



Sporting & Technical Regulations 24H SERIES powered by Hankook 2017

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Chapter I

Sporting Regulations

1. Introduction

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

24H SERIES is a series for basically 12hour and 24hour endurance races and offers a platform for amateur drivers and teams to do their hobby (racing for fun), with a wide variety of cars brands and models and based on simple but safe technical regulations. Although this 24H SERIES is basically for amateur drivers (AM), also semi- and even some professional drivers (PRO) are welcome. However the PRO-drivers have to adapt to 24H SERIES format and have to respect the amateur drivers on the track.

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

24H SERIES: Consist of several championships:

Champion of 24H SERIES:

- For teams, drivers, GT's, Touring, per class and overall.
- A ladies ranking
- A drivers rookies ranking for drivers under the age of 25.

Champion of the Continents (New for 2017).

- Best of all three continents; Europe, Asia (DUBAI) and North America (COTA USA).
- Championship for teams, drivers, GT's, Touring, per class and overall, ladies and rookies.

Teams and drivers can participate with a wide variety of cars, like Touring cars, silhouette cars and GT-cars. The 24H SERIES is not open for formula cars.

Drivers can participate with minimum an International D or -C-licence.

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

The 24H SERIES is registered as a FIA International Series

2. General

This document describes the Sporting & Technical Regulations for the above mentioned 24H SERIES endurance events. Additionally Supplementary Regulations will be published for each event.

Sporting Authority (parent ASN)

The parent ASN for the 24H SERIES is the KNAF (Knac Nationale Autosport Federatie).

KNAC Nationale Autosport Federatie

P.O. Box 274

2300 AG Leiden

The Netherlands

Sporting Authority (host ASN)

The host ASN will be published in the supplementary regulations.

3. Status of the Event

The 24H SERIES is registered as a FIA International Series

4. Promoter

4.1 Promoter – Postal Address

Creventic International DWC LLC

DWC Business Center

1st Floor Dubai World Central

Dubai Logistics City

PO Box 390667

Dubai, U.A.E.

4.2 Promoter – Contacts

Creventic BV

Gerrie Willems and Helen Roukens

Phone: +31 (0)485-471166

E-Mail: info@creventic.com

Internet: www.24HSERIES.com

4.3 Organisers

Creventic in cooperation with DNRT

Creventic

DNRT

PO Box 40

Joop den Uyllaan 107

6590 AA Gennep

3119 VJ Schiedam

The Netherlands

The Netherlands

The Promoter may assign another (e.g. local) organiser to be organiser or co-organiser.

The local Organiser must be an ASN approved Organiser which holds the necessary permit for the event.

4.4 Insurance

The promoter of the event has concluded a third party insurance, for all competitors, their personnel and drivers.

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

5. Conditions

5.1 General Conditions

The promoter reserves the right to amend the approved Sporting & Technical Regulations in agreement with the ASN.

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

In case of any dispute in connection with the organized events as described in these regulations, this will be subject to the exclusive jurisdiction of the Dutch Court, based in the Netherlands.

5.2 Specific Conditions

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

- FIA International Sporting Code (ISC) and its appendices
- KNAF Regulations: Autosport Jaarboek, Reglementen Sectie Autorensport
- The Supplementary Regulations of the Event
- Decisions and provisions published by the KNAF
- Decisions and provisions published by the host ASN
- Official bulletins for the 24H SERIES (KNAF)
- Official bulletins with BOP for the specific event (KNAF)
- Official Bulletins during the specific event (Stewards)

5.3 Circuit conditions

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

6. Organisation and officials

6.1 Organising Committee

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

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6.2 Officials

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

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

Other officials: See Supplementary Regulations of each event.

7. Calendar and Timetable

7.1 Provisional calendar 24H SERIES 2017*

12-13-14 January 2017	Hankook 24H DUBAI	Dubai Autodrome (UAE)
17-18 March 2017	Hankook 12H MUGELLO	Autodromo Internazionale del Mugello (Italy)
5-6-7 May 2017	Hankook 24H CIRCUIT PAUL RICARD	Circuit Paul Ricard (France)
Date TBA	Hankook 12H/24H (TBA)	Circuit TBA
30 June – 1 July 2017	Hankook 12H IMOLA	Autodromo Enzo e Dino Ferrari (Italy)
25-26-27 August 2017	Hankook 24H PORTIMAO	Autódromo Internacional do Algarve (Portugal)
9-10-11 November 2017	Hankook 24H COTA USA**	Circuit of the Americas (USA)

* Subject to changes, see article 5.1 of this chapter. For the actual calendar, visit www.24HSERIES.com

**The Hankook 24H COTA USA is NOT counting for the 24H SERIES championship. However, this race is the USA part of the Champion of the Continents.

7.2 Timetable:

See Supplementary Regulations of each event.



8.Competitors / Participants / Drivers / PRO / AM / Teams / Team managers

8.1 Competitors/Entrants

8.1.1 Competitors/Entrants

Any person or legal entity holding an International competitor/entrant or driver's licence.

Foreign competitors must submit the authorization of their ASN (see Art. 3.9.4 ISC 2016)

According to International Sporting Code (art. 9.1.2 of ISC 2016) if a team does not have a team entrant-competitor licence, the entrant-competitor will become the first driver in the entry form and entry list.

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

See article 38.6: Definition of a Team and Team name

8.1.2 Competitor/Team manager

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

The team manager of each team must be recognisable with a Team pass/ name batch. (This will be provided by the promoter)

The Competitor or the Team Manager must be available throughout the event.

Amongst others, the Competitor or Team Manager will be attributed the following tasks:

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

8.1.3 Change of drivers (during the event)

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

8.1.3.2 A change of driver during or after qualifying due to special circumstances must be requested to the race director in writing. At discretion of the race director, he can propose this driver change to the Stewards for approval. Each requested change must be accompanied by the applicable (amendment) fee.

8.2 Number of drivers per team

Each team of a car must be made up of **minimum 2** and **maximum 5 drivers**. **8.3 Maximum number of PRO drivers and Minimum number of AM drivers per team**

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

8.3.1 For all classes (except A6-AM):

Team composition:

- maximum 2 (two) PRO-drivers
- minimum 1 (one) AM-drivers
- apart from above requirements, the number of SEMI-PRO drivers is free

Referring to this objective the promoter reserves the right to amend this criteria at his discretion.

8.3.2 Team composition of class A6-AM:

For a team in class A6-AM or team in class A6 with AM-BOP, the following additional requirements are applicable:

- maximum 1 PRO-driver
- minimum 2 AM-drivers
- apart from above requirements, the number of SEMI-PRO drivers is free

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

- PRO: meets the requirements of level FIA Gold or FIA Platinum
- SEMI-PRO: meets the requirements of level FIA Silver
- AM: meets the requirements of level FIA Bronze, or not on FIA-list

The promoter will decide upon eventual waivers.

8.4 Specific driving time requirements for class A6

8.4.1

For class A6-PRO (or class A6 with PRO-BOP):

The PRO-drivers together are allowed to drive maximum 50% of the initial race duration.

So in case of only 1 (one) PRO-driver he or she is allowed to drive maximum 50% of the initial race duration.

The AM-driver(s) (all together) must drive minimum:

- 1 hours @ 12h race
- 2 hours @ 24h race

For driving time definition, see art. 30.3

Examples:

E.g. for a 12hour race, maximum driving time of the PRO-drivers together is 6 hours

and for a 24hour race, maximum driving time is 12hours.

This means for example for a 24hour race, the remaining drivers (AM or SEMI-PRO), must also drive approximately 12hours.

Example: At 24hour race. A6-PRO team with 2 PRO-drivers and (only) 1 AM-driver, the PRO-drivers are allowed to drive 12hours together, so in this case the AM-driver must drive approximately 12hours!

8.4.2

For class A6-AM (or class A6 with AM-BOP):

The PRO-driver is allowed to drive maximum 33,3% of the initial race duration.

The AM-drivers (all together) must drive minimum 50% of the initial race duration.

Apart from above requirements, there is NO minimum or maximum driving time requirements for the SEMI-PRO drivers.

Example:

E.g. for a 12hour race, maximum driving time for PRO-driver is 4 hours and for a 24hour race, maximum driving time of PRO-driver is 8 hours.

8.5 Drivers Eligibility

Drivers Eligibility

The minimum age for a driver is 16 year.

The events will be open for any driver (minimum age 18 years) holding a current and valid International licence (minimum grade D).

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

A National (EU) license is NOT valid.

All competitors must submit the authorization of their ASN (according Art. 3.9 ISC 2016).

Please note, that some ASN's mention this authorisation on the International licence.

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

8.5.1 Drivers with handicap

Drivers with a physical handicap are also welcome at the races.

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

8.8 Driver medical examination

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

9. Entries

9.1 Entries

9.1.1

The opening date and closing dates for both full-season as well as race by race entries will be published in the Supplementary Regulations of the specific event.

Entry applications must be submitted on the official entry form. The entry form including its appendices must be duly completed in order to be accepted. All required declarations, in particular concerning the technical modifications carried out on the race car, must be made.

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

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

9.1.4 The promoter reserves the right to reject an entry under specification of the reason.

9.1.5

Entries made by telephone are invalid and cannot be accepted. Only entries in written form are accepted.

9.1.6

All entries must be signed by the competitor (Team manager) and all drivers. If a driver is replaced by another driver, the competitor is responsible that the new driver signs the entry form before the administrative and clothing checks or that he/she has declared in writing that he/she fully accepts the prescriptions of the Regulations (art.5.2) and the renunciation of claims.

9.1.7

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

9.2 Entry Confirmation

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

10. Entry Fees, Additional Costs and Fees

10.1 Individual Entry fee reduced by the promoter's sponsors

10.1.1

The promoter has contracts with sponsors and/or tyre suppliers who contribute to the individual entry fees if an advertising space on the competition car is provided. See Article 13 for additional information about the obligatory advertising.

10.2 Additional costs and fees

10.2.1

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

10.2.2 Entry request for paddock space (e.g. for hospitality tents, mobile home, or service vehicle)

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

Despite an early written reservation, the allocation of spaces will be made on “first come first serve” basis according to available place and exclusively after the promoter approval. Participants cannot raise any claim on additional spaces or the admission of service vehicles with excessive dimensions.

Additional specifications in this context are published in Article 20 – Paddock Organisation.

10.3 Entry Fees, Additional Costs and Fees – Payment

10.3.1

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

Bank transfers are to be made as follows:

Creventic

Rabobank Land van Cuijk en Maasduinen, The Netherlands

Bank account: IBAN-number: NL82 RABO 0192 3133 98

Swift code: RABONL2UXXX

Do not forget to mention: “Name of Event or Country of the race and TEAM NAME” in the payment details.

10.3.2 Entry fee, incomplete

Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees including all additional costs and fees have not been paid completely are regarded null and void and will be returned to the sender – see also Article 9.1.2.

10.3.3 Payments during the event

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

For all those charges, which must be paid cash, an official bulletin will be published during the event, which nominates the equivalent in local currency.

10.4 Entry Fee – Reimbursement

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

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

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

11. Provisional Entry List

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

12. Entry Closing Date

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

13. Marketing, TV, Compulsory Advertising and Merchandising

13.1 Advertising / Promotion

Creventic as the promoter is the owner of all the advertising rights, TV rights, Internet rights, Merchandising rights and all other Intellectual Property rights regarding the event.

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

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

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

13.2 Compulsory advertising

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

- Competition number panels on the front doors and on the roof or front bonnet, 56 cm x 56 cm large, XXXXXX below the race numbers, XXXXX above and XXXX on the left side of the race numbers.
- Upper windscreen XXXXXX, up to 20 cm high
- Upper rear window XXXXXX, up to 20 cm high
- Front and rear registration plate area XXXXX, 40x10 cm large
- Front left and right mudguards XXXXX, 40 x 15 cm large
- Rear left and right mudguards XXXXX, 40 x 10cm large
- Any other advertising, published separately, see article 13.3.

13.3

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

14. Administrative Checks

14.1 Initial event checks

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

14.2

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

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



The logo features a stylized orange and white bird or flame-like graphic on the right. On the left, the letters 'KNAF' are displayed in a large, bold, grey font. Below this, the full name 'Knac Nationale Autosport Federatie' is written in a smaller, grey font within an orange rectangular border.

Knac Nationale Autosport Federatie

14.3 Drivers' equipment, clothing, helmets and Frontal Head Restraint (HANS) system

- a) Drivers' clothing is an important safety item at Creventic events. It is explicitly expressed that it is the responsibility of the entrant and/or drivers of having and wearing the obligatory drivers' equipment as indicated in these regulations throughout the event.
- b) For drivers of teams with no season entry, at every event the regular full clothing check at scrutineering is obligatory to pass scrutineering; no exceptions are allowed.
- c) For drivers of teams with a season entry, the following rules apply:
- On the first event of the entrant/driver a full clothing check, Frontal Head Restraint (HANS) and helmet will take place at scrutineering and is obligatory to pass scrutineering;
 - After passing the check; the helmet, Frontal Head Restraint (HANS) will be marked with a special sticker.
- ~~and all overalls will be marked with a label on a clearly visible location.~~
- The TEAM MANAGER is responsible to check and verify that all drivers that have passed full clothing scrutineering in a previous event having and wearing the obligatory drivers equipment in this event as indicated in the regulations; see also article 8.1;
 - The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (HANS) system must be logged/administrated on the control card. This administrative check is a responsibility of the TEAM MANAGER;
 - Each driver has to declare explicitly - by signature - that he/she is having and will be wearing the appropriate and obligatory drivers' equipment throughout the event.
- d) All articles of clothing can be checked by officials at all times during the event.
- e) The Race Director and the Organiser have the right to re-check all articles of clothing of each individual driver to determine it meets the requirements as indicated in the regulations.
- f) Any irregularity in the administration on the control card can be penalized at the discretion of the Race Director.
- g) Drivers' clothing is a primary safety item. Whenever a driver is not having or wearing the obligatory drivers' equipment he/she will be penalized at the discretion of the Race Director.

