



SPORTING REGULATIONS 2026

MICHELIN 992 ENDURANCE CUP

14 JULY 2026



www.992-endurance-cup.com



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1. Foreword

Michelin 992 Endurance Cup powered by Porsche Motorsport is organised in conformity with the provisions of the FIA International Sporting Code and its appendices and the FIA General Prescriptions on Circuits. It will be run in conformity with the these Sporting Regulations and the Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J.

Michelin 992 Endurance Cup powered by Porsche Motorsport may also be referred to as 992 Endurance Cup.

992 Endurance Cup is a single make 12-hour endurance race and offers a platform for Drivers of all levels to compete in equal machinery. As such, the event is open to a variety of Driver line-ups.

All Cars are 992 I generation Porsche 911 GT3 Cup (992 I), of any model year.

2. General

2.1 Regulations

The 992 Endurance Cup regulations should be read as follows:

- Sporting Regulations (this document)
- Technical Regulations
- Additionally, Supplementary Regulations will be published for the Event

2.2 General

2.2.1 Not Applicable

2.2.2 Status of the Event

992 Endurance Cup is registered as a National event.

2.2.3 Promoter

Promoter Name	Creventic BV
Address	Zandstraat 1 6591 DA Gennep The Netherlands

Promoter contact details:

Phone: +31 (0)485 471 166

Email: info@creventic.com

Internet: www.992-endurance-cup.com

2.2.4 Organiser

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

2.2.5 Insurance

The Organiser of the Event has concluded a third-party insurance, for all competitors, their team members, and Drivers. Drivers taking part in the Event are not third parties with respect to one another.

2.2.6 General Conditions

The Promoter reserves the right to amend the approved Sporting Regulations and Technical Regulations by means of Bulletins with approval of the RACB or the stewards.

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

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

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

Any adjustment regarding the following regulations or specific event regulations must be approved by the stewards and/or the RACB via a Bulletin.

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

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

2.2.7 Specific Conditions

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

- FIA International Sporting Code (ISC) and its appendices
- These Sporting Regulations
- The Technical Regulations
- The Supplementary Regulations
- Official Bulletins for the 992 Endurance Cup (RACB)
- Official Event Bulletins during the Event (Stewards)
- Briefing Presentation and Briefing Notes
- Promotor Communications

2.2.8 Circuit Conditions

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

2.3 Interpretation of the Regulations

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

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

3. Eligible Cars and Classes

3.1 Classes

Teams enter into the below Classes:

- PRO
- PRO/AM
- AM-S
- AM-B

Additionally, teams using Cars with deviations from the Technical Regulations for which specific agreement has been provided by the Promoter are entered into the ECO class. See Art. 1.1 of the Technical Regulations.

Teams must respect the specific driving time requirements of their Class as outlined in art. 11.4 of these regulations.

See art. 35 of these regulations for the podiums and prizes awarded.

3.2 Eligible Cars

See art. 1.1 of the Technical Regulations.

The Promoter will decide upon possible exceptions.

3.2.1 Cars adapted for disabled Drivers

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

3.3 Change of Car during Event

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

4. Competitions

4.1 Calendar

For the official and actual calendar, see www.992-endurance-cup.com

4.2 Timetable

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

5. Titles

This article is not applicable.

6. Points

This article is not applicable.

7. Paddock Branding

See the event branding requirements, published separately.

8. Officials

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

- Race Director
- Chief Scrutineer
- Chief Timekeeper
- Secretary

Other officials: see Supplementary Regulations of the Event.

9. Competitors and Drivers

9.1 Competitors

9.1.1 Competitor License

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

According to ISC Art. 9.1.2 if a team does not have a team competitor license, the competitor will become the first Driver in the entry form and entry list. In this case, the first Driver must hold a valid competitor license.

9.1.2 Team Manager

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

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

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

- To carry out the steps for Administrative Checks and Scrutineering
- To acknowledge (on paper or electronically) communications and sanctions
- To use the official event app. Use means to read notifications, messages and communications from Promoter and Officials, check and complete administrative tasks and confirm receipt of messages or penalties from the Race Director
- To ensure the serving and completion of penalties
- To consult the Race Director on any point which is not clear
- To make sure that all team members know their task
- To attend the Team Managers' Briefing and ensure that all Drivers attend the mandatory Drivers' Briefing
- To confirm that all Drivers have completed clothing scrutineering and admin checks
- To verify that all Drivers, who have passed full clothing scrutineering, wear the obligatory Driver's equipment as indicated in the Regulations
- To ensure that competitors and Drivers have sent an electronic copy of the following documents to the Promoter:
 - Licenses
 - ASN Authorisation

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

9.1.3 Drivers

9.1.3.1 Driver Eligibility

Drivers must have a valid national or minimum international C licence for circuit racing from a recognised ASN. For Drivers younger than 21 years at the start of the Event, additional requirements are listed in art. 9.1.3.2 of these regulations.

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

9.1.3.2 Drivers under 21 and minor Drivers

Drivers younger than 21 years at the start of the Event must have a valid international C license for circuit racing from a recognised ASN.

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

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

9.1.3.3 Drivers with a handicap

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

9.1.3.4 Driver medical examination

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

9.1.3.5 Driving multiple Cars

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

9.1.4 Teams

A Team is defined as a unique combination of start number and Team name. This Team name may be different than the Competitor.

The chosen Team name has to be registered on the entry form along with the competitor's name and both names have to be mentioned on all official documents.

The start number will be assigned by the Promoter.

The Promoter can refuse Team names, at their discretion.

For ranking purposes, the Team name will be mentioned on the entry list as well as on the results.

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

9.1.4.1 Competitor with multiple Cars

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

10. Driver Categories and Line-ups

10.1 Driver Category

Drivers will be categorised according to their FIA Driver rating.

Drivers without a FIA Driver rating will be categorised by the Promoter.

Drivers who are 30 years old or younger during the entire calendar year of 2026 (born on or after 1 January 1996) and do not have a FIA Driver rating, shall be automatically categorised as Silver.

Drivers may request a derogation on their Driver rating for the Event with the Promoter. Each request is handled individually.

