kg	100 L	70mm	TBA
PEUGEOT 308 RACING CUP TCR	1100 kg	100 L	70mm	8
PEUGEOT 308 TCR (2018)	TBA	TBA	TBA	37
SEAT LEON CUP RACER V1 DSG (2015)	1200 kg	100 L	60 mm	TCN2-C-001
SEAT LEON TCR V2 DSG (2016)	1200 kg	100 L	60 mm	004
SEAT LEON TCR V2 SEQ (2016)	1200 kg	100 L	70 mm	002
SEAT LCR TCR V3 DSG	1230 kg	100 L	70mm	15 & VO 17
SEAT LEON TCR V3 SEQ	1240 kg	100 L	70mm	16 & VO 17
CUPRA TCR DSG	1230 kg	100 L	70mm	TBA
CUPRA TCR SEQ	1240 kg	100 L	70mm	35
VOLKSWAGEN GOLF GTI TCR SEQ (2016)	1210 kg	100 L	70 mm	003
VOLKSWAGEN GOLF GTI TCR DSG	1230 kg	100 L	70mm	14 & VO19, ER36, VO41, SV42, VO40 (Facelift)
VOLKSWAGEN GOLF GTI TCR SEQ	1250 kg	100 L	70mm	14 & VO19, ER36, VO41, SV42, VO40 (Facelift)

Your (TCR) car not listed here? Please make an individual request to info@creventic.com

4. Class GT4: Homologated GT4 Grand Touring Cars

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	Restrictor	Remarks
ASTON MARTIN V8 VANTAGE GT4	4700cc/8cyl	1350 kg	100 L	NA	ECU BOP 2016
Audi R8 LMS GT	5200cc/10cyl	1450 kg	100 L	2x42mm	Restrictor thickness 5mm. Acc. Audi R8 GT4 restrictor drawing ECU BOP 2018
BMW M3 GT4		1350 kg	100 L	NA	ECU BOP 2015
BMW M4 GT4	3000cc/6cyl Turbo	1460 kg	100 L	2017 USB Powerstick "Silver" (Max Engine power: 440Hp)	
CHEVROLET CAMARO GT4		1450 kg	100 L	60mm	FIA-restrictor design ECU BOP 2018
GINETTA G55 GT4 2015	3700cc/6cyl	1080 kg	100 L	NA	ECU BOP 2015
GINETTA G55 GT4 2017	3700cc/6cyl	1100 kg	95 L	47,5mm	Restrictor: G55-E0392 FIA-restrictor design
KTM X-BOW GT4	2000cc/4cyl Turbo	1130 kg	90 L	Pboost max: 2,3bar Max rpm: 7000 rpm (at all gears)	
LOTUS EVORA GT4		Tba	Tba	Tba	
MCLAREN 570S GT4	3800cc/8cyl Turbo	1440 kg	110 L	Max engine Torque 470Nm Pboost-max: 1,8 bar ECU BOP 2018	
MERCEDES AMG GT4	4000cc/8cyl Turbo	1450 kg	100 L	Pboost-max: 1,65 bar (Max Engine power: 325kW (442Hp)) ECU BOP 2018	
NISSAN 370Z GT4	3800cc/6cyl	1250 kg	100 L	Tba	ECU BOP 2016/2017
PORSCHE 997 CUP GT4	3800cc/6cyl	1250 kg	95 L	NA	ECU BOP 2014
PORSCHE CAYMAN GT4 CLUPSPORT MR	3800cc/6cyl	1290 kg	100 L	ECU 2017 BOP	
PORSCHE CAYMAN PRO4 GT4	3800cc/6cyl	1240 kg	95 L	NA	2016
SIN R1 GT4	6200cc/8cyl	1250 kg	100 L	NA	Max 43,5% Throttle opening
Your (GT) car not listed here? Please make an individual request to info@creventic.com					

