

25 & 26 september 2026



Competition Department

Pôle Sport Automobile
AD / FD
01 44 30 28 66

Paris, 28 July 2026

FFSA organising licence number: 610



Administrative Organiser: ASA Anneau du Rhin

Technical and Commercial Organiser: SARL 500 Nocturnes

Any matters not covered by these specific regulations shall be governed by the International Sporting Code, the FFSA's General Regulations, the standard regulations for 'asphalt' circuits, or the provisions set out in the specific regulations for each discipline. ASA ANNEAU DU RHIN

ARTICLE 1P. ORGANISATIONS

1.1P. OFFICIALS

Panel of Stewards:

Chair: Mr Jean WAMBACH — FFSA Licence No. 3030

Members: Ms Danielle HARTL (FFSA Licence No. 27116); Mr Marc ANTOINE (FFSA Licence No. 315699)

Event Secretary: Ms Valérie DE BACKER — RACB Licence No. 1991

Event Coordinator: Mr Joshua REIBEL — FFSA Licence No. 183292

Race Director: Mr Laurent VOOGT — RACB Licence No. 1426

Technical Steward:

Voici la traduction du document en anglais et en allemand.

English

Mr. HAEFFELIN Daniel — FFSA Licence No. 12679

Mr. DIPPERT Raphael (Chief Safety Officer) — FFSA Licence No. 33491

Mr. PIAI Michael — FFSA Licence No. 50135

Safety Car: Mr. TOUTAIN Robert — FFSA Licence No. 170545

Chief Medical Officer: Mr. MACHER Jean-Michel — FFSA Licence No. 159627

Stewards responsible for relations with competitors: Mr. TBA — FFSA Licence No. (TBA)

- Identification: Dedicated tabards "CRAC"

Timing: RIS TIMING — Mr. GOBLET Michael — RACB Licence No. 2375

Ambulances: Ambulances Anneau du Rhin

Extrication: ESC

All track and pit marshals are appointed judges of fact.

1.2P. TIMETABLE (BY CATEGORY) in accordance with Article 6.1.2 of the standard regulations.

Detailed timetable attached.

1.3P. SCRUTINEERING / CHECKS (BY CATEGORY)

Administrative checks: Schedule attached

Location: Organisation chalet. Mandatory attendance for drivers.

Note: Foreign drivers must hold an authorization letter from their ASN (National Sporting Authority) allowing them to participate.

Technical scrutineering: Schedule attached

Location: Pitlane garages and series paddock.

ARTICLE 2P. INSURANCE

In accordance with the provisions of Articles R331-30 and A331-32 of the French Sports Code.

ARTICLE 3P. COMPETITORS AND DRIVERS

3.1P. ENTRIES (BY CATEGORY)

Entry conditions:

Entry forms received until Monday, September 21, 2026 at midnight deadline (postmark serving as proof, subject to available spots), at the address:

500 NOCTURNES – Attention: Ivan LOSSOUARN – 10 Grand Rue – 68280 LOGELHEIM

E-mail: ivan@500nocturnes.com — Tel: +33 (0)7.50.31.12.60

Website: www.500nocturnes.com

The entry form must be accompanied by full payment including VAT (entry fee, deposit, options).

Limited spots: first come, first served.

Categories:

1 endurance race of 180 minutes, with refueling

2 Sprint races of 30 minutes reserved for Touring cars max 1999 cc

Licence:

FFSA licence (minimum "Regional" level), or from an ASN, or a single-event permit ("titre de participation - régional circuit") to be purchased on-site on the day.

In the case of a single-event permit, an additional €100 "sympathizer" membership fee will be charged for ASA ANNEAU DU RHIN membership fees.

Technical Passport or Homologation Papers: driver competitors must hold a technical passport and a homologation form for the car.

Maximum number of participants: the maximum number of cars allowed on the starting grid is limited to:

Endurance: 56 competition cars maximum, 67 maximum allowed for practice.

Sprint: 44 competition cars maximum, 54 maximum allowed for practice.