14.4

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

15. Scrutineering

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

- Compliance with the Sporting Regulations applicable for the car (Present Appendix J, FIA Prescriptions)
- All Technical Regulations 24H SERIES powered by Hankook, its Appendices and Bulletins
- The car must not damage the image of automobile sports according to promoter
- The car must not damage the reputation of automobile sports relating to their presentation according to promoter

15.1 Location

Scrutineering will take place in the scrutineering area/garage for the exact location see Supplementary Regulations.

15.2 Sticker lane

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

15.3 Required items at scrutineering

Overview of required items which need to be present/operational at scrutineering

Unless otherwise stated in the Supplementary Regulations of the specific event.

Item	Obligatory ?	See Sporting & Technical Regulations	Remarks
Start numbers	Yes	art. 4 Chapter II	Provided by Creventic
Compulsory advertising	Yes	art. 13	Provided by Creventic
Illuminated back panels (left and right door start numbers)	Yes	art. 3.8 Chapter II	Can be purchased at Creventic
Transponder with driver-ID	Yes	art. 4.6 Chapter II	Can be rented/purchased at Creventic
Led-Position display (SPAA05) (one left- and on right-side)	Yes	art. 4.8 Chapter II	Can be rented/purchased at Creventic
Data-logger (Evo4/Evo5) only for class A6, class SPX, and class TCR	Yes	art. 4.10 Chapter II	Can be rented/purchased at Memotec More info see entry-service-form
The roll cage certificate	Yes		Valid roll cage certificate (if applicable)
The FIA-safety tank certificate	Yes		FIA-safety tank certificate
Homologation papers	Yes		Homologation papers (if applicable)

15.4 Empty tank prior to scrutineering

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

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

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

15.5

All cars will receive a scrutineering sticker after having successfully passed scrutineering. This scrutineering-sticker must be placed at the lower left side of the front-windscreen. Any car failing to display the scrutineering sticker will not be admitted to practice or to race.

Admittance to free practice, qualifying and the race only applies after having received the final sticker. This sticker is received after all administrative checks and scrutineering has been completed.

15.6

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

15.7

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

15.8

Any car in the Event that is presenting a potential danger must be stopped for repairs at their garage. If the car is on track a 'Black flag with orange disc' is shown to the driver at start/finish line according FIA appendix H, 2.4.4.1.e The car may not rejoin without approval from the Race Director.

15.9

The organiser reserves the right to carry out technical checks at any time during the event, in particular in relation to the compliance of the race car with the Technical Regulations. The teams must give any kind of support (car pass or equivalent documents, data sheets, dates, competent team members, mechanics, tools, other necessary and useful material, etc.) to the organiser so that these checks may be carried out as quickly as possible

15.10

Ride Height (measuring location)

For cars/classes where it is applicable the Ride Height will be measured at an assigned (fixed) location in scrutineering building.

For all participants, to determine their reference Ride Height, the assigned location is available for teams.

Any failure to comply with the minimum ride height may result in the the penalties as described in art. 40 of this chapter.

15.11

Any car in the Event that is presenting a potential danger must be stopped for repairs at their garage. If the car is on track a 'Black flag with orange disc' is shown to the driver at start/finish line according FIA appendix H, 2.4.4.1.e The car may not re-join without approval from the Race Director.

16. Weighing and Weights

16.1

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

Weighing of the cars will be done at the available and assigned weight equipment (e.g. circuit weight equipment or Creventic weight equipment).

The weight measured (displayed) on this weight-scale is the applicable reference weight for the complete event.

For all participants, to determine their reference weight, the assigned weight equipment (weight-scale) is available for teams.

16.2

At all times during the event, the cars must comply with this minimum weight.

A tolerance of 2kg will be considered when determining the minimum weight. The weighing result is a decision by a judge of fact.

16.3

The cars may be weighted during practice, qualification and race.

This can be done on several different means, e.g. by sample, or per class or by the part of a class (e.g. Top X), Top X of overall, etc. at discretion and/or request of Race Director in consultation with chief scrutineer.

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

16.4

Any failure to comply with the minimum weight will be reported to the Race Director and will be penalized as described in art. 40 of this chapter.

17. Cars' Identification Marks and Personal Passes

17.1

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

17.2

Car passes will be issued to be admitted to the paddock

These passes must be affixed to the interior of the front windscreen.

The number of admitted team cars in form of motorbikes/ quads is restricted to 2 per team.

The vehicle passes issued for these vehicles must be clearly affixed to the motorbike/ quad.

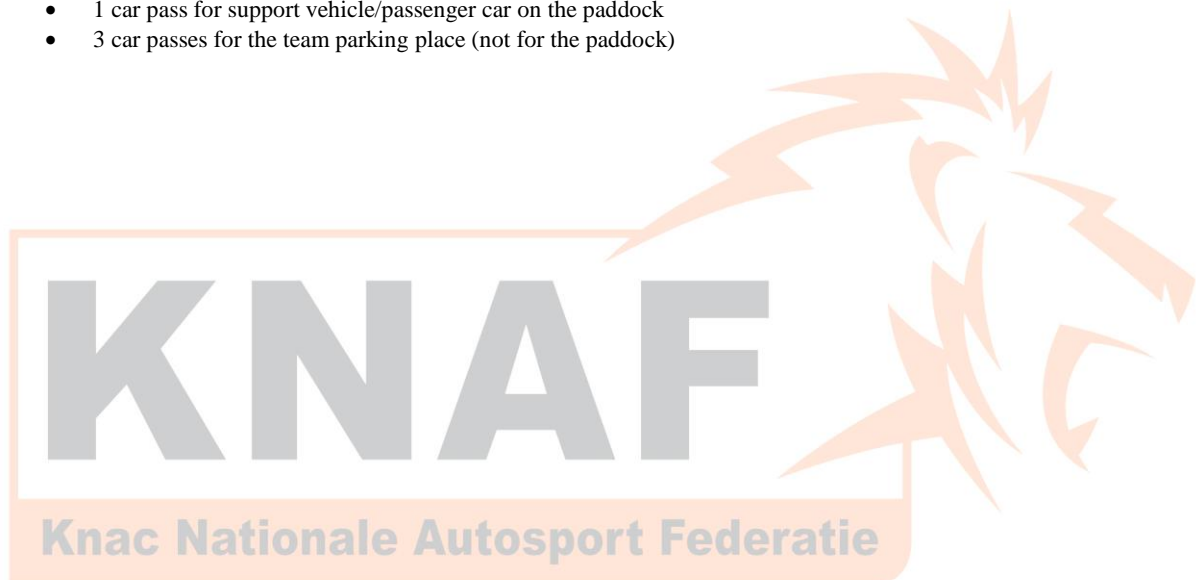
A parking space for motorbikes/ quads will be established in the area of the start and finish building. Any motorbike/quad failing to display the corresponding vehicle pass will be removed by the promoter.

Any vehicle failing to display the proper car pass will not be admitted. Two wheel vehicles (motorbikes/ quads) failing to carry the proper pass may be confiscated by the promoter until the end of the event.

17.3

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

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



18. Eligible Cars and Division into Classes

18.1 Eligible Cars

18.1.1

Vehicles using Unleaded 98 (EURO-SUPER) or DIESEL fuel will be admitted, as well as electrical or hybrid cars.

On request also vehicles using alternative fuels, can be admitted by the promoter, e.g. bio-diesel, bio-ethanol.

Also only cars from model year 1996* and later are eligible in the FIA groups A, N, DIESEL and Group “24 Hour Special”, Group “Silhouette” cars and Group “Exceptional cars”.

Also special Cup Cars might be admitted by the promoter. Each special cup will have their separate class.

The promoter will decide upon eventual waivers.

18.1.2

The Technical Prescriptions for the various groups are specified in:

- Chapters II (Technical regulations for all classes)
- and the Appendix 1 to 14 Technical Regulations of each class

- DIESEL Cars (diesel engines up to 3000cc) (diesels above 3000cc might be accepted in class SP2, SP3 or SPX)
In compliance with the present Regulations in Appendix 1.
The turbo-charging coefficient will not apply.
- Touring Cars of FIA Groups A or N Homologation
In compliance with Appendix J to the ISC, as well as Art. 3.1, 7.3 and 14.1 of Appendix 1

- Group “24h-Special” Touring & GT-cars
In compliance with the Appendix 1 of the present Regulations

- Group “Silhouette” cars (diesel engines and petrol engines)
In compliance with the Appendix 3 of the present Regulations

- Group “Exceptional cars SPX” (petrol or diesels)
In compliance with the Appendix 11 of the present Regulations.
This group exceptional cars can be regulated by a “minimum reference lap time”.

- Group “Exceptional cars SP2” (petrol or diesels)
In compliance with the Appendix 10 of the present Regulations.
This group exceptional cars will be regulated by a “minimum reference lap time”.

- Group “Exceptional cars SP3-GT4” (petrol or diesels)
In compliance with the Appendix 9 of the present Regulations.
This group exceptional cars will be regulated by a “minimum reference lap time”.

- Group “Exceptional Electrical & Hybrid” cars SP4.
In compliance with the Appendix 12 of the present Regulations.
This group exceptional cars will be regulated by a “minimum reference lap time”.

- Special Cup Cars
In compliance with Appendix 1 of the present Regulations or in compliance with the specific cup regulations.

18.2 Division into Classes

The promoter keeps the right to add additional race classes at his discretion

18.2.1.

The groups specified in Article 18.1 are divided into the following cubic capacity classes:

If a certain car does not belong in a class to the judgement of the promoter, this car can be put in the most suitable class.

- Touring Cars of FIA Group A or N
- Group “24h-Special” Touring & GT-cars
- Group “Silhouette” cars (e.g. Solution F-, Renault Megane Silhouette or Brokernet)
- Group “Exceptional cars”
- Group “Electrical & Hybrid” cars

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

Division into (cubic capacity) classes:

Class	Description	Specific Technical Regulations
D1	Diesel Touring Cars: up to 2000cc	Appendix 4
A2	Petrol Touring Cars: up to 2000cc & Supercharged up to 1650cc Touring cars, group N, group A and group 24h Specials	Appendix 5
A3	Touring Cars: 2000 up to 3500cc & Supercharged 1650 up to 2000cc (except TCR cars) and Diesel 2000 up to 3000cc Touring cars, group N, group A and group 24h Specials	Appendix 6
CUP1	Petrol Touring Cars: BMW M235i Racing Cup: 3000cc Twin Turbo	Appendix 7
TCR	TCR cars (Touring Cars: Supercharged (2015 and younger) (1600 – 2000cc basically according TCR-regulations)	Appendix 8
SP4	Electrical & Hybrid cars Is a class applicable for Electrical or Hybrid cars Regulated by the so called “minimum reference lap time” rule.	Appendix 12
SP3-GT4	Special Cars (mainly GT4 cars and cars which are not accepted in any other class) Regulated by the so called “minimum reference lap time” rule.	Appendix 9
SP2	Special Cars (e.g. GT-, Silhouette and cars which are not accepted in any other class) Regulated by the so called “minimum reference lap time” rule.	Appendix 10
SPX	Special Cars (e.g. GT-, Silhouette and cars which are not accepted in any other class) Regulated by the so called “minimum reference lap time” rule.	Appendix 11
997	Cup class for Porsche Cup 997 Porsche 997 Cup Cars (models 2007..2013)	Appendix 13 (997 & 991)
991	Cup class for Porsche Cup 991 Porsche 991 Cup Cars (models 2014..2016)	Appendix 13 (997 & 991)
A6	Mainly GT3 Cars Is a class for GT-cars regulated by weight, tank capacity and other Balance of Performance parameters Class A6 might be divided into class A6-Pro and A6-Am	Appendix 14

The table in Appendix 16 gives a detailed overview of eligible cars, class overview as well as cylinder capacity, minimum weight max fuel tank capacity and if applicable balance of performance figures. And for some classes the so called “minimum reference lap times”.

FOR ALL CLASSES

18.2.2

Should the number of cars entered in one of the classes of Divisions 1 – 2 be below 5 at the entry closing date, the class concerned might be amalgamated to the next higher one of the same division or most suitable class. At discretion of the promoter this can also be done for specific Cup classes. (e.g. A3 -> CUP1 or CUP1 -> A3).

The highest class will also exist if there should be less than 5 cars participating.

The promoter, may, decide to maintain a class with less than 5 cars.

For the minimum number of cars in class A6 there is a different rule, see art. 2.2.3 (Class A6-Pro & A6-Am) of chapter III of these regulations.

18.2.3

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

19. Drivers' Equipment

19.1

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

Note to art.1.4 (Appendix L Chapter III) Drivers' Equipment / Maximum weight and communication systems:

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

An arm restraint according to SFI 3.3 specification is mandatory if there is no approved window net fitted according to current ISC Appendix J Article 253.11.

19.2

Frontal Head Restraint (HANS) system is compulsory.

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

20. Paddock Organisation

20.1

The allocation of spaces by the promoter is binding.

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

20.2

In the paddocks, some space are available for each team. See supplementary regulations.

This is included in the entry fee.

20.3

If space permits, the teams may rent additional paddock space (e.g. for an extra vehicle, tents, mobile homes or caravans). The fees for the additional space may apply.

20.4

Any storage of material, vehicles (including motorbikes and quads), bicycles etc. in the area of rescue escape routes are prohibited.

20.5

All participants are obliged to respect the house rules of the circuit during the entire event.

20.6

All damages will be invoiced to the person or team that caused it.

20.7

Any participant failing to respect these conditions / prescriptions mentioned in art. 20 may be penalized by the Race Director or the Race Director brings the non-compliance for the panel of Stewards for a penalty at their discretion.