10.2 Driver Line-ups

10.2.1 Number of Drivers per Team

Each Team's Driver line-up must be made up of minimum 2 and maximum 4 Drivers.

10.2.2 Change of Driver Line-up during the Event

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

A request for change of Driver line-up after Qualifying due to special circumstances must be sent to the Race Director in writing latest 2 hours before the start of the Race. At discretion of the Race Director, he can propose this Driver change to the Stewards for approval.

11. Driving Time Requirements

11.1 Definitions

The stint time is defined as the first time the Driver crosses the pit out line until the last time the Driver crosses the pit in line between Driver changes, excluding intermediate pit stops.

The total driving time is defined as the sum of all stint times.

11.2 Stint and Driving Times

11.2.1 Maximum Stint Time

The maximum stint time is 3 hours between Driver changes, or, if the Car enters pit lane to execute a Driver change during a FCY, 3 hours and 5 minutes.

11.2.2 Stint Time at the Start of the Race

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

11.2.3 Stint Time at the Finish of the Race

The stint and driving time of a Driver ends when the Driver crosses the finish line.

11.3 Minimum Rest Time

There is no minimum rest time.

11.4 Specific Driving Time Requirements per Class

The specific driving time requirements for all Classes are as described in the table below. All times in the table below are sum totals of the driving times of all Drivers of the specific category (Bronze, Silver, Gold, Platinum) of 1 Team.

If a Race has been suspended by a red flag:

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

Sum totals for all Drivers of the same Driver category within the same Team			
Class	Bronze Drivers	Silver Drivers	Gold and Platinum Drivers
AM-B	Free	Not allowed	Not allowed
AM-S**	Free	Max 4 hours*	Not allowed
PRO/AM	Min 5 hours	Free	Max 4 hours*
PRO	Free	Free	Max 5 hours*

*: If the Car enters the pit lane to execute a Driver change during a FCY or at the end of the same lap during which the FCY ended, 5 minutes may be added to these driving time limits if otherwise these driving time limits would be exceeded.

** : Cars entered in the ECO Class must also follow the AM-S Class specific driving time requirements.

12. Conditions of Entry

12.1 General

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

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

The Promoter reserves the right to reject an entry under specification of the reason before the closing date of the Event.

All entries must be signed by the competitor (Team Manager) and all Drivers. If a Driver is replaced by another Driver, the competitor is responsible that the new Driver signs the entry form.

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

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

12.2 Entry Confirmation

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

12.3 Entry Fees

12.3.1 Entry Fee Payment

The entry fees and any additional fees must be transferred in EUR to the account listed on www.992-endurance-cup.com. The name of the Event and the Team name must be included in the payment details.

12.3.2 Incomplete Entry Fee

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

12.3.3 Payment during Events

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

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

12.3.4 Reimbursement of Entry Fee

Entry fees will only be refunded in the following two cases:

- Refusal of the entry
- Withdrawal of the entry with foundation for a 'good reason' (at discretion of the Promoter) before the entry closing date

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

12.4 Provisional Entry List

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

12.5 Advertising and Promotion

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

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

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

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

The Promoter retains the right to enforce compulsory participation of Teams in promotional activities, including the use of the Car entered in the Event. Any Team that fails to take part in compulsory promotional activities, may be issued a grid penalty.

12.6 Responsibilities and Liability Renunciation of Competitors

Responsibility

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

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

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

Liability

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

- The host ASN, the membership organisations, the FIA, its Presidents, organs, managing directors, general secretaries.

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

Against:

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

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

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

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

Release from Claims of the Car's Owner

- If the competitor or the Driver is not themselves owner of the Race Car, they must ensure that the waiver, which is printed on the entry form, is signed by the Car owner.
- If the above-mentioned declaration was not signed by the Car owner, the competitor and Driver discharge all persons and posts mentioned in art. 12.6 of these regulations "Responsibilities and Liability Renunciation of Participants" from any claim by the Car owner, with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

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

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

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

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

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

12.6.1 General Data Protection Regulations (GDPR)

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

The latest privacy statement of the 992 Endurance Cup is valid.

13. Passes

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

14. Instructions and Communications

14.1 Official Notice Board

All communications will be published on the Official Notice Board. The Notice Board is digital via the [Creventic App](#).

14.2 Official Timing Screens

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

14.3 Radio Communications

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

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

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

15. Event Rules of Conduct

15.1 General

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

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

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

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

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

15.2 Paddock Space

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

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

The allocation of paddock spaces by the Promoter is binding.

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

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

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

15.3 General Safety

For all high-pressure compressors used to fill air bottles, the competitor must be able to show proof that maintenance by a relevant specialist company has been undertaken within the previous 24 months. All compressed air bottles and hoses must not be more than 10 years old at the time of use and they must show no signs of visible damage. All compressed air bottles must be protected from falling over at any time. Any attached pressure reducers, gauges or valves must be protected from releasing gas or breaking off should they fall over or be knocked or hit in any way. During the race session, air bottles may not be refilled in the pit lane or pit box.

16. Code of Driving Conduct

16.1 General

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

16.2 Behaviour on Track

An endurance Race is a special Event and requires fair conduct from all Drivers involved. Because there are many Drivers with varying levels of experience on track, all Drivers need to realise:

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

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

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

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

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

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

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

Drivers leaving the track must re-join the Race in a safe manner. Taking a short cut will result in a penalty at discretion of the Race Director.

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

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

16.3 Entrance to and Exit of the Pit Lane

See also ISC appendix L, Chapter IV, art. 4, 5 and 6.

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

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

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

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

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

17. Flag Signals, FCY and Safety Car

17.1 Flag Signals

The rescue services and Race Control are organised in compliance with the prescriptions of ISC appendix H. The Drivers must Carefully study these provisions, respect the signals and the instructions given by the officials. The flag signals do not release the Drivers from their obligation to avoid any endangering of other Drivers if they perceive a dangerous situation.

According ISC appendix H Art. 2.5.3, light panels may be used in supplement to flag signals. The light panels and other light signals used must be respected in the same way as the flag signals mentioned before. In case of conflicting signals being shown, the signal with the highest level of safety supersedes any other signal given.