CREWS:

Endurance:

Crew composition: Crews will be classified into 2 categories:

The "Pro-Am" crews (at least two drivers, at least 1 "Pro" driver and 1 "Am" driver)

The "Am" crews (100% amateur crew)

It may comprise a number of drivers ranging from: 1 to 3 drivers maximum; only amateur drivers may enter solo (crews wishing to enter 4 drivers must send a request to the organization).

All drivers in the crew regularly registered on a car must complete at least one stint of 30 minutes over the total race time.

The penalty for non-compliance with this rule will be decided by Race Control.

Sprint: Two drivers per touring car.

Entry fees amount: The amount of the entry fee varies according to the selected category: by invitation.

Endurance: Entry fees set at €1,500 excl. VAT (€1,800 incl. VAT) including a garage in the pit lane.

Sprint: Entry fees set at €500 excl. VAT (€600 incl. VAT) including a garage in the pit lane.

No refunds will be issued if the team does not participate in the race.

Garages:

For TOURING cars: for each car, 1 garage (7.00 m x 4.00 m), 1 truck parking space (17 m x 3.5 m) behind the garage, unlimited car parking spaces in the external P2 parking lot.

For GT cars: for each car, 1.5 garages (7.00 m x 4.00 m), 1.5 truck parking spaces (17 m x 3.5 m) behind the garage, unlimited car parking spaces in the external P2 parking lot.

Accreditations: Entry includes 1 "driver" wristband per driver and 3 "guest" wristbands per driver + 5 "mechanic" wristbands per entered car.

Entry acceptance conditions:

The 500 NOCTURNES and support races event is limited to a maximum of 43 participants, GT and TOURING categories combined. In the event of entry requests exceeding 30, the first 33 entries received will be registered, and unsuccessful candidates (having sent their entry too late) will be placed on the reserve list in order of arrival, and will be contacted in case of a withdrawal by one of the 33 entered competitors.

The promoter will establish the entry lists based on its own criteria and will determine the participation of a car in either the 500 Nocturnes or the Sprint support races attached to the 500 Nocturnes. Competitors must demonstrate fair play and sportsmanship, and cooperate with the organizer in all requested promotional activities (e.g., autograph sessions, garage visits, or public driver presentations). Any action or remark damaging the image of the event, the organizers, or event partners will result in the responsible competitor being excluded from the competition.

ARTICLE 4P. CARS AND EQUIPMENT

The Event is open to the following categories. The 500 NOCTURNES race is open to cars homologated and holding a technical passport and FFSA / ASN or FIA homologation papers.

Cars are accepted in the "GT, CUP" and "TOURING" categories.

In each category, cars will be divided into 5 classes based on their performance level.

Proto: LMP3 or similar following the circuit homologation regulations.

GT: Homologated GT cars complying with their technical passport and cars admitted in the GT category in the Coupe de France des Circuits. BOP will apply.

CUP: Cars originating from one-make cups and complying with their technical regulations.

TOURING: Cars complying with their respective regulations.

Open-wheel cars are not permitted to track alongside cars with covered wheels (fenders).

Class definition:

Cars will be divided into the following capacity groups (engine capacity corrected using the FIA 1.7 coefficient for turbo engines):

Class 1: cars with an engine capacity lower than or equal to 1,999 cc

Class 2: cars with an engine capacity between 2,000 and 2,999 cc

Class 3: cars with an engine capacity between 3,000 and 3,999 cc

Class 4: cars with an engine capacity between 4,000 and 4,999 cc

Class 5: cars with an engine capacity greater than or equal to 5,000 cc

The composition of categories will comply with the weight matrix set out in Article II-A11.1.1 of the RTS Circuits Asphaltes (Asphalt Circuit Technical and Safety Regulations).

Open-top cars must be equipped at the top of the roll cage with a Green LED bar to ensure visibility. This self-adhesive LED bar must face rearwards to be visible to cars following behind.

4.2. Fuel – Tires – Equipment

Fuel: Commercial fuel, 98 RON maximum. No fuel supply provided on-site: each team will handle its own fuel procurement and storage in compliance with FFSA regulations.

Safety rules regarding refueling are detailed in the Supplementary Appendix.

