

SPORTING & TECHNICAL REGULATIONS: THE 500 NOCTURNES

ARTICLE 1. ENTRY CONDITIONS

1.1 Registration Modalities

To be accepted, the entry form must be accompanied by the full payment of the total amount including VAT (entry fee, security deposit, and options).

Allocation Rule: The number of entries is limited. Registration forms will be processed on a **first come, first served** basis.

1.2 Category and Race Format

- **Format:** 1 endurance race lasting 3h00 (180 minutes).
- **Specific Condition:** Night race with refueling.

1.3 Licensing and Event Passes

All competing drivers must hold:

- A FFSA licence (minimum "Regional" level) or an ASN licence.
- **OR** a "Regional Circuit" event pass (*titre de participation*) to be purchased on-site on the day of the event (Value: €65 at the FFSA rate).
 - *Note:* For event passes, an additional €10 "sympathizer" membership fee will be charged for joining the **A.S.A. ANNEAU DU RHIN**.

1.4 Technical Passport

Competitors must be in possession of the car's technical passport and official homologation papers.

1.5 Maximum Number of Participants

- **In the Race:** The maximum number of cars allowed on the starting grid is limited to **33 racing cars** (GT, CUP, and TOURISME categories combined).
- **In Practice/Qualifying:** A maximum of 67 cars are authorized to take part in practice sessions.
- **Reserve List Management:** If entries exceed 33, the first 33 valid entry forms received will be registered. Subsequent applicants will be placed on a reserve list in order of receipt and will be contacted in the event of a withdrawal.

1.6 Crew Composition

Crews will be classified into 2 categories:

- **"Pro-Am" Crews:** At least two drivers, including at least 1 "Pro" driver and 1 "Am" driver.
- **"Am" Crews:** Crews composed 100% of amateur drivers.

Number of Drivers: Each crew must consist of **1 to 3 drivers maximum**.

- *Exemption:* Teams wishing to enter 4 drivers must submit a written request to the organizers for approval.

1.7 Entry Fees and Credentials

- **Fee:** Fixed at **€1,500 excl. VAT (€1,800 incl. VAT)**, by invitation. This amount includes the allocation of a pit lane garage (box).
- **Credentials Included:** The entry fee includes 1 "driver" wristband per entered driver and 5 "mechanic" wristbands per entered vehicle.

1.8 Code of Conduct and Fair Play

Competitors must display sportsmanship and fair play at all times. They are required to cooperate with the organizer for all requested PR and communication activities (autograph sessions, garage tours, public driver introductions).

Sanction: Any action or language detrimental to the image of the event, the organizers, or event partners will result in the immediate disqualification of the competitor involved.

ARTICLE 4. CARS AND EQUIPMENT

4.1 Permitted Categories and Classes

The race is open to homologated cars holding a valid FFSA / ASN or FIA technical passport, divided into the following categories:

- **GT:** Cars homologated in GT conforming to their technical passport and cars admitted into the GT category of the *Coupe de France des Circuits*.
- **CUP:** Cars originating from one-make cups and conforming to their respective regulations.
- **TOURISME:** Touring cars conforming to their respective regulations.

Within each category, cars are split into **5 engine capacity classes** (capacities adjusted using the FIA 1.7 coefficient multiplier for turbocharged engines):

- **Class 1:** Engine capacity less than or equal to 1,999 cm³
- **Class 2:** Engine capacity between 2,000 and 2,999 cm³
- **Class 3:** Engine capacity between 3,000 and 3,999 cm³

- **Class 4:** Engine capacity between 4,000 and 4,999 cm³
- **Class 5:** Engine capacity greater than or equal to 5,000 cm³