The STS Driver Information Display (STS DID) (see Technical Regulations, art 2.10.6.3) displays the flag status and flags to the Driver in each Car. However, at any moment during the Event, the STS DID must be regarded as an informational tool only. The STS DID does not replace or overrule the official flags and light panels around the circuit. In any case, the official flags presented by marshals or displayed on light panels are valid.

17.2 FCY

To secure areas of danger or accidents, the Race Director can neutralize the Race by means of a Full Course Yellow Procedure (FCY).

17.2.1 Start of FCY

When the order is given to deploy the FCY, all marshal posts will simultaneously display yellow flags and "FCY" will be displayed on the light panels. From this moment overtaking is prohibited, except for reasons accepted as such by the Race Director.

At this moment, the Race Director starts a 10 second countdown which is announced on the DID. At the end of the countdown, all Cars must be at 80 km/h.

17.2.2 During FCY

During the FCY the speed limit on the track is 80 km/h. Any Car exceeding the FCY speed limit of 80 km/h can be penalised. The speed is calculated, based on the length of the relevant sector and the measured time between the loops of the sector. In addition, the GPS (data logger) signal can be used for determining the speed.

The Pit Lane entry and exit remain open, so competing Cars can enter the Pit Lane and re-enter the track. A Car re-joining the track during a FCY must respect the 80 km/h speed limit.

Each lap completed during a FCY will be counted as a Race lap.

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

17.2.3 End of FCY

All FCY will last a minimum of 7 minutes, to allow all competing Cars to complete a regular pit stop.

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

Alternatively, the FCY can transition into a Safety Car Procedure (see art. 17.3 of these Regulations).

17.3 Safety Car

17.3.1 Safety Car Deployment Window

The deployment of the Safety Car is at the discretion of the Race Director, however the following guidelines apply.

The Safety Car will not be deployed in the following cases:

- Within 15 minutes after the start of the race
- Within 30 minutes after a Safety Car restart
- Within 30 minutes before the end of the race

17.3.2 Start of Safety Car Deployment

When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and SC boards, "SC" will be displayed on the light panels, and the orange lights at the start/finish line will be illuminated, for the duration of the deployment. Teams will be informed with the message "Safety Car deployed".

The Safety Car will start from its designated location with its orange lights illuminated and will join the track regardless of where the overall race leader is. All competing Cars must then form up in line behind the Safety Car no more than five Car lengths apart.

Throughout the Safety Car deployment, all Cars not behind the Safety Car must proceed around the track as quickly as possible and consistent with safety until they join the line of Cars behind the Safety Car.

When the Safety Car lights are illuminated, all Cars must follow the Safety Car.

17.3.2.1 Safety Car after FCY

If the Race Director decides to initiate a Safety Car at the end of a FCY as described in art. 17.2.3 of these regulations, the Safety Car will join the track with its lights off until it reaches the overall race leader during the preceding FCY. At this moment, the FCY boards will be replaced with SC boards and the Safety Car procedure continues as described.

17.3.3 Pit Lane during Safety Car

Throughout the deployment of the Safety Car, the exit of the Pit Lane remains open, and is closed every time the Safety Car crosses Safety Car Line 1. After it has been closed, the exit of the Pit Lane is opened after the last Car behind the Safety Car in the main field crosses Safety Car Line 2.

Throughout the deployment of the Safety Car, the entry of the Pit Lane remains open.

17.3.4 Overtaking during Safety Car

Throughout the deployment of the Safety Car, overtaking is forbidden until the Cars reach the Control Line (Finish Line) after the Safety Car has returned to the pits, with the following exceptions:

- a) Any Car in between the Safety Car and the overall race leader may overtake according to art. 17.3.5 of these regulations;
- b) Any Car entering the Pit Lane may pass another Car or the Safety Car after it has crossed Safety Car Line 1;
- c) Any Car leaving the Pit Lane may be overtaken by another Car on the track before it crosses Safety Car Line 2;
- d) When the Safety Car is returning to Pit Lane, it may be overtaken by Cars on the track after it has crossed Safety Car Line 1;
- e) Any Car stopping in its designated garage area in the Pit Lane whilst the Safety Car is using the Pit Lane may be overtaken;
- f) If any Car slows with an obvious problem.

17.3.5 Overtaking Signal Given by the Safety Car

When ordered to do so by the Race Director, the observer in the Safety Car will use a green light to signal to any Cars in between it and the overall race leader that they should pass. These Cars will continue at reduced speed and without overtaking in accordance with art. 17.3.4 of these regulations until they join the line of Cars behind the Safety Car.

17.3.6 End of Safety Car Deployment

Once all Cars have caught up to the line behind the Safety Car and the incident has been cleared at the discretion of the Race Director, the Safety Car will be instructed by the Race Director to extinguish its orange lights. This will be the signal that it will be entering the Pit Lane at the end of that lap. Teams will be informed with the message "Safety Car in this lap".

At this point, the first Car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five Car lengths behind it. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the Safety Car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration, braking, or any other maneuver which is likely to endanger other Drivers or impede the restart.

As the Safety Car approaches the pit entry, the "SC" will be removed from the light panels, the yellow flags and SC boards at the marshal posts will be withdrawn, and replaced by a waved green flag and green lights at the Control Line only. These will be displayed until the last Car crossed the Control Line. The race resumes when the Safety Car has crossed Safety Car Line 1, however overtaking is not allowed until Cars have crossed the Control Line.

18. Incidents and Penalties

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

All penalties can be inflicted on the Team as defined in art. 9.1.4 of these regulations, which means not the individual Driver but the complete team.

The Race Director and Stewards can make exceptions on this.

18.1 Penalties Imposed by the Race Director

The following penalties may be imposed by the Race Director:

- a) Cancellation of any practice or Qualifying laps
- b) Cancellation of Race laps
- c) Disallowance of lap times in any session
- d) Time Penalty – a time added to the Team's final race result
- e) Drive Through Penalty – The Car must drive through the Pit Lane without stopping at its area in the pit lane
- f) Stop and Go Penalty – The Car must enter the Pit Lane, stop in the penalty area, and continue without stopping at its area in the pit lane
- g) Stop and Go Penalty with specified time – The Car must enter the Pit Lane, stop in the penalty area for the prescribed hold time, and continue without stopping at its area in the pit lane
- h) Lap Penalty – one or multiple laps are deducted from the Team's final race result
- i) Drop of grid position
- j) Drop of positions in the classification
- k) Warnings
- l) Any other penalties at discretion of the Race Director

18.2 Penalties Imposed by the Stewards

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

18.3 Penalty Notification

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

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

If presented digitally, it is mandatory for the Team Manager to confirm receipt of the penalty in the Creventic Portal as soon as possible. The moment of confirming receipt of the penalty is not related to the penalty deadline as described in art. 18.4.1 of these regulations.