Timing: Cars must imperatively be equipped with a transponder. Transponder rental on-site is available through the timing team. Transponders must imperatively be returned during the final parc fermé.

Exhaust: Complying with FFSA regulations according to the original regulations of the one-make cup from which the car originates.

Lighting: Front and rear lighting is mandatory and must be of good quality (as this is an event featuring night races). The quality of lighting and mounting strength are subject to the Technical Delegate's discretion.

During the event, in case of failing lights, Race Control reserves the right to stop the non-compliant car at any moment: it may only re-join the track once repairs are completed. Additional driving lights are authorized (and strongly recommended). A maximum of eight headlights is authorized per car, noting that 4 LEDs count as one headlight.

Tires: Brand free, unlimited quantity.

Organizer advertising: Bodywork locations are specified in Article 5 and Appendix 2.

ARTICLE 5P. ADVERTISING

Application of General Prescriptions. Any commercial or advertising activity is prohibited during the event without express authorization from the organizer. The organizer reserves certain bodywork areas on the front doors of the car for race numbers and event partners' advertising. These spaces will follow the FFSA format of 500 mm in height and 700 mm in length. A precise layout example is provided in Appendix 2.

ARTICLE 6P. VENUE AND INFRASTRUCTURE

The event will take place on the C1 layout of the ANNEAU DU RHIN circuit, which holds track license No. 19, Grade 4 National, valid until 10/09/2027. The track must imperatively be driven in a clockwise direction.

Circuit length: 3,621 meters

Starting grid: FIA (1-1 staggered) – Solely for the Grid Walk formation – Rolling start.

Pole position side: Left

Number of cars allowed in practice: 43 / in race: 43

Official notice board: In front of the technical scrutineering building

Briefing room: Main stage

Parc fermé: Starting grid

Fuel: No supply on-site

Tires: No supply on-site

ARTICLE 10P. AWARDS / PRIZES

The podium ceremony and trophy distribution will take place immediately after the races. All drivers must proceed to the podium immediately following the race. Trophies will be awarded for:

1st, 2nd, and 3rd overall finishing crews of the Endurance event (all categories / groups / classes combined).

Following the podium ceremony, these 3 crews will be imperatively required for press conference interviews.

1st, 2nd, and 3rd finishing crews in the Touring classification (all categories / groups / classes combined).

Following the podium ceremony, these 3 crews will be imperatively required for press conference interviews.

1st, 2nd, and 3rd finishing crews of the Sprint races.

Following the main podium ceremony, a second ceremony will take place for the presentation of the following trophies:

For each group: a trophy for the 1st, 2nd, and 3rd placing crew in the group.

ARTICLE 11P. TECHNICAL AND SAFETY RULES

11.1P. MARSHALS PROVIDED BY THE ORGANIZER

Number of track marshal posts: 15

Number of extinguishers per post, type and capacity: 3, 6 kg powder extinguishers.

Number of track marshals* during each session: 30

11.2P. MEDICAL SERVICES

In accordance with Article 2.2.1 of the medical regulations and Article IIA7 of the RTS.

The circuit is equipped with a permanent medical center.

The circuit is equipped with an intensive care unit.

Number of ambulances for competitors: 2

Will an ambulance be equipped with the necessary resuscitation equipment: Yes

Is an extrication team provided in compliance with the specifications: Yes

SUPPLEMENTARY APPENDIX(ES)

Detailed event timetable attached.

Number of pit stops: regardless of the number of drivers in the crew, the car must complete a mandatory minimum number of pit stops during the race.

Minimum of 2 stops, with the 2nd stop imperatively before the 165th minute of the race (Pit In impulse).

In the event of a pit stop shorter than the mandatory minimum duration, the penalty will be a Stop and Go equal to the missing duration. The mandatory minimum duration is set at:

3 minutes

Refueling: Fuel storage is strictly mandatory inside the team's truck, not inside the garage. The quantity of fuel authorized inside the garage is limited to the amount necessary for a single fill-up, no more. For safety reasons, fuel refueling operations must be carried out in accordance with the procedures of Article 7.5 of the standard FFSA circuit regulations. Refueling equipment must also comply with this article.