See also ICS 9.15.1

21. Pits, Refuelling, Pit Stops, Racing Services

21.1 Pits and pit regulations

Pits

The promoter only, will make the pit allocation.

Each pit will be shared by several teams/cars.

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

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

Pit regulations

- a. It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pit building.
- b. The pit lane has been divided into two lanes. The lane closest to the pit wall/track is designated the 'fast lane' and the lane closest to the pit boxes is designated the 'inner lane' or 'working lane', and is the only area where any work can be carried out on a car.
- c. The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane.
- d. When the car is not in the pit lane, all tools, spare parts and related elements must be in the garage and not in the pit lane area.
- e. 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.
- f. Any change of drivers may only take place in the pit of the team or in the working area of Pit lane before the pit assigned to the team.
- g. Team members must remain inside the pits garage and not unnecessary in the pit lane area when the car is not in the pit lane.
- h. Every driver change, pit stop, refuelling operation and (time) penalty must be administered by the team. For this purpose the organization will provide so called YELLOW CONTROL CARDS. It is the responsibility of the team manager that those Yellow Control Cards are filled in correctly. Those Yellow Control Cards should be preferable be put on the wall in the pit box (at pit lane side). So the Race Director and/or officials can easily verify at any moment the correctness if the pit stop/refuelling administration.

21.2 Pit Stops

21.2.1

Service and repairs on the race cars may only be carried out during a pit stop. (Please also note art. 21.2.4 is applicable)

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

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

Only longer repairs are allowed to be performed inside of the pit box (at discretion of race director)

A standard pit stop is defined as:

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

Team members are only allowed in the working area just before car enters the pit lane. After the pit stop the team must evacuate and clear the working area as soon as the work is finished. All tools (except air bottles) must be kept in the garage when the car is not in the pit lane. This is because other teams need to use the pit lane space as well.

21.2.2

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

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

- a. Need to be clearly marked with a "Turbo" sticker on the front screen as well on the rear window. (On request during scrutineering those stickers will be placed on the car).
- b. Need to have a team member operating as a lollipop man in front of the car during the entire pit stop.
- c. No work on the car is allowed, except as is described for a standard pit stop above.
Additional maintenance adding engine oil, changing brake pads, etc. the engine must be stopped.
(in both cases the rule in art. 21.2.4 "A maximum of four (4) people, wearing a team/mechanic vest, may work on the vehicle simultaneously" is applicable. So also the team member who wants to readout/collection data logger data, MUST wear a team/mechanic vest.)
- d. No person may be underneath the vehicle during a pit stop, while the engine is running.

21.2.3

If any service or repair must be carried out in the pit-box, the race car may NOT enter the pit box under the power of its engine or momentum. The car must stop before its pit box and must be pushed into the pit box by maximum 4 mechanics/team members all wearing the appropriate vest.

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

21.2.4

A maximum of four (4) people may work on or examine the vehicle simultaneously. So also the team member who wants to readout/collection data logger data, MUST wear a team/mechanic vest. At any time these people will be recognized by wearing a vest with number of the team on it. (Those team/mechanic vests will be provided by the promoter)

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

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

The driver who is leaving the car is allowed to help the driver entering the car.

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

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

21.2.5

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

21.2.6

Not applying correct setting of the “Driver-ID switch#” during a pit stop

Driver-ID switch (driver-ID transponder) is described in Chapter II, art.4.6 of the Sporting & Technical Regulations

- Driver must switch the driver-ID at the pits team and always BEFORE pit exit
- If a driver is on track with the wrong driver-ID, the team must:
- change to correct driver-ID# setting of this driver (1..5)
- report to Secretary of the event with Yellow-Card within 20 minutes
- If these 2 criteria are met within 20 minutes after the start of the stint of this driver no penalty will be given.
- If these 2 criteria are met after 20 minutes after the start of the stint of this driver a penalty of minimum 60 seconds will be given.
- In case a team has not themselves reported this within 20 minutes, the Race Director will impose a 120 second time penalty

21.2.7

Welding may only be carried out in the area of the Paddock. In case of such activities, an assistant with a fire extinguisher must be on stand-by. In case of grinding (sparks) please take adequate measures to work safely.

21.2.8

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

21.2.9

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

Permanent Pit Boards are forbidden.

21.3 Fuel / Refuelling

Fuel

To take part in the official practices, qualification and the race it is compulsory to use the fuel provided by the promoter.

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

- 4 up to 6x Petrol pumps (Octane 98) (depending on number of cars and circuit circumstances)
- 1 up to 2x Diesel pump (depending on number of cars and circuit circumstances)

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

So teams do NOT need to (and should not) bring their own refuelling rigs.

Fuel-inlet

- All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations.
- Therefore, the refuelling orifices of the tanks must be equipped for this operation.
- The use of any adaptors or (ATL) filler bottles **are strictly forbidden**. The use of extra ventilation during refuelling is only allowed in conjunction with a vent-bottle.



Important recommendation:

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

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

To avoid any delay in refuelling it is strongly recommended to have a very smooth fuel-inlet design. E.g. no angles greater than 20 degrees. **Below refuel regulations are applicable for all events** (unless different stated in the supplementary regulations)



21.3.1

The following general refuelling rules apply:

- A team member must refuel the car.
- In the refuelling area, any vehicle that wishes to refuel must be attended, in addition to the driver himself, by **minimum one and maximum two responsible representatives of the team**. This team member may instruct the driver and must push the car away in case the engine will not start and/or may carry an eventually Vent-bottle.
- **THESE TEAM MEMBER(S) MUST WEAR FLAMEPROOF CLOTHING (SUIT, BALACLAVA, GLOVES AND CLOSED FOOTWEAR)**
- Refuelling will take place under the procedure, first car first refuelled. A team or team member cannot make a reservation or hold any fuel pump occupied.
- It is advised to cover the upper part of the rear tyre located below the filler neck with a wet towel or a tyre cover.
- **It is only allowed to refuel the maximum amount indicated in Appendix 16** of these Regulations for specific class at every refuelling procedure (within one pit stop). It will be the responsibility of the team to control that the amount refuelled is not more than allowed. For this purpose the team member must check the amount of refuelling on the digital-display of the fuel-installation.
- Any infringement will be penalised.

21.3.2

The frequency of refuelling is free.

Timetable "authorised refuelling", see: fuel station opening times for the specific event.

- In the refuelling area the speed limit is 20 km/h.
- The driver must remain inside the vehicle and must have his seat belts FASTENED.
- The windows and doors on both sides (left and right) need to be closed
- It is strictly forbidden to change the driver.
- Except turbo powered cars (with Turbo sticker), the engines of all cars must be stopped.
- All cars (also with turbo engines) should preferably switch off the lights.

No service or repairing is allowed. (Even NO windshield cleaning).

All instructions of fuel marshals and personnel, pit and fire marshals have to be followed strictly.

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

Please pay attention: To empty the fuel tank of the car the car has to be moved to the refuelling area. Only at the refuelling area it is allowed to empty the fuel tank and dispose the fuel into (team owns) 20 litre steel jerry cans. Only before or during the first free practise sessions this fuel can be refuelled into the car again.

21.3.3

After refuelling: (Seat belt, and/or in case of arm restraint, still fastened)

If the vehicle does not start after refuelling, the responsible representative(s) of the team must push the vehicle to the emergency exit of the refuelling area using the shortest route possible. Once they have left the refuelling area, they may be helped by the mechanics of the team, wearing a tabard, to reach their pit garage.

21.3.4

Any modification of the prescribed fuel is prohibited. No substances may for example be added, removed or changed in their concentration. Any mixture with other fuel is prohibited. Unless approved by the promoter.

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

Failure to respect the aforementioned prescriptions in relation to the refuelling of the race cars may lead to a penalty at discretion of the Race Director.

21.3.5 “Refuelling” regulations for electric cars if applicable will be published in the supplementary Regulations of the specific event.



22. Tyres and other parts

Introduction

For the 24H SERIES powered by Hankook, Hankook, as title sponsor, will be the exclusive and single tyre supplier for all events. (Unless otherwise described in the Supplementary Regulations of the specific event.)

All participating teams are obligated to run the entire event (free practices, qualifying and race) on Hankook tyres. Only Hankook tyres may be used which are delivered by Hankook in one of the 24H SERIES events (those tyres can be recognized by a special decal/markings.)
The size is free, the number of tires is not restricted.

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

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

HANKOOK LOGO obligations

Car:

All teams must affix HANKOOK stickers (will be provided by the organization) on all 4 corners of the car. Any logos, prints or stickers from any other tyre brand on the car are prohibited

Drivers equipment:

A HANKOOK batch (provided by the organization) must be placed on the upper chest area of the driver's race-suit. Any logos, prints or batches from any other tyre brand on the drivers equipment are prohibited.



Additional a 24H SERIES batch (provided by the organization) must be placed on the upper chest area of the driver's race-suit.



Hankook Tire will supply the tyres through their Service provider:

C&R Motorsport

Contact person Christoph Stoll
Tel. +49 244 791 1093
Mobile: +49 175 2420 792
Fax: +49 2447 911 095
E-mail: info@crmotorsport.de

22.1

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

22.2

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

22.3

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

22.4 Other parts

There are no restrictions on the make/supplier of other car parts. However, in order to keep entry fees at an affordable level, the promoter keeps the right to oblige participants to use a certain make and/or supplier for parts of their car (e.g. brake pads)

23. Publications and Communications

All communications will be published on the Official Notice Board. Result copies can in addition be collected at the Drivers' Information desk.

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

24.1 Applications

FREQUENCIES ARE SUBJECT TO LOCAL AUTHORITY APPROVAL

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

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

Only in case of any not foreseen (probably) disturbance (e.g. Race control, or other safety organisations) the organisation can forbid any Radio communication of the participants.

25. Responsibilities and Liability Renunciation of Participants

Responsibility:

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

Liability

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

- The host ASN, the membership organisations, the FIA, its Presidents, organs, managing directors, general secretaries
- The KNAF
- Organiser and promoter Creventic B.V., DNRT foundation and all other organisers and its officials and members
- Administrative authorities, racing services and any other person being involved in the organisation of the event,
- The road construction authorities as far as any damage is caused by the condition of the roads used during the event and
- The agents, workers of all persons and posts mentioned above with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared;

Against:

- The other participants (competitor, driver/s, co-driver/s), their assistants, the owners and proprietors of the other cars,
- The own competitor, driver/s, co-driver/s (diverging special agreements between driver/s and co-driver/s have priority) and own assistants they agree to save harmless and to keep indemnified from and against all actions, claims and demands arising out of or in connection with the event (un-timed, timed practice, warm-up, race), with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

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

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

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

Release from Claims of the Vehicle's Owner

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

With regard to claims against the other participants (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). With regard to claims against other persons or posts, this release refers to damages arising in connection with the event as a whole.

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

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

26. Interpretation of the Regulations

26.1

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

26.2

In the case of any dispute on interpretation of this Sporting & Technical Regulations, the Supplementary Regulations and the General Provisions during the event, it is solely up to the Race Director to decide the interpretation and/or criteria.

26.3

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

26.4

The promoter reserves the right to modify or supplement the present regulations if considered necessary for reasons of safety, force majeure or by order of the authorities or to cancel the event in case that extraordinary circumstances should arise, without any obligations for indemnification, **before** the start of the Event.

The logo for KNAF, consisting of the letters 'KNAF' in a large, bold, sans-serif font. The letters are white and are set against a dark blue rectangular background.The logo for Knac Nationale Autosport Federatie, featuring the text 'Knac Nationale Autosport Federatie' in a bold, sans-serif font. The text is white and is set against a dark blue rectangular background.

27. General Code of Driving Conduct

27.1 Respect Code of Driving Conduct

All drivers must respect the requirements detailed in the provisions of the Appendix L (chapter IV) to the International Sporting Code (ISC) in relation to the Code of Driving Conduct on Circuits. These prescriptions are completed as follows:

27.2 Behaviour on track

The endurance race is a huge event and requires a fair conduct amongst each other's by everyone involved and in particular by the drivers during the practice sessions and during the race. Drivers of the faster cars are asked to show consideration and fairness towards the slower cars.. Basically the driver of the faster car is responsible for safe overtaking.

Any driver obstructing or endangering other participants during practice or race due to their driving style or apparently not being up to the requirements (e.g. tiredness) of the race may be summoned for a medical examination and/or refused the start at discretion of the race director.

Any possible advantage as a result of a possible unclear situation may be penalized at discretion of the race director.

27.3 Report yourself at Race Director after a collision

If any cars collide with each other during practice, qualification or the race, they have to inform the Race Director of this accident within 120 minutes.

27.4

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

27.5

Any stopping immediately in front of, in or after a curve is prohibited. It is also prohibited to move a car opposite or transverse to the direction of the race for whatever reason, unless he/she is instructed to do so by a marshal.

27.6

If the circuit is blocked or the practice or race is stopped, the drivers are obliged to pull off the track to the right or left side so that the rescue cars have enough space to proceed to the place of accident.

27.7

The use of high beam headlights in the pit lane is prohibited.

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

It is not allowed to have any kind of red-light at the front of the car, at discretion of scrutineering.

27.8

It is generally prohibited

- to wear additional fuel outside the installed tank
- to carry any additional person aboard the car during practice and race,
- to stop on the track without being compelled to do so.

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

27.9

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

The respect of the speed limit in the pit lane will be checked.

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

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

The penalty for speeding, see article 40 Time Penalties Procedure

28. Flag Signals

The rescue services and race control are organised in compliance with the prescriptions of the Appendix “H” to the FIA International Sporting Code. The drivers must carefully study these provisions, respect the signals and the instructions given by the marshals. The flag signals do not release the drivers from their obligation to avoid any endangering of other driver if he/she perceives a situation danger.

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

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

29. Neutralizing of the race by means of a Safety code-60 Procedure (purple code-60 flag).

29.1

The Race Director will:

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



29.2 Introduction of Safety code-60 Procedure

The idea behind this Safety code-60 Procedure is additional safety in case of an accident or other insecure situation.