4.2 Fuel, Tires, and Equipment

- **Fuel:** Commercial fuel, **maximum 98 RON**. No fuel supply is provided on-site. Each team is responsible for sourcing and storing their own fuel in compliance with FFSA safety regulations (see safety requirements in Article 11).
- **Tires:** Free brand choice, unlimited quantity. No on-site supply.
- **Timing:** Cars must be equipped with a transponder. On-site rental is available from the timekeeping team (Rate: €50). Transponders must be returned during the final *parc fermé*. Failure to return the unit will result in a €350 charge (value of the equipment) billed to the team.
- **Exhaust:** Must comply with FFSA regulations or the original regulations of the one-make cup from which the car originates.
- **Lighting (Night Race):** A high-quality, fully functional front and rear lighting system is mandatory. The mounting and effectiveness of the headlights are subject to the approval of the Scrutineer.
 - If a lighting failure occurs during the race, Race Control will stop the car. It will not be allowed back on track until repairs are completed.
 - Auxiliary headlights are permitted and highly recommended. **A maximum of 8 headlights is allowed per vehicle** (one 4-LED pod counts as 1 headlight).

ARTICLE 5. ADVERTISING

Compliance with the FFSA General Prescriptions is mandatory. Any commercial or promotional activity is strictly prohibited during the meeting without express authorization from the organizer.

The organizer reserves specific bodywork space on the front doors for race numbers and official partner branding. These areas comply with the FFSA format (500 mm high × 700 mm long). A precise layout plan is provided in **Appendix 2**.

ARTICLE 6. CIRCUIT AND INFRASTRUCTURE

The event takes place on the **ANNEAU DU RHIN** circuit, using the C1 configuration (holding a FIA/FFSA licence).

- **Track Direction:** Clockwise.
- **Track Length:** 3,621 meters.
- **Starting Grid:** FIA type (1-1 staggered) – Rolling start. Pole position location: Left side.

- **Official Notice Board:** Located in front of the technical scrutineering building.
- **Briefing Room:** Main stage.
- **Parc Fermé:** Located on the starting grid.

ARTICLE 10. AWARDS AND PODIUMS

The podium ceremony and trophy presentation will take place immediately after the race. All concerned drivers must proceed there without delay.

Trophies will be awarded to:

- The 1st, 2nd, and 3rd place crews in the **Overall Classification** of the Endurance event (all categories combined).
- The 1st, 2nd, and 3rd place crews in the **Tourisme Classification** (all classes combined).
 - *Obligation:* Following this first ceremony, these 6 crews will be required to attend the post-race press conference interviews.
- **Second Ceremony:** Trophies will be awarded to the 1st, 2nd, and 3rd place crews of **each individual group**.

ARTICLE 11. TECHNICAL AND SAFETY RULES

11.1 Track Personnel

- **Marshal Posts:** 15 posts distributed around the circuit.
- **Personnel Count:** 30 track marshals in total during each session.
- **Fire Extinguishers:** 3 dry-powder extinguishers (6 kg capacity) per post.

11.2 Medical Provisions

The medical setup complies with Article 2.2.1 of the medical regulations and Article II-A7 of the RTS. The circuit features a permanent medical center and an intensive care facility.

- **Ambulances:** 2 dedicated driver ambulances (equipped with resuscitation gear).
- **Extrication:** An extrication team is present in accordance with the official specifications.
- **Safety Car:** Due to the event being a night race, the *Safety Car* procedure will be systematically deployed in the event of an incident to protect track marshals, in compliance with standard regulations for asphalt circuits.

11.3 Refueling Procedure

- **Storage:** Fuel must be stored in the team's transport truck, never inside the pit garage. The amount tolerated inside the garage is strictly limited to the volume needed for a single pit-stop fill.
- **Safety:** Refueling operations must comply with Article 7.5 of the FFSA standard circuit regulations. Equipment must be homologated: 20-liter "biberon" fast-fill bottles, manual rotary pumps, and FIA-approved refueling towers are permitted. Any other suspended system not homologated by the FIA is strictly prohibited.
- **Required Personnel:** The refueling crew must consist of exactly **2 people** wearing complete fire-resistant gear (suit, gloves, balaclava, goggles):
 1. The first person handles the fuel delivery equipment.
 2. The second person stands ready with an extinguisher, dedicated solely to fire safety.
 - *Note:* For safety reasons, Race Control may authorize 1 or 2 additional people during the driver briefing specifically to assist in managing or clearing the fire extinguisher.

11.4 Track Breakdowns

Any vehicle that stops on track and cannot return to the pit lane under its own power (with the exception of cars safely towed out of gravel traps without major damage) will be classified as a **definitive retirement** for the entire crew.