18.4 Penalties

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

18.4.1 Penalty Deadline

From the moment the Team is notified of the penalty (drive through or stop and go) as described in art. 18.3 of these regulations, the Car may cross the Line on the track no more than twice before entering the Pit Lane to serve the issued penalty.

Unless the Car was already in Pit Lane to serve the penalty, penalties may not be served during FCY or Safety Car periods. The number of times the Car crosses the Line during FCY or Safety Car periods (including the time the Car crosses the Line during a Safety Car restart) will be added to the total amount of crossings allowed before the penalty must be served. At the end of a Safety Car Procedure, the Car must pass the Line on track before it is allowed to serve the penalty (Cars are not allowed to follow the Safety Car into the Pit Lane to serve a penalty).

18.4.2 Penalties issued during the final 10 minutes of the Race

If any of the penalties mentioned in art 18.1.e, 18.1.f, or 18.1.g of these regulations, are issued and notified during the final 10 minutes of the Race, and the penalty is not served by the Team, an additional and equivalent Time Penalty will be applied.

18.5 List of Penalties

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

Article	Infringement	Penalty	Conditions
18.5.1	Overtaking under a FCY / SC situation	Stop and Go Penalty 30 seconds	-
18.5.2	Speeding in the pit lane	Drive Through Penalty	Speed is determined by RD
18.5.3	Driving too fast under a FCY situation	Drive Through Penalty	Speed is determined by RD
18.5.4	Overtaking under a yellow flag situation	Stop and Go Penalty 20 seconds	At discretion of the RD
18.5.5	Not respecting track limits during the race. Meaning 4 wheels over the white line.	After five times: Warning (on timing screen) Every next five times: Drive Through Penalty	In the same turn Penalty at discretion of the RD Totals will be reset after six hours
18.5.6	Not respecting track limits during qualifying. Meaning 4 wheels over the white line.	Every infringement: Lap time will be disallowed	At discretion of the RD
18.5.7	Taking a short cut	Penalty in accordance with article 18.1 of these regulations	At discretion of the RD
18.5.8	Finishing the race in the pit lane	Time penalty: 20 seconds	At discretion of the RD
18.5.9	Exceeding the maximum driving time (stint time or continuous driving time)	Stop and Go Penalty 30 seconds for every 10 minutes or part thereof beyond the maximum driving time	For the maximum driving time definition, see article 11 of these regulations
18.5.10	Exceeding the total maximum driving time of the Gold/Platinum Driver(s)	One lap deducted from the total number of laps for every 10 minutes or part thereof beyond the maximum driving time	For the specific driving time requirements, see article 11 of these regulations

Article	Infringement	Penalty	Conditions
18.5.11	Exceeding the total maximum driving time of the Silver Driver(s)	One lap deducted from the total number of laps for every 20 minutes or part thereof beyond the maximum driving time.	For the specific driving time requirements, see article 11 of these regulations
18.5.12	Not fulfilling the minimum driving time requirements of the Bronze Driver(s)	One lap deducted from the total number of laps for every 30 minutes or part thereof below the minimum driving time.	For the specific driving time requirements, see article 11 of these regulations
18.5.13	Not applying Driver-ID switch correctly, but report to Secretary of the Event within 20 minutes	No penalty if conditions are respected.	Change to correct Driver-ID setting is mandatory. Always report to Secretary of the Event with Yellow Pit cCrd.
18.5.14	Not applying Driver-ID switch correctly, but report to Secretary of the Event after 20 minutes	Drive Through Penalty	Change to correct Driver-ID setting is mandatory. Always report to Secretary of the Event with Yellow Pit Card.
18.5.15	Not applying Driver-ID switch correctly, not reported to Secretary of the Event	Stop and Go Penalty 30 seconds	-
18.5.16	(Small) Technical deviations (e.g., weight of the Car, Car ride height, etc.), with reference to the technical regulations	Penalty equivalent to at least twice of the advantage the team has gained	Time gained is determined by RD
18.5.17	Not respecting the minimum refuelling time	Stop and Go Penalty xx seconds	At discretion of the RD See also article 28.3 of these regulations xx seconds relative to actual difference
18.5.18	Missing the Official Briefing (Drivers or Team Managers)	Penalty in accordance with article 18.1 of these regulations	At discretion of the RD
18.5.19	Driving Car into or out of pit box under its own power and/or momentum	Drive Through Penalty	See also article 27.3 of these regulations
18.5.20	Working with more than 4 people on the Car	Drive Through Penalty	See also article 27.4 of these regulations
18.5.21	Not respecting pit stop regulations	Drive Through Penalty	At discretion of the RD
18.5.22	Not respecting or violating the branding requirements	Penalty in accordance with article 18.1 of these regulations	At discretion of the RD
18.5.23	Any other infringement noted by the Race Director	Penalty in accordance with article 18.1 of these regulations	At discretion of the RD
18.5.24	Not respecting flag signals	Stop and Go Penalty	At discretion of the RD
18.5.25	Not activating Lumirank refuelling timer	Stop and Go Penalty 30 seconds	At discretion of the RD See also article 28.3 of these regulations
18.5.26	Race: Driver in the Car after sunset not nominated	Drive Through Penalty	See also article 29.3 of these regulations

Article	Infringement	Penalty	Conditions
18.5.27	Race: Driver in the Car after sunset did not participate in Night Practice	Stop and Go Penalty 30 seconds	See also article 29.3 of these regulations
18.5.28	1 to 4 qualifying tyres (1 set) not used during the Race	Drive Through Penalty	
18.5.29	5 to 8 qualifying tyres (2 sets) not used during the Race	Stop and Go Penalty 20 seconds	
18.5.30	9 to 12 qualifying tyres (3 sets) not used during the Race	Stop and Go penalty 40 seconds	

19. Protests and Appeals

19.1 Protests

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

19.2 Appeals

The appeal procedure is governed by the provisions of Article 15 of the International Sporting Code. The appeal deposit will be defined in the Supplementary Regulations of the Event.