By means of ALL marshal posts will SIMULTANEOUSLY show the code-60 flag, all drivers on the track will be notified, the code-60 Procedure is brought in to operation.

The main (safety) advantage of the code-60 Procedure is the fact that ALL cars will lower their speed immediately, the maximum speed will be 60km/hour and overtaken is strictly forbidden.

This means that the complete track is secured immediately, and rescue marshals and rescue vehicles can do there important work on a save way.

Maximum Safety is the only reason of this Safety code-60 Procedure. Only of secondary matter, there is no advantage or disadvantage for none of the drivers, because all cars will drive (maximum) 60km/hour (the distance from car to car will stay the same). By means of the time-intermediates in the track, timekeeping will automatically measure the speed of all cars. In case of exceeding the speed limit (occasionally or on average) this will be sanctioned.

29.3

When the order is given to deploy the code-60 Procedure, ALL marshal posts will SIMULTANEOUSLY display the PURPLE flags, with the NUMBER 60 on it.

At the moment the code-60 Flags are shown, ALL drivers have to release the throttle immediately.

During this CODE-60 Procedure it is forbidden to drive faster than 60km/hour.

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29.4

While the CODE-60 Procedure is in operation,

- the Pit Lane is open, so competing cars can enter the pit lane and re-join the track. A car re-joining the track under these conditions will proceed at reduced speed (speed limit is 60km/hour).
- serving of Time-penalties during code-60 is allowed, however the time-penalty will be **doubled**
- the fuel station is open, however maximum amount (litres) of refuelling, during code-60 is 50% of MAX REFUELLING amount. Following rules apply:

The moment of entering the pit (pit-in loop) and entering the track (pit-out loop) determined by time keeping is valid.

By doing so, the team themselves can make the decision to make a pit stop during CODE60 (and refuel only MAX 50%) or not.

It is the teams-responsibility to know if their car enter the pit during CODE60 and refuel accordingly.

It is also the teams-responsibility to know when car has entered the track (pit-out loop) and refuel accordingly.

Eventually additional signalling, e.g. on the Timing-monitors, is a services only.

For CODE 60 MAX 50% Refuelling following rules apply:

Car entering pit during:	Car Pit-out (entering the track) during:	MAX REFUELLING (% of MAX Refuelling)	Remarks
GREEN	CODE 60	100%	Race situation: Team has still some luck.
GREEN	GREEN	100%	Normal race situation
CODE 60	CODE 60	50% *	Normal CODE60 MAX 50 % refuelling rule
CODE 60	GREEN < 3 minutes after end of Code 60	50% *	This rule is added for following reasons: <ul style="list-style-type: none">• To minimize the disadvantage, if a team have to pit because of empty fuel tank and during this pit stop CODE60 ends.• To minimize the disadvantage, if a team have to pit because of a big issue (long repair).
	GREEN >3 minutes after end of Code 60	100%	

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

29.5 Malfunction or blocked of fuel station

In case of fuel station malfunction, blocked, danger or any other kind of problems, the Race Director at his discretion can deploy code-60 procedure:

- with a maximum refuelling amount of 20 litres. In such a case Time-keeping will show the following message on the timing screens:

FUELSTATION MALFUNCTION: CODE60 MAX REFUELLING 20 litres

- Or for a limited time (e.g. 15 min.):

FUELSTATION MALFUNCTION: CODE60 FUEL STATION CLOSED

29.6 Sanction:

Any car that exceeds the speed limit of 60km/hour can be sanctioned, with a time penalty of at least 10 seconds. The Race Director can increase this time penalty with the double value of the encountered advantage when driving too fast.

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

29.8 Each lap completed while the CODE-60 Procedure will be counted as a race lap.

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

30. Practice – Driving Time – Change of Drivers – Qualification

30.1

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

Only cars having successfully passed scrutineering and displaying the appropriate sticker will be allowed to take part in the practice sessions.

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

AND each driver must cover the minimum of 2 timed laps in the night practice.

30.2

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

The penalty for exceeding this maximum driving time, see art. 40 of this chapter.

Driving-time is: First time Pit-out till Last time pit-in, excluding the pit stop and refuelling time.

So the driving time of a driver is the actual (driving) time on the track.

With the start of the race;

The driving time of ALL drivers starts, when (after the formation lap(s)), the RED start lights are switched off. At this moment the race time (e.g. 24hours) starts to count down.

With the finish of the race:

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

See also art. 8.4 Specific driving time requirements for class A6

30.3

The **MINIMUM REST TIME** is 50% of the Driving-time of a driver.

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

30.4

A driver is allowed to drive **maximum two different cars** during the event.

A minimum rest time of 50% of the driving time of that driver between a driver's change to another car must however be respected.

30.5

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

See also art. 21.2.6 Driver-ID switch.

A car may only be driven by the correctly entered driver for that car.

30.6

Not admitted to the start will be:

- Participants who have not fulfilled the practice qualification minima (see Article 30.1 of the present Regulations).

In justified cases of exception, the Race Director, may allow drivers (after a written request) to start which have not achieved the qualification minima as a result of special circumstances.

The Race Director, will take the final decision about the admission.

31. Drivers' and Team managers Briefing

31.1

A drivers' and Team managers briefing will take place for all participants in the endurance event. The exact location and time will be published in the Supplementary Regulations.
The Briefing will be in English.

31.2

All drivers must attend the drivers' briefing.
All team managers must attend the team managers briefing.
Driver- and team managers briefing can be combined.

32. Starting Grid

32.1

After the qualifying practice session a list approved by the Stewards with the fastest time per car will be published.
This best qualification lap time in the qualification will determine the start position.
In case there are more than one qualifying sessions (see time table), the overall best lap time will count as the best qualification lap time.
The first starting position (pole position) will be on the T.B.N. of the first row depending on the track licence.
(Pole position will be described in the Supplementary Regulations of the specific event)
The starting grid will have two cars in each row, side by side.

The free practice and night practice is not counting for qualification.

32.2

The pit lane will be closed 30 minutes before the start of the race. (Unless otherwise stated in the Supplementary Regulations)

Any car failing to appear in the starting grid and having taken up its grid position when the pit lane is closed, will have to start the race from the pit lane after the last vehicle has past the exit of the pit lane and a green light is given.

Free grid positions in the start group will not be occupied.

33. Start

33.1 Starting Mode: Rolling start

33.2

Starting procedure:

The following boards will be shown to the participants once the starting grid is complete:

- 5 minutes
- 3 minutes – team members must leave the grid! (one team member per car is still allowed)
- 1 minute engines must be started (all team members must leave immediately)
- 30 seconds

When the one-minute board is shown, engines must be started. When the green flag is shown, the cars will begin a formation lap behind the official leading car and cover two laps over the complete circuit. The starting order must be maintained. 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 or the Race Director brings the non-compliance for the panel of Stewards for a penalty of their discretion.

33.3

The organiser will take appropriate measures to keep the track clear during the formation lap.
Participants are forbidden to slow down to walking speed during the formation lap or to stop on the track.

33.4

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

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

The second lap behind the Official leading Car is meant to format a smooth 2x2 formation.

During this second lap behind the Official leading Car it is forbidden to make zigzag manoeuvres and the distance with the car in front of you must be no longer than 3 car lengths.

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

When the Official leading Car has pulled away the Pole Position car will be responsible for maintaining the speed towards the start/finish line (approx. 60 km/h).

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

No vehicle may overtake another vehicle until having first crossed the start/finish line, this after the RED light has been switched off.

When the RED start-light is OFF, and you have crossed the start/ finish line you may overtake.

False start:

Failure to maintain the start position, dropping back and or acceleration before the RED light is switched OFF may result in a Time Penalty.

Overtaking another car before crossing the start/finish line is forbidden and will be penalized. Both penalties at discretion of the Race Director

33.5

If a problem arises during the start, the RED Light will not be switched off and yellow lights will flash at the start/finish line.

The Race Director will decide: either Code-60 or RED-flag. (see art. 35)

For time keeping purposes the official start of the race will begin after the second formation lap.



34. Leaving the Track, Repairs and Outside Assistance

34.1

Drivers leaving the track must re-join the race at the same place where they left the road unless the place where they re-join the race does not entail a shortcut.

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

34.2

Any repairs during the practice or the race may not be carried out on the track. Assistance may only be given at the pits and in the paddock. Outside assistance will be penalized at discretion of the Race Director.

34.3

Any car abandoned on the circuit may be brought back to the pit lane or paddock for repair by order of the Race Director. The organisation strive to bring back broken cars to the pit lane or paddock. Please note this is service and participants cannot claim their car to be recovered before the practice or race ends.

Under consideration of the current situation during practice or race, the Race Director decides whether cars which have broken down will be brought back to the pit lane or paddock.

34.4

In case of a technical problem, for safety reasons, cars should always try to stop at a safe place, e.g. at the side of the track or run off area.

34.5

Entrance to the pit lane

- a) The section of track leading to the pit lane shall be referred to as the "pit entry".
- b) During Competition access to the pit lane is allowed only through the pit entry
- c) Any driver intending to leave the track or to enter the pit lane make sure that it is safe to do so.
- d) 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.
- e) Except in cases of force majeure (accepted as such by the Race Director), any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of a car leaving the pits.

35. Stopping the race or practice (Red Flag)

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

Red flag during race

In such a case, the Race Director will show a red flag at the Line and the red light will be switched on. Simultaneously, red flags will be shown at all marshal posts. When the signal to stop is given, all cars must immediately reduce speed and proceed slowly and follow the instructions of the marshals. Overtaking is strictly forbidden. The pit lane will be closed. The timekeeper will keep the time running unless otherwise stated.

All vehicles will form up in staggered formation at start finish, in front of the pits. Any repair work in the pit lane / box that is being carried out must stop immediately (on grounds of safety any vehicle that has already stated refuelling may complete this exercise and then stop all activities). The exit of the pit lane will be closed.

Red flag during practice

All cars must go in to the pit lane to their pit garages (Working on the cars is allowed).

35.1 Restart

When a restart will take place, grid position will be decided in order the competitors were driving in the lap preceding the red flag (not the race position). Competitors who were in the pit lane at the moment the red flag was shown, will start from the pit lane after the last vehicle has past and a green light is given.

36. Finish of the Race

36.1

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

36.2 Any driver stopping his car or proceed at walking speed to wait for the end-of-race signal so that they obstruct others will receive a penalty at discretion of the Race Director.

36.3 Speed must immediately be reduced after receiving the end-of-race signal. All cars must directly be brought to the Parc fermé WITHOUT stopping and all marshals' instructions must be observed. An offence will lead to penalty at discretion of the Race Director.

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

36.5 While the chequered flag is shown at the finish line, it's NOT allowed to finish the race in the pit lane. Teams who finish in the pit lane will receive a time penalty.

37. Parc Fermé and Final Scrutineering

37.1

Parc Fermé at the end of the race will be on the main straight, under the Parc Fermé regulations.

All participants must follow the special instructions to bring their cars to the Parc Fermé where they will remain until the Race Director orders their release.

37.2

The first three cars of the overall class have to come into the pit lane for the podium ceremony. These three cars enter the pit lane towards the podium-area and do not continue to the main straight. For this podium-area, the Parc Fermé regulations are applicable.

37.3

In the case of an external final scrutineering, the participant concerned must bear all the costs involved.

37.4

Drivers need to leave the Parc Fermé area immediately.

37.5

After Qualifying there will be NO Parc Fermé



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38. Classification, podium and championship

38.1

After the race-time has expired (e.g. 12Hours or 24Hours) regardless of the number of laps covered the chequered flag will be shown to all following cars as soon as they cross the finishing line at the end of race.

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

38.2

Only cars, which have achieved a minimum of 60% of the laps of the class leader will be classified. This is also applicable for teams which have not taken the chequered flag.

There will be a class and an overall classification.

38.3 Prize giving on the Podium

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

See art. 37.2 of this chapter.

All the drivers of the relevant teams must immediately after the race end proceed to the prize-giving podium.

The top three in each class will receive cups. Cups will be awarded to all drivers of the teams concerned.

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.

38.4 Scoring, DRIVERS and TEAMS ranking

38.4.1

The Hankook 24H COTA USA is not counting for points in the 24H SERIES standings. However, it is the USA round of the 'Champion of the Continents' standings

38.4.2 24H SERIES championships

The 24H SERIES Drivers and Teams titles will be awarded to the drivers and teams who have scored the highest number of points, taking into account the 4 best scores.

There will be the following rankings for the 24H SERIES:

Drivers:

- Drivers ranking per class (and subclass)
- Drivers ranking Touring cars
- Drivers ranking GT cars
- Drivers ranking overall
- Ladies Cup ranking overall
- Rookie overall

Teams:

- Teams ranking per class (and subclass)
- Teams ranking Touring cars
- Teams ranking GT cars

38.4.3 Champion of the Continents

The Champion of the Continents will be awarded by the highest accumulated number of points scored in the best round of Asia (24H DUBAI), Europe (The best result/highest number of points counts) and North America (24H COTA USA).

In order to be part of the Champion of the Continents ranking, a team needs to have participated in at least one race on every of the three continents.

There will be the following rankings for the Champion of the Continents:

Drivers:

- Drivers ranking per class (and subclass)
- Drivers ranking Touring cars
- Drivers ranking GT cars
- Drivers ranking overall
- Ladies Cup ranking overall
- Rookie overall

Teams:

- Teams ranking per class (and subclass)
- Teams ranking Touring cars
- Teams ranking GT cars

38.4.4 Classes for championships

The following classes count for both the 24H SERIES and the Champion of the Continents championship.