11.5 Official Results

The final classification established at the end of the race will only become definitive once validated by the College of Stewards, following the expiration of the protest period and the *parc fermé* duration.

ADDITIONAL INFORMATION

Paddock & Infrastructure Management

- **Tunnel Access:** The paddock is permanently accessible to vehicles under 2.20 m in height via the small tunnel. Because this tunnel cannot accommodate trucks, vans, and trailers, these larger vehicles must perform a guided track crossing at specific times indicated in the schedule in **Appendix 1**.
- **Security:** The paddock is open to the public day and night. While a security guard provides general surveillance, each team remains solely responsible for their equipment. The organization declines all liability in the event of theft.
- **Garage (Box) Allocation:** If requests exceed the number of available garages, priority will be given to teams competing in races that require mid-race refueling. Garage

assignments will also align with teams that have booked a hospitality suite (the garage located directly underneath the suite).

- A key will be issued against a **€200 security deposit**.
- Garages must be returned in the exact state of cleanliness they were found, under penalty of disqualification. The organizer declines all responsibility for theft or damage within the garages.
- **Truck Logistics:** A mandatory layout plan for trucks and awnings must be followed. If additional space is required, optional "truck" parking spaces can be rented (rates listed on the entry form).
- **Personal Vehicle Parking:** Parking inside the inner paddock P1 is paid and limited (**first come, first served**). For all other private cars, vans, or motorhomes, the outer parking lot P2 is provided free of charge right next to the main entrance.

Catering and Hospitality

Teams are permitted to cook at their paddock slots. However, **no outside commercial caterers** are allowed other than the official event suppliers. Orders with the official caterer must be finalized at least 15 days before the event. Public food stalls will also be operating on-site without prior booking.

⚠ FIRE SAFETY RULE: It is strictly forbidden to light a fire of any kind within the paddock area (including tarte flambée wood-fired ovens, barbecues, etc.).

TRACK RULES AND SESSION PROCEDURES

Driving Standards and Track Limits

- **Track Boundaries:** The race track is defined by the two white painted lines. Cars must keep at least 2 wheels entirely on the track surface at all times.
- **Müller Chicane:** * *In Qualifying:* Any cutting or short-circuiting of the chicane will result in the systematic deletion of that lap time.
 - *In the Race:* Cutting the chicane may be penalized with a *Stop & Go* penalty.
- **Red Flag:** In the event of a red flag stoppage, cars must come to a complete stop before the red race-stop line located on the track near the pit entry lane.

Pit Lane and Signalling Zone

- **Speed Limit:** Restricted to **60 km/h** throughout the pit lane.
- **Pit Stops:** Refueling and mechanical work must take place exclusively within the pit space allocated to the competitor, in front of their assigned garage, without

overflowing onto neighboring slots. The penalty box for *Stop & Go* penalties is located in front of Garage No. 1.

- **Pit Wall Access:** During race starts, no one is permitted on the pit wall except for race officials and authorized fire marshals wearing their appropriate passes.
- **Signalling Wall:** Access is strictly limited to a **maximum of 2 people per team**, who must wear the designated wristband and a hi-vis fluorescent yellow safety vest (not supplied by the organizer).

Start and Finish Procedures

1. Grid Assembly and Grid Walk

- **Grid Assembly:** Cars perform 1 lap of the track to take up their positions on the FIA staggered grid (1-1 configuration). Cars must arrive on the grid with their fuel tanks full. Refueling on the grid is strictly prohibited. Any car failing to make the grid assembly time will start from the pit lane.
- **Grid Walk:** Cars remain stationed in place on the grid for the duration of the public grid walk animation. Refueling remains prohibited. Garage doors must be kept closed during the evacuation of the pit lane.

2. Final Start Procedure

Following the evacuation of the Grid Walk, the official countdown begins:

- **"15 Minutes" Board:** Drivers on board, all work on the cars must cease. Only one mechanic per car is permitted to remain on the grid, without tools or external slave batteries.
- **"3 Minutes" Board:** Complete evacuation of the grid, except for drivers and one team member.
- **"1 Minute" Board:** Doors closed, remaining team personnel clear the grid, engines start.
- **The Start:** Cars set off for 1 formation lap. At the end of this lap, the **rolling start** of the race will be given at **19:15**.