In summary:

The refueling team will consist of 2 people:

- the first, equipped with the refueling apparatus, assigned to fuel filling
- the second, equipped with an extinguisher, assigned to fire safety.

All members of the refueling team must imperatively wear fireproof clothing (gloves, balaclava, goggles, and overalls).

Refueling equipment must be compliant: 20-liter "dump cans" (biberons) or manual rotary pumps are authorized. FIA refueling "towers" are authorized, but any other non-FIA-homologated overhead system is prohibited.

For safety reasons, and solely as a safety measure, one to two additional persons may be authorized during the briefing by Race Control for venting or holding the fire extinguisher.

In case of breakdown: Any car unable to return to the pits under its own power (with the exception of cars stuck in gravel traps) will be considered a permanent retirement for the entire crew.

CLASSIFICATION:

The final classification will be established at the end of the race. It will become final only upon confirmation of the results by the Panel of Stewards, following the end of the parc fermé period and protest time limit.

ADDITIONAL INFORMATION:

Paddock

Tunnel: The paddock is accessible at all times to vehicles under 2.2 m in height via the small tunnel. However, this small tunnel is not accessible to trucks, vans, and vehicles with trailers: these vehicles can access the paddock only by crossing the track, either at night or during the designated "track crossing" breaks indicated in the timetable schedule in Appendix 1.

Security: The paddock is open to the public throughout the weekend (including overnight): a security guard is present, but each competitor remains responsible for their own equipment; the organization declines all responsibility in the event of theft.

Garages (Boxes): Should the demand exceed the number of available garages, garages will be allocated as a priority to teams participating in races requiring fuel refueling. Garage locations are also allocated based on teams having booked VIP lounges (so the team is located in the garage directly underneath their lounge). Teams must return the garages in the condition they were found, under penalty of disqualification. One key will be provided per garage against a deposit of 200 euros.

The organizer declines all responsibility in the event of theft and/or damage inside the garages.

Transponders: Transponders will be available for rental at a fee of 50 euros. These must imperatively be returned during the final parc fermé.

In the event of non-return, the team will be charged the sum of €350 (cost of the transponder).

All cars must be equipped with the MyLaps X2 RaceLink system; the rental fee for the system is €50 per car.

Cars must be equipped starting from the Friday evening private practice sessions.

Team Managers must collect the RaceLink system from Race Control at least two hours prior to the start of private practice.

Drivers must be equipped with a "Driver ID" identification chip linked to timing. This Driver ID will be available at the Timing office at a rental fee of €30 per driver.

A precise layout plan for competitors' trucks (and awnings) will be organized: competitors must strictly comply with it. If the spaces included in the entry are insufficient to accommodate all team infrastructure, competitors may, if necessary, rent additional "truck" spaces (see rates on the entry form).

Private car parking: Outside the spaces included in the entry, private car parking in the inner P1 paddock is subject to a fee (see rates on the entry form). These paid spaces are limited: first come, first served. For other private cars, vans, or motorhomes, the free P2 external parking lot located right outside the entrance will be reserved for them.

Catering / Hospitality: Competitors are permitted to cook for their own team; however, no outside caterer will be authorized other than the official event suppliers. Catering service orders must imperatively be placed no later than 15 days prior to the event date. Additionally, food stands will be available on-site with no reservation required. For obvious safety reasons, making open fires in the paddock area in any manner whatsoever (flamme-kueche / tarte flambée ovens, etc.) is strictly prohibited.

VENUE AND INFRASTRUCTURE

Track limits: The track is defined by the space between the two painted white lines. At all times, cars must keep at least 2 wheels fully on the track.

Muller Chicane: If the chicane is cut during qualifying practice, the lap time concerned will systematically be canceled. If the chicane is cut during the race, the driver may be penalized with a Stop & Go penalty.

Red flag line: In the event of a red flag, cars must stop in front of the red stoppage line located on track near the pit entry lane.