Classes for Touring cars championship:

- Class TCR
- Class CUP1
- Class A3
- Class A2
- Class D1

Classes for GT cars championship:

- A6
- A6-Amateur / Gentlemen (additional sub-ranking)
- SPX
- 991
- 991-Amateur / Gentlemen (additional sub-ranking)
- 997
- SP2
- SP3-GT4
- SP4



38.5 Allocation of points

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

38.5.1 24Hour race

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

38.5.2 12Hour race

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

38.5.3 Last round multiplier (1,5x)

In both the 24H SERIES and the Champion of the Continents championship, points awarded in the last round of the season will be multiplied with a factor of 1,5

Points are always rounded up to the next full number

Example:

- 1) In the final race of the season (24H), a team finishes first in their class (in a class with more than ten cars), the points awarded in the championship for this race are multiplied with a factor of 1,5:
Points awarded: $30 \times 1,5 = 45$ Points
- 2) In the final race of the season (12H), a team finishes third in their class (in a class with more than ten cars), the points awarded in the championship for this race are multiplied with a factor of 1,5:
Points awarded: $17 \times 1,5 = 25,5 \rightarrow 26$ Points

38.6 Definition of a Team and Team name

A team is defined as a unique combination of start number and team name.

So for the team ranking, points will be assigned to this unique combination.

This team name may be different than the entrant. (E.g. it can be a sponsor name).

The chosen Team name need to be registered on the entry form (or on a special form for this purpose).

The start number will be assigned by the promoter and will be the same for the entire season. (The promoter can decide upon eventually waivers).

Once registered, this Team name cannot be changed during the season (The promoter can decide upon eventually waivers). The promoter can refuse Team names at their discretion.

As points are assigned to a team the entrant does not necessarily be the same from event to event.

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

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

Teams with more entries (cars)

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

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

Car brand and model

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

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

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

- If the new car is in the same class, no consequences for the ranking,
- If the new car is in a different class, points will be assigned to this (different) class!
- If the new car is in a different ranking (Touring Cars or GT-cars ranking), points will be assigned to this (different) group. So it effects the championship ranking for the team!

*Drivers-line up

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

38.7 TEAMS RANKING PER CLASS

The teams ranking per class will be the result of adding the awarded points of each team in each race in their specific class.

38.7.1 Season TEAMS CHAMPION per class 24H SERIES

The team with the highest number of points in their **class** will become the TEAMS WINNER of the class with the title: e.g.

- TEAMS CHAMPION 24H SERIES CLASS A2 or
- TEAMS CHAMPION 24H SERIES CLASS A6 or
- TEAMS CHAMPION 24H SERIES CLASS SP2

38.7.2 Season TEAMS CHAMPION per class Champion of the Continents

The team with the highest number of points in their **class** will become the TEAMS WINNER of the class with the title: e.g.

- TEAMS CHAMPION OF THE CONTINENTS CLASS A2 or
- TEAMS CHAMPION OF THE CONTINENTS CLASS A6 or
- TEAMS CHAMPION OF THE CONTINENTS CLASS SP2

38.8 TEAMS RANKING Touring Cars & GT-cars

Instead of only one overall teams ranking, there are 2 separate teams rankings:

- **TEAMS RANKING TOURING CARS**
- **TEAMS RANKING GT CARS**

38.8.1 TEAMS RANKING TOURING CARS

The team with the highest number of points of all the classes for **TOURING cars** added, will become the TEAMS WINNER of TOURING CARS, with the title:

- TEAMS CHAMPION 24H SERIES TOURING CARS
- TEAMS CHAMPION OF THE CONTINENTS TOURING CARS

38.8.2 TEAMS RANKING GT CARS

The Team with the highest number of points of all the classes for **GT cars** added, will become the TEAMS WINNER of GT CARS, with the title:

- TEAMS CHAMPION 24H SERIES GT CARS
- TEAMS CHAMPION OF THE CONTINENTS GT CARS

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38.9 DRIVERS RANKING PER CLASS

The drivers ranking per class will be the result of adding the scored points of each driver in each race in the specific class.

38.9.1 Season Class winners 24H SERIES

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

- CHAMPION 24H SERIES CLASS A2 or
- CHAMPION 24H SERIES CLASS A6 or
- CHAMPION 24H SERIES CLASS SP2

38.9.2 Season Class winners Champion of the Continents

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

- CHAMPION OF THE CONTINENTS CLASS A2 or
- CHAMPION OF THE CONTINENTS CLASS A6 or
- CHAMPION OF THE CONTINENTS CLASS SP2

38.10 DRIVERS TOURING CAR RANKING

The drivers TOURING CARS ranking will be the result of adding the rankings per class of all Touring car classes.

So, if a driver has participated in different classes (in different events), the points awarded, in the Touring car classes, will be added in the Touring car ranking.

Season winner Touring Cars

The driver(s) with the highest number of points will become the:

- CHAMPION 24H SERIES TOURING CARS
- CHAMPION OF THE CONTINENTS TOURING CARS

38.11 DRIVERS GT CAR RANKING

The drivers GT CARS ranking will be the result of adding the rankings per class of all GT car classes.

So, if a driver has participated in different classes (in different events), the points awarded, in the GT car class, will be added in the GT car ranking.

Season winner GT Cars

The driver(s) with the highest number of points **overall** will become the:

- CHAMPION 24H SERIES GT CARS
- CHAMPION OF THE CONTINENTS TOURING CARS

38.12 DRIVERS OVERALL RANKING

Additional to the **DRIVERS TOURING CAR RANKING** and the **DRIVERS GT CAR RANKING** there is also a **DRIVERS OVERALL RANKING**

The overall drivers ranking will be the result of adding the points per class.

So, if a driver has participated in different classes (in different events), the points awarded will be added in the overall driver ranking.

Season Overall winners

The driver with the highest number of points **overall** will become the:

- OVERALL CHAMPION 24H SERIES
- OVERALL CHAMPION OF THE CONTINENTS

Note: see also art. 38.15 rule for drivers, driving on 2 cars.

38.13 LADIES RANKING

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

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

- LADIES CUP CHAMPION 24H SERIES
- LADIES CUP CHAMPION OF THE CONTINENTS

38.14 ROOKIE RANKING

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

The ROOKIE driver with the highest number of points **overall** will become the:

- ROOKIE CHAMPION 24H SERIES
- ROOKIE CHAMPION OF THE CONTINENTS

Definition of a ROOKIE

A driver is considered as a ROOKIE, if he or she is 24 years or younger in 2017.
So, if a driver reach the age of 25 years, on 1 January 2018, this driver is a ROOKIE.
So, if a driver reach the age of 25 years, on 31 December 2017, this driver is NOT a ROOKIE.

38.15 Detailed scoring rules

38.15.1 Condition to be awarded with points

60% lap rule

Only participants (teams and drivers), which have achieved a minimum of 60% of the laps of the specific class leader will be classified and only these teams will be awarded with points. See art. 38.2 of this chapter.

Minimum driving time

Additional a driver will only be awarded with points, if a driver has driven at least:

- 1 hour for 12H race
- 2 hours for 24H race

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

38.15.2 Pole position and fastest lap time

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

38.15.3 Ex Aequo

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

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

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

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

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

38.15.4 Driver, driving on 2 cars

In case a driver is driving on 2 cars, the car which is notified at administrative checks to the organiser until 30 minutes before the start of the first practice will be taken into consideration for the classification (points) of the driver. If no car is notified, the car with the lower start number will be taken into consideration for the allocation of points.

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

38.15.5 Scratch result: Number of races that count for the 24H SERIES championship

The Hankook 24H COTA USA does not count for points in the 24H SERIES championship.

The 4 best results (highest points scored) of the remaining races will count to the year-end result.

So for the teams ranking the 4 best results (highest points scored) will count.

And for a driver his or her best 4 results (highest points scored) will count.

38.15.6 Number of races that count for the Champion of the Continents

The best result on each of the three continents counts for the standings. Therefore, the following 3 races will be taken into account:

- Hankook 24H DUBAI (Asia)
- Best result (highest points) in Europe (One out of all European rounds)
- Hankook 24H COTA USA (North America)

38.15.7 Amalgamation of classes

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

In case a team is assigned to another class, due to amalgamation of classes (art. 18.2.2 of these regulations) the points awarded by the team and driver will be added to the initial class of the specific team.

E.g. if a class D1 car is assigned to class A2, for this reason, and the team and drivers have been awarded with 18 points, these 18 points will be added to this team and drivers in their initial class D1.

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

38.15.8 Class A6-Pro & A6-Am There will be two rankings within the A6-Class:

- A6 Class ranking
- A6-Amateur-Gentlemen (sub-ranking)

38.15.8 Class A6

The points awarded in class A6-Pro & A6-Am will be combined into one class, A6.

The awarded points for class A6-PRO and class A6-AM will be according to the points distribution (art. 38.5 Allocation of points). So in case A6-PRO is a bigger class compared to A6-AM, A6-PRO can gain more points. Or vice versa.

38.15.9 A6-Amateur / Gentlemen (additional sub-ranking)

The A6-Amateur / Gentlemen subclass is introduced within the A6 class.

This subclass has the goal for amateur drivers and amateur teams within the A6 class to be awarded with the A6-Amateur / Gentlemen title.

As this is an additional championship, to award A6-Amateur / Gentlemen Teams and Drivers, only teams with “AM-drivers line up” and only AM-drivers will be awarded with points, according to the following rules

Teams:

Eligible for the A6-Amateur / Gentlemen sub-class standings are teams with:

- maximum 1 PRO or 2 SEMI-PRO drivers
- minimum 2 AM-drivers

Drivers:

Eligible for the A6-Amateur / Gentlemen sub-class standings are:

- Only AM drivers of A6-Amateur / Gentlemen eligible teams

Note: AM- drivers from a team with more than one PRO or two SEMI-PRO-drivers will NOT receive points in the A6-Amateur / Gentlemen standings

Note: PRO and SEMI-PRO drivers will NOT receive points in the A6-Amateur / Gentlemen driver standings

The exact amount of points awarded in the A6 class will be taken over into the A6-Amateur / Gentlemen sub-class standings for both teams and drivers.

Please see the example situation in the table below

EXAMPLE: Points awarded in the A6-Amateur-Gentlemen ranking on the basis of one 24H RACE

Ranking	Teams Class A6	Team Cat.	Points		Ranking	Teams A6 Amateur / Gentleman	Points
1	Team A	PRO	30		1	Team B	28
2	Team B	AM	28		2	Team E	22
3	Team C	PRO	26				
4	Team D	PRO	24				
5	Team E	AM	22				

Driver points

Ranking	Drivers Class A6	Team Cat.	Driver Cat.	Points		Ranking	Drivers A6 Amateur / Gentleman	Points
1	Driver 1	PRO	AM	30				
	Driver 2	PRO	AM	30				
	Driver 3	PRO	PRO	30				
	Driver 4	PRO	AM	30				
2	Driver 5	AM	AM	28		1	Driver 5	28
	Driver 6	AM	AM	28			Driver 6	28
	Driver 7	AM	Semi-PRO	28			Driver 8	28
	Driver 8	AM	AM	28				
3	Driver 9	PRO	AM	26				
	Driver 10	PRO	AM	26				
	Driver 11	PRO	Semi-PRO	26				
	Driver 12	PRO	Semi-PRO	26				

38.15.10 991-Amateur / Gentlemen (additional sub-ranking)

The 991-Amateur / Gentlemen subclass is introduced within the 991 class.

This subclass has the goal for amateur drivers and amateur teams within the 991 class to be awarded with the 991-Amateur / Gentlemen title.

There will be only one 991 class during all races. The 991-Amateur / Gentlemen sub-class is part of the 991 class. 991-Amateur / Gentlemen teams and drivers will be awarded with points for both rankings.

Teams:

Eligible for the 991-Amateur / Gentlemen sub-class standings are teams with:

- maximum 1 SEMI-PRO
- minimum 2 AM-drivers

Drivers:

Eligible for the 991-Amateur / Gentlemen sub-class standings are:

- Only AM drivers of 991-Amateur / Gentlemen eligible teams

Note: AM- drivers from a team with more than one SEMI-PRO or any PRO-drivers will NOT receive points in the 991-Amateur / Gentlemen standings

Note: SEMI-PRO drivers will NOT receive points in the 991-Amateur / Gentlemen standings

The exact amount of points awarded in the 991 class will be taken over into the 991-Amateur / Gentlemen sub-class standings for both teams and drivers.

Please see the example situation in the table below

EXAMPLE: Points awarded on the basis of one 24H RACE

Team points

Ranking	Teams Class 991	Team Cat.	Points	Ranking	Teams 991 Amateur / Gentleman	Points
1	Team A	PRO	30	1	Team B	28
2	Team B	AM	28	2	Team E	22
3	Team C	PRO	26			
4	Team D	PRO	24			
5	Team E	AM	22			

Driver points

Ranking	Drivers Class 991	Team Cat.	Driver Cat.	Points	Ranking	Drivers 991 Amateur / Gentleman	Points
1	Driver 1	PRO	AM	30	1	Driver 5	28
	Driver 2	PRO	AM	30		Driver 6	28
	Driver 3	PRO	PRO	30		Driver 8	28
	Driver 4	PRO	AM	30			
2	Driver 5	AM	AM	28			
	Driver 6	AM	AM	28			
	Driver 7	AM	Semi-PRO	28			
	Driver 8	AM	AM	28			
3	Driver 9	PRO	AM	26			
	Driver 10	PRO	AM	26			
	Driver 11	PRO	Semi-PRO	26			
	Driver 12	PRO	Semi-PRO	26			

38.15.11 Publication

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

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

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

In case of not described, unforeseen or miss interpreted situations in the awarding of points and/or rankings, the promoter will make a final decision and/or the promoter can decide upon eventually waivers.

39. Penalties

39.1.1

Following penalties may be imposed by the Race Director:

- Cancellation of practice laps
- Cancellation of race laps
- Time Penalty
- Lap Penalty
- Drop of grid position
- Drop of positions in the classification
- Any other penalties at discretion of the Race Director

39.1.2 Exclusion given by Stewards

- Exclusion: these penalties may only be given by the Stewards and only in case the Race Director has proposed this to the Stewards.