20. Administrative Checks

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

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

- Competitors' and all Drivers' valid license
- ASN authorisation for foreign competitors and Drivers

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

21. Briefings

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

The Briefing will be in English.

All Team Managers must attend the Team Managers Briefing.

All Drivers must attend the Drivers' Briefing.

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

22. Scrutineering

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

- Compliance with the Technical Regulations applicable for the Car acc. ISC appendix J
- All Technical Regulations 992 Endurance Cup, including Appendices and Bulletins
- The Car must not damage the image of automobile sports according to Promoter
- The Car must not damage the reputation of automobile sports relating to their presentation according to Promoter

22.1 Required Items at Scrutineering

Item	Compulsory	See	Remarks
Michelin RFID tags	Yes	Technical Regulations art. 2.7.11	Provided by Michelin
Race numbers and number panels	Yes	Technical Regulations art. 1.9	Provided by the Promoter
Compulsory advertising	Yes	Technical Regulations art. 1.9	Provided by the Promoter
Illuminated back panels behind left and right number panels	Yes	Technical Regulations art. 2.11.8	Can be purchased at the Promoter
Transponder with Driver-ID	Yes	Technical Regulations art. 2.10.4	Can be purchased at the timekeeper Transponder must be fitted according to Technical Regulations Appendix 3
LUMIRANK display (top corner front window passenger side)	Yes	Technical Regulations art. 2.10.6.1	Provided by the Promoter Compulsory deposit Must be fitted according to instructions
LUMIRANK refuelling timer button (right side rear window)	Yes	Technical Regulations art. 2.10.6.2	Provided by the Promoter Compulsory deposit Must be fitted according to instructions
STS Driver Information Display (on dashboard in Driver's view)	Yes	Technical Regulations art 2.10.6.3	Provided by the Promoter Compulsory deposit
Memory RLU Rugged USB	Yes	Technical Regulations art 2.10.3	Two USB required, labelled with start no. Can be purchased at the Promoter, Manthey or Genioma
MyLaps X2 RaceLink	Yes	Technical Regulations art 2.10.7	Can be purchased at the timekeeper
Roll cage certificate	Yes		
FIA-safety tank certificate	Yes		

22.2 Compulsory Advertising

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

- Competition number panels on the front doors, 56 cm x 56 cm, sponsor below, above, and on the left side of the race numbers
- Upper windscreen streamer, up to 20 cm high
- Upper rear window streamer, up to 20 cm high
- Front and rear registration plate area, 40 x 15 cm large
- Front left and right mudguards, 40 x 15 cm large
- Rear left and right mudguards, 40 x 15 cm large
- Left and right rear wing end plates, 41 x 17.5 cm large
- Tyre brand on each corner of the Car, 15 x 5 cm large
- Any other advertising published separately

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

22.3 Empty Fuel Tank

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

22.4 TC-Approved and Final Sticker

22.4.1 TC-Approved Sticker

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

22.4.2 Final Sticker

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

22.5 Repairs after Scrutineering

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

22.6 Dangerous Cars

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

22.7 Checks during the Event

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

22.8 Drivers' Equipment

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

22.8.1 Equipment Checks

For all Drivers:

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

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

22.8.2 Required Equipment

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

A Michelin badge and a 992 Endurance Cup badge, provided by the Promoter, are mandatory and must be placed on the upper chest area of the Driver's race suit as indicated in the Event Branding Requirements. Any logos, prints, badges or stickers from any other tyre brand on the Driver's equipment are prohibited. A financial compensation may be required by the Promoter from any Driver without a Michelin and/or 992 Endurance Cup badge on the upper chest area of their suit.

22.9 Ground Clearance

The ground clearance will be measured at an assigned, fixed location in the scrutineering area.

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

Any failure to comply with the minimum ground clearance may result in a penalty as described in article 18 of these regulations.

23. Weighing

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

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

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

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

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

See also art. 1.6 of the Technical Regulations.

24. Tyres

24.1 General

For the 992 Endurance Cup, Michelin, as title sponsor, will be the exclusive tyre supplier for the Event.

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

Michelin tyre prices and services are available on www.992-endurance-cup.com.

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

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 not permitted.

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

See also art. 2.7 of the Technical Regulations.

24.2 Tyre Service Provider

The tyre service provider is specified in the Supplementary Regulations for the Event.

24.3 Tyre Warmers

Tyre warmers are allowed for all Cars.

Tyre blankets may not be used in Pit Lane 10 minutes prior to the start of Qualifying and the Top 10 Shoot-out, during Qualifying and the Top 10 Shoot-out, and on the Start Grid.

24.4 Declaring Starting Tyres

Prior to the start of the Race, the Team Manager must declare in the Creventic app the starting tyres of the Car. This must be done by scanning the yellow FIA bar code. If the Car is starting the Race on wet tyres, this must also be declared by confirming in the Creventic app that the Car is starting on wet tyres.

25. Balance of Performance

This article is not applicable.

26. Pit Lane

26.1 Pit Boxes

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

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

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

26.2 General Pit Lane Regulations

Any persons who work in the working lane (for example media, officials, team members) are strongly recommended to wear fire retardant overalls of minimum standard FIA 8856-2000.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

26.3 Outside Assistance

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

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

27. Pit Stops

27.1 General

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

Pit stops must be carried out in the working lane.

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

27.2 Longer Repairs

Only longer repairs are allowed to be performed inside of the pit box at the discretion of Race Director.

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

- Driver change
- tyre change
- brake pads/discs change

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

27.3 Pit Stops

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

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

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

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

The engine of the Car must be stopped before the mechanics start working on the Car and must remain stopped until the work – including refuelling (see art. 28.2 of these regulations) – is finished during a pit stop.

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

All work on the Car with the exception of the driver change must be completed before refuelling is started (see art. 28.3 of these regulations).