Pit lane zone: Speed in the pit lane is limited to 60 km/h. Refueling and other mechanical work must take place strictly in the pit area assigned to the competitor in front of their garage, without exceeding its boundaries. The stopping area for Stop & Go penalties will be located in front of Garage No. 1.

During a race start, no one is permitted on the pit wall except authorized officials and fire marshals carrying and wearing an appropriate pass.

Signaling area: Access to the pit wall for signaling is limited to a maximum of 2 people per team, who must imperatively wear the appropriate wristband and a high-visibility fluo-yellow vest (not provided).

MISCELLANEOUS INFORMATION

Race format:

1 single endurance race with a duration of 3h00 or 500 km, whichever limit is reached first.

2 Sprint races of 30 minutes reserved for Touring cars under 2000 cc.

START AND FINISH PROCEDURES:

Endurance Race Start:

Grid formation: Grid formation will be conducted by taking to the track for 1 lap. Cars will take their positions with full fuel tanks on the FIA 1-1 staggered grid. No refueling will be permitted on the grid. If a car is unable to participate in grid formation, it will start from the pit lane.

Grid Walk: Cars will remain displayed in their grid positions throughout the entire duration of the grid walk. No refueling will be permitted. Garage doors must imperatively remain closed during the evacuation of the pit lane.
Start Procedure: Following the evacuation of the grid walk, the final start procedure will begin:

5-minute board: Start of the countdown: drivers on board, no further work or intervention is allowed on the cars. Only one team member may remain beside the car, without tools and without an external battery pack.

3-minute board: Evacuation of the grid, with the exception of drivers and one team member per car.

1-minute board: Doors closed, evacuation of all team personnel, engines started.

Cars will set off for 1 reconnaissance lap. At the end of this reconnaissance lap, the rolling start of the event will be given at 20:15.

Finish: The chequered flag will be shown to the race leader as they cross the timing line. Following 1 cooldown lap, cars will park on the starting grid for parc fermé on the track (any intervention or work is strictly prohibited during the protest time limit).

Pit Stops:

To avoid rush and enhance safety, any pit stop, regardless of the reason, will have a mandatory minimum duration (measured from loop to loop) for any intervention whatsoever (driver change, refueling, tire change, mechanical work, etc.). The intervention crew will be strictly limited to a maximum of 2 people, wearing the mandatory refueling attire (see below) and appropriate wristbands. No other team member is allowed in the pit lane under penalty of a Stop & Go, except for the incoming second driver in the case of a driver change (no mechanical intervention will be permitted by them).

Safety Car: In the event of an intervention, as this is a night race, the Safety Car procedure will systematically be deployed to ensure track marshal safety. The execution of the Safety Car procedure will strictly comply with the standard asphalt circuit regulations.

At the end of the race, drivers must proceed immediately, without delay, to the podium ceremony area.

- Race Control / Team Communication via Discord: Race Control invites Team Managers to join the "500 Nocturnes 2025" channel on the Discord application. Teams not already on the application must request an invite link via email at: laurent.voogt@gmail.com
- Onboard Camera: Mandatory for all participants, with an axis and angle of view facing forward in the direction of the race. Race Control reserves the right to use video footage for investigation purposes for any incident.