5. GT cars*: Porsche 991 Cup classes

Class	Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
Class 991	Porsche 991-I Cup	3.800 cc	1220 kg	100L	Models 2014 .. 2016 No restrictor-Blende
	Porsche 991-II Cup	4.000 cc	1220 kg	100L	Model 2017 .. 2019 BOP TBA

*Porsche 996 will be assigned to class SP3,
*Porsche 997 Cup will be assigned to class SP2
*Porsche 997 Cup S will be assigned to class SPX
*Modified Porsche 991 Cup may be assigned to class SPX

6. GT cars (Mainly GT cars, also American GT's are eligible)

Class A6-AM & Class A6-PRO

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	Restrictor*	Remarks
ASTON MARTIN VANTAGE GT3	5900cc/12cyl	1280 kg	110 L	2x41,5mm	FIA-restrictor design
AUDI R8 LMS Ultra	5200cc/10cyl	1245 kg	110 L	2x47,2mm	up to and incl. 2014
AUDI R8 LMS (GT3-038)	5200cc/10cyl	1240 kg	100L	2x39,0mm	Or 1280kg/2x40mm (only for A6-AM) FIA-restrictor design
BMW Z4 GT3	4400cc/8cyl.	1230 kg	105 L	1x70,0mm	
CHEVROLET CORVETTE C6-ZR1	5500cc/8cyl.	1220 kg	100 L	2x31,6mm	LMGTE-2-04
DODGE VIPER CC SERIES 2	8400cc/10cyl	1280 kg	115 L	N/A	Chas #VCC-113
FERRARI 458 ITALIA GT3	4500cc/8cyl.	1260 kg	110L	2x50,0mm	FIA-restrictor design
FERRARI 488 GT3	3900cc/8cyl.	1300 kg	100L	N/A	Max Boost(barA/rpm) 1,47/4000 1,51/4500 1,56/5000 1,60/5500 1,63/6000 1.59//6500 1,54/7000 1,49/>7250
FERRARI F458GT (VdeV1)	4500cc/8cyl.	1230 kg	100 L	2x56,0mm	Chas #2850# Chas #2842#
Ford GT3 (Lambda)	5300cc/8cyl	1220 kg	105 L	1x58mm	FIA-restrictor design
LAMBORGHINI GALLARDO LP560 GT3	5200cc/10cyl	1205 kg	100 L	2x47,2mm	
LAMBORGHINI HURACAN GT3	5200cc/10cyl	1260 kg	100 L	2x39,0mm	FIA-restrictor design
MASERATI GRANTURISMO MC GT3	4700cc/8cyl.	1200 kg	105 L	1x65,0mm	
McLaren MP4-12C GT3	3800cc/8cyl.	1255 kg	115 L	2x36,0mm	Max Boost(barA/rpm) 1,82/4000 1,80/4500 1,78/5000 1,76/5000 1,72/6000 1,65//6500 1,59/7000 1,53/>7500
McLaren 650S GT3	3800cc/8cyl.	Tba	Tba	Tba	Max Boost(barA/rpm) Tba
MERCEDES SLS AMG GT3	6200cc/8cyl.	1330 kg	105 L	2x38,0mm	FIA-restrictor design
MERCEDES AMG GT3	6200cc/8cyl.	1330 kg	105 L	2x36,0mm	FIA-restrictor design
NISSAN GT-R GT3	3800cc/6cyl.	1315 kg	115 L	2x40,0mm	Up to and incl. 2014 Max Pboost 2,05 barA (all rpm)
	3800cc/6cyl.	1280 kg	110 L	2x40,0mm	EVO 2015 Max Pboost
PORSCHE 997 GT3 R	4000cc/6cyl.	1205 kg	100 L	1x72,0mm	MY2012 or older
	4000cc/6cyl.	1205 kg	100 L	1x60,0mm	MY2013
PORSCHE 991 GT3 R	4000cc/6cyl.	1245 kg	95 L	2x41,5mm	FIA-restrictor design
RADICAL SPORTSCARS RXC TURBO GT3	3500cc/6cyl.	Tba	Tba	Tba	Max Boost(barA/rpm) Tba
RENAULT SPORT RS01 Configuration BOP GT3	3800cc/6cyl.	1220 kg	105L	2x42,0mm	Max Pboost 1,95 barA (all rpm) See also appendix Renault RS01 aerodynamics
SCG 003C	3500cc/6cyl.	1260 kg	115 L	2x35,0mm	Max Pboost 1,95 barA (all rpm)
SRT VIPER GT3-R	8400cc/10cyl	Tba	Tba	Tba	
Your (GT) car not listed here? Please make an individual request to info@creventic.com					