39.2 Flag or light signals

Any failure to observe the flag or light signals or the speed limit in the pit lane or refuel area will be penalized with a time penalty.

The Time Penalties are described in detail in Article 40.

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

39.3

The Race Director may inflict these penalties without observing any special procedures besides the consultation with the Stewards. They lie within the authority of the Race Director and will be communicated through the modification of results, displayed on the TV-monitors and/or in writing.



40. Time penalties– Procedure and other penalties

Time penalties are given for more than one reason, the following, with the accompanying time penalties, are the most common reasons for which time penalties are incurred, however the Race Director is empowered to enforce or rescind time penalties as he sees fit to do so, different situation and circumstances which occur during the race or practice may result in a different time penalty than here stated.

40.1 Time penalties

Time penalties must always be settled by a team within 2 hours after having received the (time) penalty. If a team not respects this 2 hour time frame, the imposed time penalty will be doubled.

Clarification of “Time penalties must always be settled by a team within 2 hours”

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

Time penalties must always be settled by a team within 2 hours after having received the (time) penalty. If a team not respects this 2 hour time frame, the time penalty will be doubled.

40.1.1 Overtaking under a code-60 situation (Time penalty of 60 seconds),

40.1.2 Speeding in the pit lane or refuelling area (Time penalty of 2 sec per km/h, the second time the penalty is 4 sec per km/h, or 1 or 2 minutes)

40.1.3 Driving too fast under a code-60 situation (time gained in seconds x 2), time gained is determined by Race Director.

40.1.4 Overtaking under a yellow flag situation at discretion of the Race Director

40.1.5 Not respecting track limits (more than 2 wheels outside the curb), 1st offence, Time penalty of 10sec, 2nd offence time penalty of 20sec, etc.

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

40.1.7 Finishing in the pit lane (Time penalty of 20 seconds)

40.1.8 Referring to the applicable “minimum reference lap time” for classes A2, A3, D1, SP2, SP3-GT4, SP4, SPX and A6-Am: each offence time penalty of 30 seconds

40.1.9 Related to art. 30.3: Every time a team exceeds the maximum driving time (stint time of a driver), , a time penalty of 30 seconds will be given, at discretion of the Race Director, for every five (5) minutes beyond the maximum driving time.

40.1.10 Related to art. 8.4: Every time a team exceeds the total maximum driving time of the Pro driver(s), one lap can be deducted, at discretion of the Race Director, from the total number of laps for that team, for every ten (10) minutes beyond the maximum driving time.

40.1.11 Related to art. 8.4: Every time a team does NOT fulfil the minimum driving time requirements of the AM driver(s), one lap can be deducted, at discretion of the Race Director, from the total number of laps for that team, for every thirty (30) minutes below the minimum driving time.

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

40.1.13 All other penalties, at discretion of the Race Director.

40.2 Procedure

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

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

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

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

40.2.5 Time penalties that are incurred during the race will be processed at the first pit stop after the time penalty(ies) has been given (thus it is not a Stop & Go penalty).

40.2.6 The driver of the team who is at that moment the driver of the vehicle that has received the penalty will stop at a pre designated place in the pit lane and wait at this place for the duration of the time penalty (during this time it is not allowed to work on, refuel or change drivers of the vehicle). The driver must wait in vehicle with safety belts, helmet and race clothing on as he or she is still a driver taking part in the event. The team is obligated to see that the time penalty is carried out in the proper manner and at the appropriate place, the Race Director will only check that the penalty has been served.

40.2.7 The Race Director or one of his officials is only responsible for checking that the time penalty has been carried out, this may be done through the use of video film from the circuit or any other means at his disposal.

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

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

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

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

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

Knac Nationale Autosport Federatie

41. Protests & Appeal

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

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

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

41.2 Protests fees & Appeal

- a. Protests deposit

€ 500 in cash.

Only the competitor or his representative has the right to make a protest.

- b. The appeal procedure is governed by the provisions of Article 15 of the International Sporting Code.

- c. Any dismantling costs resulting from a protest or an appeal must be set in accordance with the prescriptions of the International Sporting Code.

- d. If the entrant would like to appeal the deposit amount is € 1750,- to be made payable to:

KNAF FEDERATIEBUREAU
IBAN: NL57INGB0665545967

College voor Autosport Rechtspraak KNAF
PO Box 357
2400 AJ Alphen a/d Rijn
The Netherlands

And the appeal should be send to: Wille Donker L.L.C.

E-mail: lammeren@willedonker.nl

And/or: e-mail: info@knaf.nl



Chapter II

Technical Regulations for all cars

Article 1. General Regulations for all Cars

Art. 1.1

The promoter reserves the right to amend the present Regulations in agreement with the local ASN or approving ASN.

Art. 1.2

To be eligible, all cars must comply with the prescriptions of the Appendix 1 of the present Regulations. Unless otherwise specified. (e.g. Class 997/991).

All modifications carried out on the car must be specified in the entry application form.

Any authorized modification may not lead to an unauthorized modification and is therefore strictly forbidden.

Art. 1.3

Only the organiser decides about the admission of a car before the start of the Event.

The decision taken by the organiser is final, during the Event the decision is with the Race Director after consultation with the Stewards.

This point is explicit and completely accepted by all the competitors and drivers by submitting their entry. Any protest against the classification of admission of a car following the organiser's decision is consequently not possible.

Art. 1.4

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

Art. 1.5

A Vehicle Identity Form must be produced for all cars failing to hold a homologation form. This Identity Form must be duly completed and submitted together with the entry application form. Spare-parts catalogues and workshop manuals for these cars must also be kept at hand. Any proof eventually asked for must be furnished by the competitor/driver of the car.

(An example of a Vehicle Identity Form is the “DMSB Wagenpass”).

If such a vehicle identity form is not available, the team is must provide to the required documentation requested by and on discretion of scrutineering. E.g. manufacturer information and technical information of the car.

Art. 1.6

Regarding obligatory makes/suppliers of car parts, see sporting regulations article 22.4

Article 2 Noise Limitations

Art. 2.1 Noise Limitation

Art. 2.1.1

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

The following noise limit values may not be exceeded:

- For all other races, for all classes: **110 dB(A)** at 0,5m measured according to the measuring method, as described below. (Unless otherwise described in the Supplementary Regulations.)

Additional following rules are applicable (unless otherwise explicit specified in supplementary regulations)

Measurements will be made at 0.5 meter from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees with the exhaust outlet. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0 meter from the centre line of the vehicle, with the microphone 1.2 meter above the ground. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0 meter (in the 0.5 meter test) or within 10.0 meter (in the 2.0 meter test).

Background sound levels should be at least 10dB(A) below the measured level.

With distances from 2.0 meter to 8.0 meter it is necessary that there be a minimum of 20.0 meter radius open flat space around the vehicle. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.

The noise generated by the car must not exceed the prescribed noise level at 3800 rpm, or at three-quarter maximum revs if this is less

Art. 2.1.2

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

Art. 2.1.3

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

*** During practice:**

- **1st offence** – the practice lap times achieved until the moment the infringement is discovered are cancelled; the car must be made to conform to the noise prescriptions. For this purpose, the black flag with orange disc together with the race number on a separate board will be displayed to the relevant driver at the Line. The car must immediately return to the pits.

- **2nd offence** – all further practice lap times will be cancelled. The car may be refused to continue practice and the Race Director may decide not to admit the car to the race following the infringement against the noise prescriptions.

*** During the race:**

- **1st offence** - The black flag with orange disc together with the race number on a separate board will be displayed to the relevant driver at the Line. The car must immediately return to the pits and make his car conform. The car must then be represented to the scrutineers.

The car may re-join the race after confirmation of the Race Director.

- **Additional offences** – In the case of a repeated offence, the Race Director may refuse the team to continue the race. In such a case, the black flag together with the race number on a separate board will be shown to the relevant driver at the Line. The car must immediately return to the pits and stop his car.

Article 3 Special Technical Regulations and Safety Regulations for all Cars

Art. 3.1

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

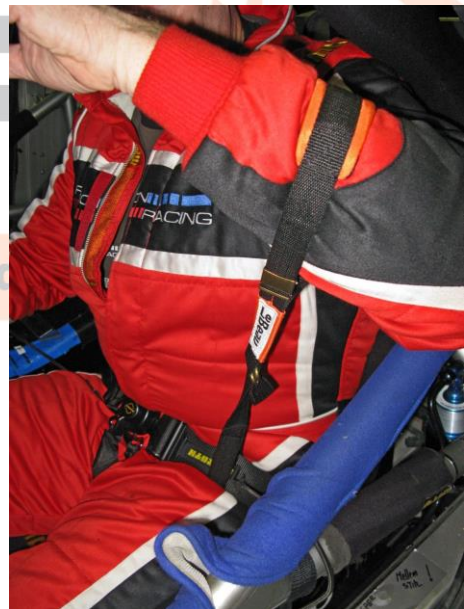
All additional Safety Regulations concerning Electrical or Hybrid cars not described in the Appendix “J” will be published in a separate document due to the special nature of these vehicles.

Art. 3.2

The use of a window-net (NASCAR net) on the driver's side is compulsory for all cars, mounted accordingly to the FIA regulations, Article 253 of the Appendix J. Alternatively the use of an arm restraint as per SFI 3.3 specification is allowed. One of those is compulsory. See below examples of both.



Example of window-net (NASCAR net)



Example of Arm restrain

Art. 3.3

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

Art. 3.4

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

Art. 3.5

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

Art. 3.6

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

Art. 3.7

This art. is applicable for all cars, including cars of classes TCR and 991/997 (except CUP1).
The maximum of 6 front headlamps (units) is permitted for all cars.

In case a car has (standard) only 4 headlights, it is allowed to mount 2 additional (external) headlamps (units). These headlamp (units) may also be LED-units. A LED-unit (up to approx. 20cm, at discretion of scrutineering) is considered as one headlamp.

For the purpose of additional headlights it is preferred to integrate them in the FRONT-BUMPER. (So for this purpose it is allowed to make holes in the front-bumper.)

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

Art. 3.8

The race numbers placed on the sides (left and right door) of the cars must be effectively and sufficiently illuminated.

For this purpose, illuminated back panels are compulsory (only for the left and right door start numbers).

The minimum size of the illuminated area is: 510 x 260 mm.

Such illuminated back panels, if not already available, can be purchased at race administration.

Please make a pre-order in the entry form.

See also art. 4.7 (Chapter II) Start numbers and compulsory illumination with back panels

Art. 3.9

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

Preferred is a FIA homologated red rear fog lamp.

Art. 3.10

A special protection for the exhaust pipe is recommended (for example by means of gusset plates, rebound straps, etc.). The noise prescriptions specified in Article 2.1 (Chapter II) of the present Regulations must be respected in relation to the exhaust system.

Art. 3.11

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

Art. 3.12

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

Art. 3.13 Fire Extinguishers**Art. 3.13.1**

A fire extinguishing system homologated by the FIA for Touring Cars is recommended (with the compulsory fixation of the extinguisher bottles.)

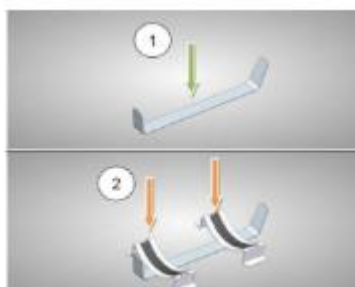
For all the other cars:

- a 2.4 kg manual extinguisher in compliance with the FIA technical list No.6 prescriptions is compulsory
- or fire extinguisher must be according homologation, if this is minimum according the FIA-regulations.

For Fire extinguishers (Systems and Manual extinguishers):

Anti-torpedo tabs are required according art. 7.2 and 7.3 of Appendix J – art. 253

E.g. like following pictures:

**Art. 3.14**

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

Art. 3.15

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

Art. 3.16

Fuel filler neck with safety overflow

If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.

The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.

See picture with example.



Article 4 Cars' Identification Marks (Illuminated Start numbers, Transponder, SPAA05 RPD-Display and Data-logger)

Art. 4.1

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

Art. 4.2

Three competition numbers must be affixed to each car: on both sides, on the doors (those need to be illuminated, according art. 3.8), and onto the roof or front bonnet (on the roof is preferred) at an angle of 45° to the right. In addition, a small competition number must be affixed to the right side of the upper rear window and to the right side of the upper front window.

The competition numbers issued may not be modified (for example by cutting out the numbers).

Art. 4.3

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

Art. 4.4

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

Art. 4.5

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

Art. 4.6 TRANSPONDER with Driver-ID

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

Valid transponders with 4 or 5 Drivers ID are:

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

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

As published in the entry form.

LED-indicator on transponder

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

(e.g. 3 flashes means driver 3)

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

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

In both cases consult the timekeepers.



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

Where to mount your driver-ID transponder?

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

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

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

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

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

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

Art. 4.7 Start numbers and compulsory illumination with back panels

According to the regulations, one of the start numbers must be affixed on the roof.

Although it is preferred on the roof, it is also allowed to affix this start number on the front bonnet.

In both cases it must be affixed according the instructions given (See compulsory advertising sheet).

According to the regulations, the start number on the right and left doors must be illuminated.

For this purpose, illuminated back panels are compulsory (only for the left and right door start numbers).

Illuminated back panels can be purchased at promoter (to be send by post or collected at race administration), as published in the entry form.

Art. 4.8 Race Position Display (LED)

Each car (all classes) must be equipped (obligation) with a LED-Position display. (RACE-POSITION-DISPLAY)

This LED-Position display shows the actual (overall) position of the car.

The function of this display is to show the audience of the actual position in an easy visual way.

Please note this display is for (audience) information only (not for official purpose). For official results and standings please refer the official results.

It is the responsibility of the participant to mount the LED-Position display (on left and right hand side) of the car, in order to pass the pre-race scrutineering.