PENALTY TABLE

Infractions	Aux essais	En course
Excès de vitesse dans la voie des stands (plus de 63km/h)	15 places sur la grille de départ	Stop & Go 1min + 1sec/ km/h sup.
Court-circuiter la piste avec avantage et track limits	Annulation du Chrono	Stop & Go
Dépassement sous drapeau jaune	Drive Through en course	1 tour de pénalité
Dépassement sous régime Voiture de Sécurité		1 tour de pénalité
Départ anticipé		Drive Through
Poussée d'une autre voiture	Convocation Direction de Course	Stop & Go X secondes
Mise en cause dans un contact ou collision	Convocation Direction de Course	Stop & Go X secondes
Non-respect de la procédure de départ pendant le tour de formation		Drive Through
Marche arrière sous force propre dans la voie des stands	150 €	Drive Through
Sens inverse dans la voie des stands	150 €	150 € + Drive Through
Poursuite après le drapeau à damier ou rouge	Drive Through en course	1 tour de pénalité
Pilotage anti-sportif ou agressif	Stop & Go X secondes en course	Stop & Go X secondes
Plus de trois tours sous drapeau noir ou sous drapeau noir à disque orange sans arrêt au stand **	Convocation Direction de Course	3 tours de pénalité + Convocation Direction course
Plus de quatre mécaniciens intervenant ensemble sur la voiture.	Convocation Direction de Course	Drive Through
Non-respect nombre d'arrêts		5 tours de pénalité
Non-respect du temps imposé par arrêt		Stop & Go "X Secondes
Intervention sur la voiture après le signal "5 minutes"		1 tour de pénalité
Travaux interdits lors d'un ravitaillement		Stop & Go "X secondes"
Lors d'une neutralisation et/ou une procédure de Voiture de Sécurité, dépassement avant d'être passé sous drapeau vert ou feu vert	Convocation Direction de Course	Drive Through
Feux AV et/ou AR ne fonctionnant pas	Drapeau noir à disque orange	Drapeau noir à disque orange
Comportement anti-sportif du pilote en dehors des essais et des courses lors de l'épreuve		Exclusion du pilote
Non-conformité technique après l'arrivée de la course		Décision Collège des Commissaires Sportifs
Transpondeur non rentré dans la ½ heure après l'arrivée		Prix du transpondeur
Conduite en état d'ivresse et/ou sous l'effet de drogue interdite par le code civil.	Disqualification du pilote	Disqualification de la voiture
Pilote: Equipement non-conforme en cours d'épreuve	De minimum 100€ à la disqualification du pilote au volant	De minimum 100€ à la disqualification du pilote au volant
Absence des mécaniciens lors d'un démontage	Départ fond de grille	3 tours de pénalité
Ravitaillement en essence dans une zone interdite	Drapeau noir	Drapeau noir

From the time the decision is displayed on the timing monitors or announced via any other official communication channel, the driver concerned may not cross the finish line on track more than three times before entering the pit lane. Drive-Through penalties are not subject to appeal.

If the infraction is committed three laps or fewer before the finish, making it impossible to comply with this requirement, a time penalty will be applied at the discretion of the Panel of Stewards.

From the time the decision is displayed on the timing monitors or announced via any other official communication channel, the decision shall take immediate effect.

APPENDIX: EVENT TIMETABLE SCHEDULE

FRIDAY, SEPTEMBER 25, 2026

09:00: Paddock opens

09:00 – 18:00: Welcome Center opening hours

10:00 – 21:00: Race Secretariat opening hours

14:00 – 16:00: Administrative scrutineering / checks

14:00 – 16:00: Technical scrutineering

18:00 – 18:55: Free Practice 1 – Touring Category

19:00 – 19:55: Free Practice 1 – GT Category

20:00 – 20:55: Free Practice 2 – Touring Category

21:00 – 21:55: Free Practice 2 – GT Category

SATURDAY, SEPTEMBER 26: PROGRAMME

MORNING

08:30 – 09:30: Administrative & technical scrutineering (if not completed the previous day)

09:30 – 09:50: Drivers' briefing

10:00 – 10:15: Qualifying – Sprint 1

10:30 – 11:30: Trackday

11:30 – 11:45: Qualifying – Sprint 2

AFTERNOON

12:00 – 12:30: Qualifying – GT

12:30 – 13:00: Sprint Race 1 – Touring

14:30 – 15:00: Sprint Race 2 – Touring

15:00 – 18:00: Entertainment & Partners Club

EVENING & START PROCEDURE

18:00 – 18:10: Grid formation – Pit Lane OPEN

18:10 – 19:00: GRID WALK – Public grid walk

18:55: 15-Minute board – (5 minutes before the end of Grid Walk)

19:00 – 19:05: End of Grid Walk

19:00: 10-Minute board – (5 minutes before grid evacuation)

19:05: 5-Minute board – Grid evacuation & end of authorized work

19:07: 3-Minute board – Grid in position

19:09: 1-Minute board – Engine start

19:10: START – GT RACE (Green flag / Formation lap)

22:10: FINISH – GT RACE (3-hour race)*