** FIA-restrictor design, according FIA-2013/2014/2015/2016 restrictor design*

7. Class SPX Special cars

Class SPX Cars with partly fixed BOP

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP*	*In case car will be amalgamated to class A6. Initial BOP will be:
LAMBORGHINI Huracan Super Trofeo	5200cc/10cyl	1275 kg	*According BOP-table below	2x41,0mm	1275kg/110L/2x42mm
Lamborghini Huracán Super Trofeo Evo2018	5200cc/10cyl	1300 kg	*According BOP-table below	2x41,0mm	1300kg/110L/2x42mm
Porsche GT America	4000cc/6cyl	1250 kg	*According BOP-table below	N/A	TBA
Porsche 911 GT3 Cup model (991-I) Modified	3800cc/6cyl	1200 kg	*According BOP-table below	Restrictor-blende: Free	TBA
Porsche 911 GT3 Cup model (991-II) Modified	4000cc/6cyl	1250 kg	*According BOP-table below	Restrictor-blende: Free	TBA
Porsche 991 Cup MR	4000cc/6cyl	1250 kg	*According BOP-table below	Restrictor-blende: Free	TBA
Vortex 1.0	6200cc/8cyl	1100 kg	*According BOP-table below	N/A	1100kg/105 L
KTM X-bow (SPX-special)	2000cc/4cyl.	1000 kg	*According BOP-table below @ column 1050 kg	Pboost max is 2,7bar (independent of ambient air pressure) Max rpm 7000 at all gears Ride height is free	1000kg/120L Pboost max is 2,7bar (independent of ambient air pressure) Max rpm 7000 at all gears Ride height is free
Your (GT) car not listed here? Please make an individual request to info@creventic.com					

For all other SPX cars:

Class SPX-BOP-Table (for this class "Dynamic BOP" is applicable)

Class	SP-BOP-CAT Theoretical Best lap time Category	Minimum Weight **1050 kg**	Minimum Weight **1150 kg**	Minimum Weight **1250 kg**
SPX	See Balance of Performance Publication	60 L	70 L	80 L
	See Balance of Performance Publication	70 L	80 L	90 L
	See Balance of Performance Publication	80 L	90 L	100 L
	See Balance of Performance Publication	90 L	100 L	110 L
	See Balance of Performance Publication	100 L	110 L	120 L
	***Initial Max refuelling amount** See Balance of Performance Publication	120 L @ green 120 L @ code60	120 L @ green 120 L @ code60	120 L @ green 120 L @ code60

** This is the initial Max refuelling amount, all teams in class SPX starts with.*

8. Class SP2 Special cars

Class SP2 Cars with partly fixed BOP

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP / Remarks
Porsche 997	3600cc/6cyl	1150 kg	Acc. BOP-table below	N/A
Porsche 997	3800cc/6cyl	1200 kg	Acc. BOP-table below	Restrictor-Blende: 65mm
GC Automobile V8	6200cc/8cyl	1100 kg	Acc. BOP-table below	N/A
KTM X-bow (SP2-special)	2000cc/4cyl.	1000 kg	Acc. BOP-table below	Datalogger obligatory Pboost max is 2,3bar (independent of ambient air pressure) Max rpm 7000 at all gears Ride height is free

For all other SP2 cars:
Class SP2-BOP-Table (for this class "Dynamic BOP" is applicable)