3. Finish Procedure

The checkered flag will be shown to the race leader as they cross the timing line. After 1 cool-down lap, all cars must park on the starting grid for post-race *parc fermé* conditions (no intervention allowed during the protest window). Drivers finishing on the podium must proceed immediately to the award ceremony stage.

Pit Stop Regulations

To ensure safety and eliminate rushed errors, **every pit stop (measured from pit-entry timing loop to pit-exit timing loop) is subject to a mandatory minimum pit-stop time**, regardless of the nature of the stop (driver change, refueling, tire changes, or mechanical adjustments).

- **Pit Lane Crew:** The working crew is limited to a **maximum of 2 people**, who must wear the mandatory fire-retardant attire and the appropriate wristband.
- **Sanction:** Any other team member standing in the pit lane will trigger a *Stop & Go* penalty. The only exception is the incoming driver (during a driver swap) who is allowed in the pit lane alongside the two mechanics but is strictly forbidden from performing any technical work on the car.

APPENDIX: PENALTIES TABLE

Infractions / Offenses	During Practice / Qualifying	During the Race
Pit lane speeding (over 63 km/h)	15-place grid penalty	Stop & Go 1 min + 1 sec / km/h over the limit
Short-cutting the track with an advantage / Track limits	Lap time deleted	Stop & Go
Overtaking under a yellow flag	Drive-Through during the session	1-lap penalty
Overtaking under Safety Car conditions	—	1-lap penalty
Jump start / False start	—	Drive-Through
Pushing another car	Summoned to Race Control	Stop & Go (X seconds)
Causing a contact or collision	Summoned to Race Control	Stop & Go (X seconds)
Failure to respect the start procedure during the formation lap	—	Drive-Through
Reversing under own power in the pit lane	€150 fine	Drive-Through
Driving the wrong way in the pit lane	€150 fine	€150 fine + Drive-Through

Infractions / Offenses	During Practice / Qualifying	During the Race
Continuing to drive hard after the checkered or red flag	Drive-Through during the session	1-lap penalty
Unsporting or aggressive driving	Stop & Go (X seconds) during the session	Stop & Go (X seconds)
More than three laps under a black flag or black flag with an orange disc without pitting	Summoned to Race Control	3-lap penalty + Summoned to Race Control
More than four mechanics working together on the car	Summoned to Race Control	Drive-Through
Failure to respect the mandatory number of pit stops	—	5-lap penalty
Failure to respect the minimum time imposed per pit stop	—	Stop & Go (X seconds)
Working on the car after the "5 minutes" signal	—	1-lap penalty
Prohibited work / repairs during refueling	—	Stop & Go (X seconds)
Overtaking during a full-course yellow / Safety Car period before crossing the green flag or green light	Summoned to Race Control	Drive-Through

Infractions / Offenses	During Practice / Qualifying	During the Race
Non-functional front and/or rear lights	Black flag with an orange disc	Black flag with an orange disc
Unsporting behavior by the driver outside of practice or race sessions during the event	—	Driver disqualification
Technical non-compliance found after the finish of the race	—	Decision by the College of Stewards
Transponder not returned within 30 minutes after the finish	—	Invoiced value of the transponder
Driving under the influence of alcohol and/or drugs prohibited by law	Driver disqualification	Vehicle disqualification
Driver: Non-compliant safety equipment during the event	Minimum €100 fine up to driver disqualification at the wheel	Minimum €100 fine up to driver disqualification at the wheel
Absence of mechanics during a recovery / towing operation	Back of the starting grid	3-lap penalty
Refueling in a prohibited area	Black flag	Black flag

Pit Entry Window: From the moment 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.

Late-Race Offenses: If the infraction is committed three laps or less before the end of the race, making compliance with the standard drive-through procedure impossible, a time penalty will be applied at the sole discretion of the College of Stewards.

Effective Timing: Decisions become effective immediately from the moment they are displayed on the timing monitors or announced via any other official communication channel.