Before refuelling is started, the team must have evacuated the working lane taking all equipment and parts with them behind the white line.

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

27.4 Pit Crew

Team members in the pit lane and on the pit wall must be in possession of the proper passes. All team members described in this article, excluding the Drivers, must wear flame retardant clothing meeting at minimum the following standards:

- Overalls, balaclava and socks: minimum FIA 8856-2000
- Gloves: minimum FIA 8856-2000 (except Driver Assist)

Team members in the working lane must wear closed footwear.

27.4.1 Mechanics

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

27.4.2 Driver Assist

- must wear green armband provided by Promoter
- maximum 1 team member per Car per pit stop
- may assist the Driver(s) exiting/entering the Car during a Driver change:
 - help fasten the seat belt
 - replace the drinks bottle and/or seat insert
 - connect the radio communication set
 - remove and affix the window net
 - adjust the mirrors
- may perform tasks of the Car Controller if not present
- may also clean the window(s) and lights of the Car

27.4.3 Car Controller

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

27.4.4 Driver Entering and Exiting the Car

- allowed only to assist the Driver exiting/entering the Car during a Driver change:
 - help fasten the seat belt
 - replace the drinks bottle and/or seat insert
 - connect the radio communication set
 - remove and affix the window net
 - adjust the mirrors
- may not undo or loosen safety belts or remove any item while entering the pit lane. Only when the Car has stopped at its designated place, may the Driver remove the safety harness and Race protection equipment.

27.4.5 Combined roles

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

27.5 Driver-ID Switch

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

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

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

27.6 Unsafe Release

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

28. Fuel and Fuelling

28.1 Fuel

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

Petrol will be standard commercial unleaded 98 fuel.

The maximum amount of fuel to be stored in each pit box per Car is 240 liters. The fuel must be stored near the door on the paddock side. Fuel may only be transported on the paddock whilst respecting the circuit fuel transportation requirements.

Whenever fuel is handled, the Competitor must ensure that appropriate safe precautions are taken. Any unsafe handling of fuel may be penalised.

28.2 General Refuelling Regulations

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

A team member must refuel the Car.

Whenever the refuelling probe is connected to the Car, the Car must be electrically earthed with an independent wire with the sole purpose to earth the Car. See art. 1.11.2 of the Technical Regulations for the required specification of the earthing.

During any refuelling operation, a team member must be on stand by at all times holding a fire extinguisher as described in art. 1.11.2 of the Technical Regulations. If the Car is being refuelled in the pit lane, this team member must remain behind the white line during refuelling and may only cross in case of emergency.

The engine must be stopped during refuelling, until the refuelling probe is disconnected from the Car.

Refuelling in the pit lane may only take place using the refuelling installation described in art. 1.11.4 of the Technical Regulations. A maximum of two refuelling installations may be placed in the pit lane per pit box. These installations must not move or be moved by any means during any sessions, except to allow a Car to be pushed into the pit box.

Cars may be refuelled using any refuelling installation of Teams managed by the same technical organisation and which has its race number on it. A Team must fixate on each refuelling installation the race numbers of all Cars eligible to refuel there. This includes all Cars entered on the same competitor licence, or Cars entered on different licences but run by the same technical management.

During refuelling in the pit lane, the hood of the Car must remain closed.

During refuelling in the pit lane, the Car must remain on its wheels and may not be raised on jacks or trolleys.

While the Car is being refuelled or the Team is performing a pit stop, the refuelling installation itself may not be refuelled.

28.3 Refuelling Procedure

Except during and in between the qualifying sessions, refuelling is allowed from the green light at the start of any session only in the working lane of the pit lane. During the Race, refuelling may only be carried out at the end of a pit stop. During and after refuelling, no further work may take place on the Car, with the following exceptions: any work related to the Driver change, and after the refuelling probe has been disconnected and the LUMIRANK refuelling timer has elapsed, the Car may be pushed back by 4 mechanics wearing yellow armbands to allow it to leave its pit area if it is obstructed by another Car.

The start of refuelling is defined as the moment, at which the button of the LUMIRANK refuelling timer (see art. 2.10.6.2 of the Technical Regulations) is pressed, and the countdown on the LUMIRANK display starts.

Before this moment, the pit stop as described in art. 27.3 of these regulations must be completed.

At the start of refuelling, all team members must be behind the white line, with the exception of the Car Controller, Driver Assist, "Dead Man" operator, and a single team member performing the following tasks:

- Earthing the Car
- Releasing the air jack connection
- Only after the Car has been earthed: activating the LUMIRANK refuelling timer

During any refuelling, the LUMIRANK refuelling timer must be activated and the Car may not leave its pit area until the countdown on the LUMIRANK display has elapsed.

Only after the refuelling timer has been activated, may the Fuel Attendant (see art. 28.4 of these regulations), start their refuelling activities.

28.4 Refuelling Crew

All team members described in this article must wear flame retardant clothing meeting at minimum the following standards:

- Overalls, balaclava and socks: minimum FIA 8856-2000
- Gloves: minimum FIA 8856-2000 (except Driver Assist)
- Fuel Attendant only: eye protection required

Team members refuelling the Car must wear closed footwear.

28.4.1 Fuel Attendant

- must wear yellow armband provided by Promoter
- maximum 1 team member per Car per pit stop
- may only cross the white line before refuelling has started to:
 - release the air jack connection
 - activate the LUMIRANK refuelling timer
 - earth the Car before the refuelling probe is connected to the Car
- may refuel the Car using the refuelling installation
 - may only pick up the fuel probe after the LUMIRANK refuelling timer has been activated
 - may only connect the refuelling probe when standing directly in front of the Car

28.4.2 Fire Attendant

- must wear yellow armband provided by Promoter
- minimum 1, maximum 2 team members per Car per pit stop
- may only cross the white line before refuelling has started to:
 - release the air jack connection
 - activate the LUMIRANK refuelling timer
 - earth the Car before the refuelling probe is connected to the Car
- must stand by with a fire extinguisher acc. art. 1.11.2 of the Technical Regulations

28.4.3 'Dead Man' Operator

- must wear yellow armband provided by the Promoter
- must control the 'dead man' valve of the refuelling installation

28.4.4 Car Controller

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

28.4.5 Driver Assist

- must wear green armband provided by Promoter
- maximum 1 team member per Car per pit stop
- may assist the Driver(s) exiting/entering the Car during a Driver change:
 - help fasten the seat belt
 - replace the drinks bottle and/or seat insert
 - connect the radio communication set
 - remove and affix the window net
 - adjust the mirrors
- may perform tasks of the Car Controller if not present
- ~~• may also clean the window(s) and lights of the Car~~

28.4.6 Combined roles

If the roles of Car Controller and Driver Assist are performed by the same person, this person must wear the armband for each of these roles performed by that person.