To power this LED-Position LED display, this device need to be connected to the 12V-battery of your car.

This RACE-POSITION-DISPLAY can be purchased or rented at race administration, as published in the entry form.



Art. 4.9 Data-logger including boost pressure sensor

As described in these regulations, for some classes / cars a data-logger is obligatory, the regulations for this data-logger are described in this article.

The prescribed obligatory data-logger is:

Class	AIM datalogger	Remarks
A6	Evo 5	A6-AM and A6-PRO
991	Evo 4 or Evo 5	
SPX	Evo 4 or Evo 5	
TCR	Evo 4 or Evo 5	
SP2 (only Turbo cars)	Evo 4 or Evo 5	All Turbo cars in this class
SP3 (only Turbo cars)	Evo 4 or Evo 5	All Turbo cars in this class
All other class	Not required	*See note

*Note:

Additional, the organiser can, at his discretion, obligate teams on individual basis, to be equipped with a data-logger.



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

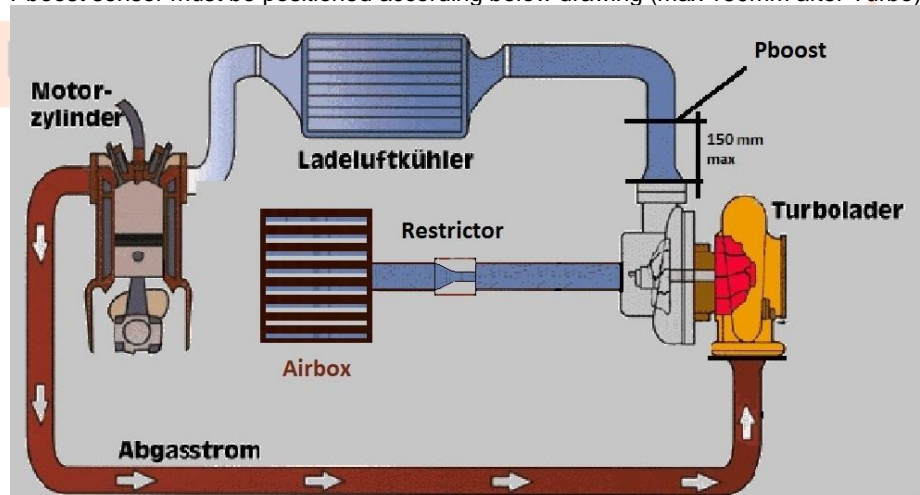
- **1 (One) Boost pressure sensor:**

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

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

Position of Pboost sensor

Pboost sensor must be positioned according below drawing (max 150mm after Turbo)



Mounting instruction:

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

* For class A6 for all Turbo cars, TWO (2) Pboost pressure sensors are obligatory and must be positioned according the homologation of the car.

USB-data stick

Teams have to RETURN the USB-data stick to scrutineering, according the Time table - Scrutineering data Memory Key.

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

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

For purchasing or rental information of the AIM-evo4/evo5, please contact:

Memotec

Email: info@me-mo-tec.de

Phone: +49 7260 920440

Website: www.me-mo-tec.de

The organiser reserves the right to read out the data at any time during the event, e.g. every pit stop during the qualifying and/or during the race.

Any irregularity may result in a penalty.

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

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

The collection of the following data must be ensured by the participant:

(For most cars, below described sensor-signals will be derived from the CAN bus of the ECU).

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

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

USB data memories will be distributed during the event for cars selected by the promoter.

These USB data memories must be connected to the data logger by the participants.

A deposit might be required by the promoter to ensure the due return and the due exchange of the data memories.

Article 5 Ballast; Maximum Permitted Weight

Art. 5.1 Ballast

Art. 5.1.1

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

- 1) Ballast box must be according homologation (e.g. GT-cars)
- 2) Ballast box must be as described below:

Art. 5.1.2

This ballast must during practice and race be fixed inside the car on the passenger's side in a metal container with the following minimum dimensions:

Bottom surface: minimum 1600 cm²

Height: 50 mm

Wall thickness: 2 mm

Art. 5.1.3

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

Art. 5.1.4

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

Art. 5.1.5

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

Art. 5.1.6

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

Art. 5.2 Maximum Permitted Weight**Art. 5.2.1**

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

Art. 5.2.2

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

Art. 5.2.3

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

Article 6 Fuel tank capacity versus refuelling amount**Art. 6.1**

For maximum fuel tank capacity and maximum refuelling amount, see:

Appendix 16 Eligible cars and Class Overview (FOR ALL CLASSES: FUEL TANK CAPACITY VERSUS REFUELLING AMOUNT)

Article 7 Data-communication to and from car**Art. 7.1**

Data-communication (e.g. Engine-data, e.g. oil-temperature) from car to pits is allowed

Data-communication (e.g. change of Engine-settings) from pits to cars is forbidden.

Normal two way radio communication to driver is allowed.



The logo features a stylized orange horse head in profile, facing right, with a lightning bolt-like shape above it. Below the horse head, the letters 'KNAF' are written in large, bold, grey capital letters. Underneath 'KNAF', the text 'Knac Nationale Autosport Federatie' is written in a smaller, grey, sans-serif font. The entire logo is set against a light orange background.

Knac Nationale Autosport Federatie

Appendix 1 to the Technical Regulations

Technical Regulations for the group 24h-Special

1. Eligible Vehicles

1.1

The promoter only decides upon the eligibility of the Vehicles.

In particular in cases of car models which were built in smaller units, such as Ferrari Maranello, a vehicle may be refused. Before investing in the preparation of any such vehicle, the car owner should contact the promoter regarding its eligibility. National homologated cars may be admitted.

The promoter will decide upon eventual waivers.

1.2

For safety reasons, solely closed touring cars and GT cars are generally admitted. The vehicles must have a spark ignition engine, a rotary engine (Wankel), diesel engine, electrical powered or hybrid and be of the model year 1995 or later (the last year of construction of the model of a car is decisive) running on 4 non-aligned wheels and having a minimum series height of 1.100 mm and a maximum series height of 1.600 mm. In addition, the height of the car in race version may in no case exceed this maximum height of 1.600 mm. There is basically no limitation to cylinder capacity or number of cylinders, however to be eligible a car must fit from performance point of view. As a guideline the upper limit is restricted to GT2 cars.

The vehicle roof must be of a solid, closed structure.

Standard hard-top variants might be accepted.

Vehicles with tubular space frame may be admitted, see Appendix 3 Technical regulations for group Silhouette cars.

(A few Examples of NOT accepted cars: Caterham, Roadster, Radical, Ligier)

1.3

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

1.4

Cars with exposed wheels are not permitted.

1.5

The standard car which represents the basic for the race car must be qualified for obtaining a road licence for public traffic in Europe. In cases of doubt, the competitor must furnish proof by submitting a General Certification (ABE) or an Individual Certification (EBE) or another corresponding certificate.

Solely normal registrations or licence number plates or official certifications for road homologation are accepted which can be obtained by everyone.

1.6

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

1.7

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

1.8

Series production car: For the interpretation of the present Regulations, a series production car is a car which complies with the above mentioned provisions of Articles 1 to 1.9 inclusive, amongst others in relation to the car height, production numbers, manufacturer, road licensing etc.

2. General

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

3. Minimum Weights and Additional Weights or Ballast

3.1 Minimum Weights

The following minimum weights depending on the cylinder capacity or fictive volume must be respected:
See Appendix 16: Eligible Cars and Class Overview

3.2 These minimum weights must be respected at any time during the event.

3.3 These are the weights with empty fuel tanks and without driver and without replenishment of any other coolants or liquids.

3.4 The decision about the acceptance or refusal will be taken by the organiser/Technical Commission.

3.5 Additional Weight/Ballast; maximum permitted weight

3.5.1 Additional weight/ballast

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

3.5.2

This ballast must during practice and race be fixed inside the car on the passenger's side in a metal container with the following minimum dimensions:

Bottom surface: minimum 1.600 cm²

Minimum height: 50 mm

Minimum wall thickness: 2 mm

3.5.3

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

3.5.4

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

3.5.5

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

3.5.6

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

3.6 Maximum permitted weight

3.6.1

If the maximum permitted weight of the car (see car registration papers or documents) is below the required minimum weight, the car cannot be admitted to the start.

3.6.2

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

3.6.3

Proof must be furnished by the competitor himself by means of documents of the manufacturer.

4. Engine

4.1

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

4.2

A supercharging is permitted if it complies with the manufacturer's production for the series production model which serves as basis for the race car. For spark ignition engines, the supercharging for the corresponding series production car must be made with spark ignition engine.

Vehicles of the same model range of a manufacturer are considered to be series production cars. The model year restrictions specified in Art. 1.2 of this chapter (1995) must be respected.

4.3

In case of supercharging, the nominal cylinder capacity will be multiplied by 1.7 and the car will pass into the class corresponding to the cubic capacity class thus obtained.

For cars with mechanical superchargers (compressors), as for example G compressors, the factor for the cylinder capacity will be 1.4.

In both cases, if in a class the cubic capacity is mentioned as: Supercharged engines up to a specific cubic capacity, the coefficient (1.4 or 1.7) is not applicable. (e.g. in class A2 or A3T)

E.g. Class A2 is for Supercharged engines up to 1600cc. This means a cars with a 1600cc engine AND turbo is eligible in this class.

4.4

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

4.5 The installation of an intercooler is free.

4.6

The equivalence formula for rotary engines covered by NSU Wankel patents is as follows:

The equivalent cubic capacity is 1,5x the volume determined by the difference between the maximum and minimum capacities of the combustion chamber.

4.7 The lubrication system is free.

4.8

Air feed as well as auxiliary devices and radiators are free.

All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations. Therefore, the refuelling opening of the tanks must allow for this operation.

5. Exhaust System / Noise Limitation

5.1

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

5.2

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

5.3

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

5.4

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

5.5 Noise limitation see Chapter II

6. Transmission

Reverse gear (according Appendix J 275-9.3)

All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and used by the driver when seated normally.

6.1

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

6.2

Clutch, final drive and all drive-train components are free.

The gearbox is free (for example sequential gearbox). The gearbox must, however, remain in its original location, for example in front of or behind the engine, at the drive axle, etc. The number of forward gears is limited to six. A reverse gear is compulsory.

All gear changes, though, must exclusively be made mechanically. Automatic or semi-automatic gearboxes, e.g. rocker type gear change, is only authorized if this operating principle complies with the original version and the standard gearbox housing is retained. Otherwise, the gear shifting must be purely mechanical.

6.3

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

6.4

The addition of any kind of intermediate ratios is permitted.

For cars originally equipped with a permanent four-wheel drive, one driving axle may be disconnected.

Differential as well as the cooler and pumps provided for these are free.

7. Wheels and Tyres

Wheel material (according Appendix J 275-12.2)

All wheels must be made from homogeneous metallic materials.

7.1

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

7.2

Wheel fixation systems are free.

7.3

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

up to 1.400 cc: 8,5 “

over 1.400 cc up to 1.600 cc: 9,0 “

over 1.600 cc up to 2.000 cc: 10”

over 2.000 cc up to 2.500 cc: 10,5 “

over 2.500 cc up to 3.000 cc: 11,5 “

over 3.000 cc: 14,0 “

The width may be measured at any point of the rim including rim flange (not wheel disc) with the exception of the tyre contact area.

7.4

The spare wheel and its attachment parts may be removed.

8. Ground Clearance

No part of the car, with the exception of the rims and/or tyres, must touch the ground when the tyres situated on the same side of the car are deflated. In order to check this point, the air valves of the tyres on the same side of the car will be removed. The ground clearance is checked without passengers.

This test must be carried out on a relatively flat surface. It is left to the participant's discretion to remove the tyres from the rims before the check of the ground clearance

9. Braking System

9.1

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

9.2 Cooling of Brakes

Front and rear brakes: protection shields are free.

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

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

10. Steering

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

It is permitted to install steering angle limitations.

11. Suspension/ Shock absorbers

11.1

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

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

Electronic height adjustment is forbidden.

Any height adjustment which can be done from the cockpit by the driver is forbidden.

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

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

11.3

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

11.4

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

11.5

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

12. Cockpit

12.1 Seats:

The passenger seats and the rear seats (including the backrest) may be removed. For driver's seat: See also Article 18.5 of the present Regulations.

12.2 Dashboard :

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

12.3 Pedal Boxes:

Pedal boxes may be installed.

12.4 Doors – Side trim:

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

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

It is permitted to remove the interior trim from the door in order to install a side protection panel which is made from composite material side pad (lateral protection integrated in the side protection bar). The minimum height of this panel must extend from the base of the door to the maximum height of the door strut.

It is permitted to replace electric winders with manual ones.

12.5 Floor:

Carpets are free.

12.6 Other sound proofing materials and trim:

Other padding materials may be removed.

12.7 Heating system:

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

12.8 Air-conditioning:

Air-conditioning is free.

12.9 Steering wheel:

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

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

The steering can be on either the right or left provided that it is a question of a simple inversion of the steered wheels control, laid down and supplied by the manufacturer without any other mechanical modifications except those made necessary by the inversion. The rear removable window shelf in two-volume cars may be removed.

12.10 Air pipes:

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

12.11 Additional accessories:

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

- and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc.

12.12 The following is also allowed:

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

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

13. Electrical System

13.1

The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.

The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables.

Electric cables and their sleeves are free.

13.2

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

13.3

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

13.4 Fuses:

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

13.5 Lighting - Indicating:

All lighting and signalling devices must comply with the legal requirements or with the International Convention on Road Traffic.

The operating system of the retractable headlights, as well as its energy source, may be modified.

The frontal glass may be covered with a clear transparent film.

Lighting equipment (according Appendix J art. 259-8.4.1 – 8.4.3)

All lighting equipment must be in working order throughout the competition, even if the competition is run entirely in daylight.