Class	SP-BOP-CAT Theoretical Best lap time Category	Max Refuelling amount		
		Minimum Weight **750 kg**	Minimum Weight **1000 kg**	Minimum Weight **1250 kg**
SP2	See Balance of Performance Publication	80 L	90 L	100 L
	See Balance of Performance Publication	90 L	100 L	110 L
	See Balance of Performance Publication	100 L	110 L	120 L
	***Initial Max refuelling amount** See Balance of Performance Publication	120 L @ green 120 L @ code60	120 L @ green 120 L @ code60	120 L @ green 120 L @ code60

** This is the initial Max refuelling amount, all teams in class SP2 starts with.*

9. Exceptional cars, class SP3

Class SP3 Cars with partly fixed BOP

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP / Remarks
KTM X-bow (SP3-special)	2000cc/4cyl.	1100 kg	Acc. BOP-table below	Datalogger obligatory Pboost max is 2,3bar (independent of ambient air pressure) Max rpm 7000 at all gears Ride height is free

Class SP3-BOP-Table (for this class "Dynamic BOP" is applicable)

Class	SP-BOP-CAT Theoretical Best lap time Category	Max. refuelling amount				
		Minimum Weight 750 kg	Minimum Weight 1000kg	Minimum Weight 1100kg	Minimum Weight 1200kg	Minimum Weight 1300kg
SP3	See Balance of Performance Publication	50 L	60 L	70 L	80 L	90 L
	See Balance of Performance Publication	60 L	70 L	80 L	90 L	100 L
	See Balance of Performance Publication	70 L	80 L	90 L	100 L	110 L
	See Balance of Performance Publication	80 L	90 L	100 L	110 L	120 L
	*Initial Max refuelling amount See Balance of Performance Publication	120 L @ green 120 L @ code60	120 L @ green 120 L @ code60	120 L @ green 120 L @ code60	120 L @ green 120 L @ code60	120 L @ green 120 L @ code60

** This is the initial Max refuelling amount, all teams in class SP3 starts with.*

10. Special cars, class SP4 ELECTRICAL & HYBRID CARS

Class	Dynamic-BOP (Theoretical best lap time)	Remarks
SP4 Electrical & Hybrid cars	See balance of performance publication of the specific event	

11. Prototype Special cars Class P2

Brand & Type	Cylinder capacity	Minimum Weight	Max refuelling amount	BOP	Remarks
Ginetta G57-P2	6200cc/8cyl	900 kg	105 L		
Oreca 03	TBA	TBA	TBA		
Ligier JS P215	TBA	TBA	TBA		
Pescarolo 02	TBA	TBA	TBA		
Tampolli SR2	TBA	TBA	TBA		
Courage LC75	TBA	TBA	TBA		
Your (P2-eligible) car not listed here? Please make an individual request to info@creventic.com					

12. Prototype Special cars Class P3

Brand & Type	Cylinder capacity	Minimum Weight	Max refuelling amount	BOP	Remarks
ADESS 03	5000cc/8cyl	900 kg	100 L		
Ginetta P3-15	5000cc/8cyl	900 kg	100 L		
Ligier JS P3	5000cc/8cyl.	900 kg	100 L		
Norma M30	5000cc/8cyl.	900 kg	100 L		
Riley-Ave P3	5000cc/8cyl.	900 kg	100 L		
Your (P3-eligible) car not listed here? Please make an individual request to info@creventic.com					

13. Prototype Special Class P4

Brand & Type	Cylinder capacity	Minimum Weight	Max refuelling amount	BOP	Remarks
Ligier JS P4	3700cc/6cyl	940 kg	100 L		

Your (P4) car not listed here? Please make an individual request to info@creventic.com