29. Practice and Testing

29.1 Testing Restrictions Prior to the Event

There are no testing restrictions prior to the Event.

29.2 Additional Private Test Sessions

Additional paid private test sessions may be authorised by the Promoter before certain Events. Any such optional paid private test sessions will be open to all Competitors but will not be mandatory. These sessions will not be considered as part of the 992 Endurance Cup Event.

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

The price per Car and the instruction for any such tests will be made available before the 992 Endurance Cup Event.

29.3 Practice

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

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

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

Only the Drivers driving in the Race after official sunset per the official event time schedule, must complete at least 2 timed laps during Night Practice. These Drivers must be nominated by the Team before midday (12 PM) on Saturday.

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

30. Qualifying and Top 10 Shoot-Out

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

Each subsequent Qualifying session must be entered by a different Driver of the competing Car. It is not permitted to participate with several Drivers in 1 session.

Following the first three Qualifying sessions, the top 10 Cars according to art. 30.8 of these regulations will take part in a top 10 shoot-out to determine the order of the top 10.

The free practice lap times and night practice lap times are not regarded as part of the Qualifying session. However, in case the Qualifying sessions have not taken place, the best lap per Car of the free practice session(s) will be taken to determine the starting grid.

30.1 Refuelling During Qualifying and Top 10 Shoot-out

It is not allowed to refuel during the entire duration of Qualifying, including the interval between sessions, except those teams who are taking part in the top 10 shoot-out. These teams may refuel in between the final Qualifying session and the top 10 shoot-out.

30.2 Tyre Changes During Qualifying and Top 10 Shoot-out

Each Qualifying session and the Top 10 Shoot-out must be driven on a different set of slick tyres, however only one set of slick tyres may be used in a single Qualifying session. For the avoidance of doubt: in case of a Red Flag during the Top 10 shoot-out, teams may change to a different set of tyres, as long as this is a different set to those used during the Qualifying sessions.

Every set of tyres used during Qualifying and the Top 10 Shoot-out must be used in the Race on the same Car before there are 2 hours of the Race remaining. In case of a Red Flag during the Top 10 Shoot-out, only the set of tyres that was used to complete the timed lap must be used in the Race.

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

30.2.1 Wet Qualifying and Top 10 Shoot-out

It is allowed to change to any type of tyre (slick or wet) after the Race Director has declared a Qualifying session, the Top 10 shoot-out, or parts thereof as "WET". For the avoidance of doubt, a single set of wet tyres may be used for multiple Qualifying sessions and the Top 10 shoot-out.

30.3 Qualifying 1

Qualifying 1 must be joined by a Driver categorized as Bronze, except in the PRO Class.

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

30.4 Qualifying 2

Qualifying 2 must be joined by another Driver than the one who joined the previous Qualifying session (Q1).

The fastest timed lap set by the Driver in Qualifying 2 shall be considered as T2 for the average Qualifying time (AQT).

30.5 Qualifying 3

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

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

30.6 Average Qualifying Time (AQT)

The AQT is determined as follows:

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

30.7 Qualifying Status (QS)

The Qualifying status is divided in 4 categories:

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

30.8 Qualifying Result

The qualifying result of each competing Car will be determined as follows:

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

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

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

30.9 Top 10 Shoot-out

The top 10 classified Cars according to art. 30.8 of these regulations will qualify for the top 10 shoot-out. Any Driver may take part in the top 10 shoot-out.

30.9.1 Top 10 Shoot-out Procedure

At the start of the session all Cars taking part in the Top 10 shoot-out must be in their working area in the pit lane. A schedule will be published which includes a pit exit target time for each Car, at one-minute intervals. Each Car has ten seconds to cross the pit exit line, from five seconds before to five seconds after the published pit exit target time. Cars that leave the pit lane outside of this window, may be penalised at discretion of the Race Director.

The Cars must leave pit lane in reverse order of their classification according to art. 30.8.

Each Car will complete one out lap, one timed lap, and one in lap. Cars that cannot complete their timed lap or have their lap time cancelled, will be classified in the final position of the shoot-out. If this applies to multiple Cars, they will be classified in the shoot-out according to their relative classification according to art. 30.8 of these regulations.

On-track behaviour from Cars not on timed laps may not impede Cars that are on a timed lap. Any impeding may be penalised at the discretion of the Race Director.

In the case of unforeseen or undescribed circumstances, the Race Director may allow a Car to restart their timed lap.

30.9.2 Red Flag During Top 10 Shoot-out

In case of a Red Flag during the Top 10 shoot-out, the following will apply:

- All Cars on track must return to pit lane and stop in their working area, or, if they have completed their timed lap and have been selected to report to scrutineering, stop at the scrutineering garage.
- Cars which have not yet completed their timed lap, will be allowed to leave pit lane after the resumption of the session to complete their timed lap according to art. 30.9.1.
- For these Cars, refuelling in their working area is allowed. Tyres may be changed, but art. 30.2 must be respected. Driver changes are not allowed.
- When possible, a new restart time is published together with the number of the first Car to restart. The first Car to restart their session will have a pit exit target time of 1 minute after the restart time. All other Cars must calculate their pit exit target time based on the restart time, taking into account the one-minute intervals.

30.10 Top 10 Shoot-out Result and Start Grid Position

After the Top 10 shoot-out a (provisional) result will be published.

After the provisional results a final result, signed by the Stewards, will be published, as well as a starting grid. The Cars that took part in the Top 10 shoot-out will be placed in the first ten positions on the start grid, before any penalties are applied. The Cars that did not take part in the Top 10 shoot-out will be placed according to the Qualifying result, according to art. 30.8 of these regulations.

If the Top 10 shoot-out cannot be completed, the Qualifying result according to art. 30.8 of these regulations will be used to determine the start grid order for all Cars.

31. Start Grid

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

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

The pit lane exit will be opened for a mandatory reconnaissance lap. It is allowed to complete multiple reconnaissance laps by driving through the pit lane. The pit lane exit closing time will be mentioned in the official briefing(s).

Any Car failing to leave pit lane before the pit lane exit is closed, will have to start the Race from the pit lane after the last Car has passed the exit of the pit lane and a green light at pit exit is given. Free grid positions on the start grid will not be occupied.

On the start grid it is not permitted to take and/or operate any tools that require a fixed source of electricity by means of an electric cable from outside the grid to the starting grid. In addition, a generator is NOT permitted on the start grid. Tyre changes are allowed on the start grid prior to the 3 minute board (see art. 32.2 of these Regulations).

32. Start Procedure

32.1 Starting Mode

The starting mode will be a rolling start.

32.2 Start Procedure

The following boards will be shown to the competitors:

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

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

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

32.3 Definition of Start and Finish Line

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

32.4 Formation Lap

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

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

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

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

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

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

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

32.4.1 Cars Starting from Pit Lane

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

32.5 Start of the Race

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

If a problem arises during the start, the red Light will not be switched off and yellow lights will flash at the start/finish line. The Race Director will decide upon either extra formation lap(s), FCY or red flag (see art. 33 of these regulations).

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

32.6 False Starts

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

33. Suspension of a Session

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

33.1 Red Flag during Practice or Qualifying (clock will stop)

All Drivers must reduce the speed of their Car, may not overtake other Cars, and must proceed to the pits with extreme caution. Pit exit will be closed. Working on the Cars is permitted in the working lane. Refuelling is permitted during practice, but according art. 30.1 of these regulations during qualifying refuelling is not permitted.

33.2 Red Flag during Race (clock will not be stopped)

33.2.1 General Provisions and Conduct to Adopt

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

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

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

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

33.2.2 Cars Needing Assistance to Join Pit Lane

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

33.2.3 While the Race is Suspended

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

33.2.4 Interventions Allowed on the Cars

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

The Race Director may decide to allow teams to:

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

33.3 Resuming a Suspended Race

33.3.1 General Provisions

The delay for resuming the Race will be as short as possible and, as soon as a resumption time is known, the teams will be informed via the timing monitors in the pits. In any case, an audible warning will be given ten minutes prior to resumption.

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

33.3.2 Procedure Concerning Cars in the Fast Lane

From the 10-minute board, the Driver and Driver assist wearing the appropriate armband, will be allowed to access the fast lane to carry out exclusively the following tasks:

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

Any other work on the Car is not permitted. Exceptions will only be given at the discretion of a Scrutineer and Race Director, see art. 33.2.4 of these regulations.

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

33.3.3 Restart Order After a Suspended Race

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

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

33.3.4 Procedure Concerning all Cars at the Resumption of the Race

- When the 1-minute signal is shown, engines should be started, and all team personnel must leave the fast lane. If any Driver needs assistance after the 30 second signal, he must raise his arm and, when the remainder of the Cars able to do so have left the pit lane, marshals will be instructed to push the Car into the working lane. In this case, marshals with yellow flags will stand beside any Car concerned to warn Drivers behind. Drivers may leave the fast lane in order to pass any Car unable to leave the pit lane.
- When the pit exit light is switched to green, the Safety Car will leave the pit lane, followed by all the Cars in the order in which they have been lined up and they will follow the Safety Car in a single line.
- Pit exit will then be closed.
- Any Driver whose Car has been pushed from the fast lane has to wait until pit lane opens again.
- Overtaking behind the Safety Car is only permitted, in the following cases:
 - During the first lap behind the Safety Car only, any Driver who is delayed when leaving his position in the fast lane may overtake to re-establish his original starting position provided he does so before he crosses the Safety Car Line 1. Should he fail to do so he must re-enter the pit lane and may only rejoin the Race once the whole field has passed the pit exit.
 - Drivers may leave the fast lane to overtake any Car delayed when leaving its position in the fast lane.

- Entering the pit lane is solely possible for:
 - performing refuelling of the Car. Penalty for refuelling the Car at this moment is a Stop and Go Penalty 30 seconds.
 - a Car disabled as the result of on an incident, flat or deflating tyre (not flat spot) or similar mechanical handicap (at discretion of the Race Director) to receive assistance only to remedy the immediate concern. Competing Cars may only re-join the track when the pit exit light is green. Any tyre change due to aforementioned reasons must be announced to the Race Director. The replaced tyre must remain in the team's pit box for scrutineering. After approval from a scrutineer, the tyre can be removed from the pit box by the team.
- As the Safety Car is approaching the pit entry and as the Overall Leader approaches the Line the yellow flags will be withdrawn and a green flag will be displayed at the Control Line, the Race restarts and overtaking is not allowed before the Control Line.
- After the Safety Car has completed 1 lap, after the last Car on track has crossed Safety Car Line 2, the pit exit will open.

33.3.5 Procedure Concerning Cars that were not in the Fast Lane

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

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

33.3.6 Race Cannot Be Resumed

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

34. Finish of the Race

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

Any Driver stopping his Car or proceeding at walking speed to wait for the end-of-Race signal so that they obstruct others will receive a penalty at discretion of the Race Director.

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

Speed must immediately be reduced. Any offence will lead to a penalty at discretion of the Race Director.

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

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

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

35. Podiums

The provisional prize giving for the top 3 overall winners and the top 3 of the PRO/AM, AM-S, and AM-B Classes will take place immediately after the Race end on the prize giving podium.

Please note, there will be no separate podium for the PRO Class.

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

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

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

36. Parc Fermé

The Parc Fermé location at the end of the Race will be announced in the briefing(s) and/or the Supplementary Regulations of the Event.

All competitors must follow the special instructions to bring their Cars to the Parc Fermé where they will remain until the Stewards order their release.

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

Drivers need to leave the Parc Fermé area immediately.

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

37. Intervention Break

This article is not applicable.

38. Classification

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

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

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

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