14. Class PX

Brand & Type	Cylinder capacity	Minimum Weight	Max refuelling amount	BOP	Remarks
Funyo SP05	1600cc/4cyl	TBA	TBA		
Praga R1T	2000cc/4cyl	TBA	TBA		2.0 Turbo
Radical RXC Turbo	3500cc/6cyl	TBA	TBA		
Radical RXC Turbo 500R	3500cc/6cyl	TBA	TBA		
Radical RXC V8	3000cc/8cyl	TBA	TBA		
Radical RXC Spyder	TBA	TBA	TBA		
Radical 3.7 V6	3700cc/6cyl	TBA	TBA		
Radical SR8 SX	2700cc/4cyl	TBA	TBA		
Renault R.S.01	3800cc/6cyl	TBA	TBA		Renault Sport Trophy
Wolf GB08 S	3000cc/8cyl	TBA	TBA		V8 Engine 3.0 L
Wolf GB08 T	1600cc/Turbo	TBA	TBA		1.6 Turbo Open
Wolf GB08 SM T	1600cc/Turbo	TBA	TBA		1.6 Turbo Open
Your (PX-eligible) car not listed here? Please make an individual request to info@creventic.com					

15. Class CN1 – Production Sports Cars

Brand & Type	Cylinder capacity	Minimum Weight	Max refuelling amount	BOP	Remarks
Aquila CR1	2000cc/4cyl	570 Kg	80L		
Caterham SP300R	2000cc/4cyl	570 Kg	80L		
Funyo 4 RC	2000cc/4cyl	570 Kg	80L		
Funyo 5	2000cc/4cyl	570 Kg	80L		
Gibson CN2012	2000cc/4cyl	570 Kg	80L		
Juno CN2011	2000cc/4cyl	570 Kg	80L		
Juno CN2012	2000cc/4cyl	570 Kg	80L		
Juno CN2016	2000cc/4cyl	570 Kg	80L		
Ligier JS53 EVO2	2000cc/4cyl	570 Kg	80L		
Lucchini P2	2000cc/4cyl	570 Kg	80L		
Merlin MP23	2000cc/4cyl	570 Kg	80L		
Norma M20 FC	2000cc/4cyl	570 Kg	80L		
Osella PA 21P Evo CN2000	2000cc/4cyl	570 Kg	80L		
Osella PA 21S Evo CN2000	2000cc/4cyl	570 Kg	80L		
Osella PA 2000 Evo E2B	2000cc/4cyl	570 Kg	80L		
PRC FPR 6	2000cc/4cyl	570 Kg	80L		
Radical SR3 RSX	1500cc/4cyl	570 Kg	80L		
Radical SR3 SL	2000cc/4cyl	570 Kg	80L		
Tiga CN2012	2000cc/4cyl	570 Kg	80L		
Tatuus PY012	2000cc/4cyl	570 Kg	80L		
Wolf GB08 CN	2000cc/4cyl	570 Kg	80L		
Wolf GB08 CN	1600cc/4cyl	570 Kg	80L	41,0mm	Supercharged engine max. Pboost TBA
Your (CN1-eligible) car not listed here? Please make an individual request to info@creventic.com					

16. Eligible cars Class CN2 – Production Sports Cars

Brand & Type	Cylinder capacity	Minimum Weight	Max refuelling amount	BOP	Remarks
ADR 3 CN	2000cc/4cyl	570 Kg	80L		
AGM WLR	2000cc/4cyl	570 Kg	80L		
AJEC 01	2000cc/4cyl	570 Kg	80L		
BDN S3	2000cc/4cyl	570 Kg	80L		
Bicknell PS7	2000cc/4cyl	570 Kg	80L		
Chiron LMP3 CN	2000cc/4cyl	570 Kg	80L		
Gibson CN2012	2000cc/4cyl	570 Kg	80L		
Juno CN09	2000cc/4cyl	570 Kg	80L		
Ligier JS49	2000cc/4cyl	570 Kg	80L		
Ligier JS51	2000cc/4cyl	570 Kg	80L		
Norma M20	2000cc/4cyl	570 Kg	80L		
Radical SR1	1350cc/4cyl	520 Kg	80L		
Your (CN2-eligible) car not listed here? Please make an individual request to info@creventic.com					