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

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

It is not allowed to have any kind of red-light at the front of the car, at discretion of scrutineering.

13.6

The mounting of additional headlights is authorized provided that the total number of headlights equipping the car does not exceed 6 (parking lights and side lights not included) and provided that the total is an even figure. Preferable to be fitted in the front part of the coachwork or in the radiator grille, but such openings as needed in this case must be completely filled by the headlights.



14. Fuel Tanks

14.1

The total capacity of the fuel tanks must not exceed the following limits, in relation to the engine capacity or the fictive volume:
See Appendix 16: Eligible Cars and Class Overview

14.2

14.2.1

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

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

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

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

14.2.2

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

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

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

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

14.3

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

14.4

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

14.5

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

- All fuel tanks must be placed behind the front edge of the standard rear seat bench or heel plate.(exceptions to this rule, at strict discretion of scrutineering).
- All fuel tanks must be FT3-1999, FT3, 5 or FT5 safety tanks.
- Attachment to the bodywork with the least 40mm wide and 2mm thick metal straps, two times longitudinal and once transverse to the car's longitudinal axis. The straps must be positioned around the box. Alternatively, a fixation to the bottom of the box with at least 10 M8 screws or 16 M6 screws is possible.
- A liquid proof bulkhead or box must be made of CFRP, GFK, metal or honeycomb sandwich construction.
A sandwich construction must have a minimum thickness of 10 mm and a fire-proof core with a deformation resistance of at least 18 N/cm² (24lb/in²). Aramid fibre is permitted. The sandwich construction must have two skins with a thickness of 1.5 mm each and a tensile strength of at least 225 N/mm² (14 tons).
If not a sandwich construction is used, a shock absorbing foam with a thickness of at least 15 mm and a liquid tightness of at least 35 kg/m³ must be provided between the attached box and the fuel tank
- The fuel tank must always be refilled from the exterior.
- All fuel lines must comply with the current prescriptions as specified in Article 253-3.2 (FIA-ISC)
- All fuel lines situated inside the cockpit must be continuous (not in pieces).
- The tank filler may be placed at an appropriate location of the bodywork with the exception of the roof.
Fuel tank filler in rear side window is allowed, see 16.2
The filler hose must be flexible (i.e. rubber) and have two walls.
- The name of the manufacturer and the date of manufacture must be visible. Alternatively, the badge provided by the tank manufacturer and belonging to the tank must be placed at a visible location.
- A non-return valve must be installed on the filler hose.
- The main tube of the rollover structure must have two diagonal members (cross members) or equivalent tubes.
- Fuel pumps must be separated from the cockpit by a bulkhead (box).

14.6

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

14.7

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

Design and position must comply with the original rear side windows,

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

Furthermore, refuelling through the luggage compartment is permitted.

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

If the filler neck is situated inside the luggage compartment, it must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.

14.8

Any capacity exceeding the aforementioned limits (to be controlled by means of the fuel receipts) may result in a penalty.



15. Bodywork

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

15.2

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

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

15.3

The floor assembly and the rear apron (exception Art. 5.4) must comply with the original version. Panels or aerodynamic devices may be fixed to the floor assembly.

15.4

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

15.5 Doors, Engine Bonnet, Boot Lid and Roof:

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

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

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

Non original air boxes are generally forbidden. The Technical Commission will decide about eventual Exceptions. It must in any case be possible to replace the modified doors and bonnets by the original ones.

15.6 Mudguards:

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

The mudguards must cover at least 1/3 of the wheel circumference and at least the total tyre width. It is permitted to provide the mudguards with openings for cooling. Air inlets located behind the rear wheels in the wheel cover must be designed so that the tyres are not visible in horizontal plane.

The dimensions of the mudguards are defined in Art. 251.2.5.7 of the Appendix J.

The interior of the mudguards is free (not the wheelhouse), where mechanical components may be applied.

Sharp edged bodywork parts in the area of the wheel arch which might damage the tyres or other rotating parts may be folded back.

The plastic soundproofing parts may be partly or completely removed from the interior of the wheel passages. These plastic elements may be partly or completely changed for other elements of the same shape.

Original wheel arch openings may be closed partly or completely provided that the original wheel arch contour respectively the basic shape remains original.

15.7 Wheel arch/ Inner wing panel

Wheel arches/inner wing panels delivered by the car manufacturers or their sports department are authorized, provided that the minimum of four bodyworks in this configuration were factory produced. A Motor Vehicle Construction and Use Regulations admission is not relevant for this purpose. The competitor must furnish proof in cases of doubt.

15.8

Unused supports which do not have any influence on the bodywork rigidity may be removed on the complete bodywork (interior and exterior). Only those supports which are exclusively screwed may be completely removed.

15.9 Reinforcement of transversal struts

Transversal struts between identical axle pivot points on the right and the left may be installed on the upper, lower, front and rear side but they must be removable and be screwed to the mounting points of the shock absorbers or in its vicinity; on the upper side, three bores may in addition be applied on each side.

16. Glass Surfaces and Material

16.1

The original surfaces of the side windows must be retained. Sliding windows are permitted. The fixation of the windows and the operating mechanism of the side windows are free.

It is permitted to install ventilation systems into the side windows for better ventilation.

Windscreen and windows (According to Appendix J 279-2.4)

The windscreen must be of laminated glass or of a polycarbonate,

If a windscreen made of polycarbonate is used the thickness must not be less than 5mm and it must be in good condition at any time during the event. At discretion of scrutineering.

The windows must be of safety glass or plastic.

If of polycarbonate, the thickness must not be less than 3 mm.

If of plastic, the thickness must not be less than 5 mm.

They must in any case be transparent. Only the rear window may be tinted, e.g. with foil.

Cars with laminated windscreens which are damaged to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the competition, will be rejected.

Films, stickers and spraying are not allowed, except those authorised by the Sporting Code Article 15.7.

Synthetic screens must not be tinted. Tinted glass screens, e.g. heat shield screens, are only permitted if they are original for this car. The fitting of an additional windscreen washer tank or of one with a greater capacity is authorised. This tank must be strictly reserved for the cleaning of the windscreen.

16.2

It is not permitted to position connectors for pneumatic jacks or similar in the windows.

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

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17. Safety Regulations

17.1

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

17.2

The use of a window-net (NASCAR net) on the driver's side is compulsory for all cars, mounted accordingly to the FIA regulations, Article 253 of the current Appendix J. As an alternative the use of an arm restraint as per SFI 3.3 specification is allowed. One of those is compulsory.

17.3 An FIA current homologated 5 or 6 point safety harness of standard 8853/98 is compulsory.

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

17.5 An FIA current homologated competition seat complying with FIA standard 8855/1999 with supports in compliance with Article 253 of the Appendix J is compulsory.

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

17.7 The maximum of 6 front headlamps is permitted for all cars.

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

17.9 Fire extinguishing system

A FIA homologated fire-extinguishing system or manual extinguisher is compulsory.

17.10 The attachments of any video cameras must be approved by the scrutineers.

17.11 Non-return valve

An FIA homologated non-return valve must be installed in the filler hose of the fuel tank.

17.12 Bulkhead

A fire and liquid proof bulkhead must be installed between the fuel tank and the cockpit.

18. Handicap/BOP-Regulations

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

So in case certain models of cars or individual cars are disproportional fast, the organiser reserves the right to adjust the Balance of Performance of this model or individual car at any time of the event. This in order to balance and increase competition in general and particular in the specific class. (this BOP can be of every kind, e.g. extra weight, restrictor, less refuelling, time penalty, etc.). This Balance of Performance can also be the other way around, e.g. to older models or year of built, a less tight (initial) BOP might be assigned. E.g. less weight, more refuelling, larger restrictor, etc.).

In case of disproportional fast car, the organiser and/or the Race Director can also assign this car to another most suitable class.

BMW Motorsport



Information

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Datum 24.09.2015
Thema **BMW M235i Racing - 24h Series by Creventic**

Bulletin

The regulations of BMW M235i Racing Cup applies in the latest approved version with the existing bulletins.

For the BMW M235i Racing Cup class the latest approved version of the technical regulations of the BMW M235i Racing Cup apply with the following exceptions:

1. Art. 2.7:

For the races of the 24h Series by Creventic the tire brand and the tire size is shown in the Event-Regulations, the number of tires is not restricted, and the tires will not be marked.

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Technische Betreuung BMW M235i
Racing Cup

powered by

Appendix 3 to the Technical Regulations

Technical regulations for group Silhouette cars

1. Eligible vehicles

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

There is no specific class for silhouette Cars, therefore silhouette cars will be assigned to most suitable class.

The promoter decides in which class the individual silhouette car will be assigned.

Apart from below explicit described technical regulations, like weight and fuel tank capacity, all sportive & technical requirements applicable for the assigned class are also applicable for the particular silhouette car. (e.g. if in the assigned class the “minimum reference lap time is applicable” this is also applicable for the particular silhouette car).

The intention is to admit silhouette cars to increase the variety of competing cars, which fits to the sportive character of the race and fits from performance point of view with the Touring- and GT-cars.

In interest of this sportive character each silhouette car will be accepted on individual basis. This even means that accepting one Silhouette type does not automatically mean another silhouette car of the same type is accepted.

For safety reasons, only solely closed silhouette cars are generally admitted.

Also for safety reasons only cars with a minimum weight of 750kg are admitted.

No open wheels silhouette cars are accepted, so the complete wheels must be housed within the original body.

Also only Silhouette type cars are accepted, which already compete in national or international races or series.

Technical Regulations of this series must be provided to the promoter.

Only the promoter decides about the admission of a car and upon eventual waivers.

1.1 Balance of Performance

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

All silhouette cars have to be according following regulations.

2. Engine

Turbo coefficient does apply as per appendix 1 for petrol engines

3. Minimum Weights

See Appendix 16: Eligible Cars and Class Overview

4. Fuel Tank

The original tank must be replaced by a FT3-1999, FT3, 5 or an FT5 safety tank according to Article 253.14 of the Appendix J to the ISC with a **maximum capacity of:** See Appendix 16: Eligible Cars and Class Overview

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

5. Safety

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

Also the body of the silhouette car must be approved.

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

6. Noise Limitation

Noise level prescriptions are applicable as per technical prescriptions for all cars, as per chapter II.

Appendix 4 to the Technical Regulations

Class D1: Technical regulations DIESEL Touring Cars

Diesel Touring Cars: up to 2000cc

note: minimum reference lap time rule is applicable

In this DIESEL group the turbo charging coefficient will not apply.

Diesels 2000 up to 3000cc will generally be accepted in class A3

Diesels above 3000cc might be accepted in class SP2 or in SP3-GT4

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 1 of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class D1

Exhaust Gases, Smoke Formation

High exhaust-emission levels and smoke/root emission are prohibited.

The Race Director has the right to signal a car producing more smoke than normal in the exhaust system to come to the pits in order to carry out an appropriate repair by showing the black flag with orange disc.

“Minimum reference lap time” introduction for class D1

Diesel cars which are faster than the prescribed minimum reference lap time (to the judgement of the organisers) will be assigned to the most suitable class, e.g. A2. The “Minimum reference lap time” rule will be explained below: In such a case the Race Director can decide to adjust the BOP of the specific car.

The reason to add this rule is: *In interest of the sportive character (for the faster D1 cars, as well as for the less fast D1 cars) it has been decided to assign the faster D1 cars to another suitable class. By doing this both categories will again have their competition in their final class.*

Please note:

The “minimum reference lap time rule” is added to increase competition and explicit not to slow down the cars in this class. Therefore it is the right of the organiser (in order of the sportive character of the event), to adjust the “minimum reference lap time” to a more appropriate level, if the performance of the cars in this class require this.

If there are important reasons to do so, this can be even done during the event, e.g. after qualifying.

“Minimum reference lap time” rule for class D1

Because it has been experienced that there can be exceptional differences in performance (lap time) in class D1:

In interest of the sportive character (for the faster D1 cars, as well as for the less fast D1 cars) it has been decided to assign the faster D1 cars to another, most suitable, class (e.g. class A2. By doing this both categories will again have their competition in their final class.

This so called “minimum reference lap time” has been chosen after critical analysis of the results of previous races. Looking at the results of previous races, it will be noticed that with the currently set “minimum reference lap time” that all cars (or at least the majority) who will stay in class D1 will not be slowed down by this rule.

This “minimum lap time” will be different for each circuit and will be specified in Appendix 16: Eligible Cars and Class Overview and/or Supplementary Regulations of the specific race.

“Minimum reference Lap time” and Penalties for class D1

As mentioned before, the lap times will be measured by the official timekeeping.

In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:

FREE PRACTICE/ QUALIFYING/ NIGHT PRACTICE

In case a car will be faster than the so called “minimum reference lap time” the penalty will be decided by the Race Director, which might be assign the specific car to another, more suitable, class.

RACE

In case a car will be faster than the so called “minimum reference lap time” the penalty will be:

Time penalty of 30 seconds for each offence

“Sandbagging”

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

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

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

In case the Race Director recognizes/determines that a team is “sandbagging”, the Race Director will impose a penalty at his discretion.



Appendix 5 to the Technical Regulations

Class A2: Technical regulations Petrol Touring cars

Petrol Touring Cars: up to 2000cc & Supercharged up to 1650cc

note: minimum reference lap time rule is applicable

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 1 of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class A2

“Minimum reference lap time” introduction for class A2

Cars in this class which are faster than the prescribed minimum reference lap time (to the judgement of the organisers) will be assigned to the most suitable class, e.g. A3. The “Minimum reference lap time” rule will be explained below. In such a case the Race Director can decide to adjust the BOP of the specific car.

The reason to add this rule is: *In interest of the sportive character (for the “too fast A2 cars”, as well as for the “average fast A2 cars”) it has been decided to assign the “too fast A2 cars” to another suitable class. By doing this both categories will again have their competition in their final class.*

Please note:

The “minimum reference lap time rule” is added to increase competition and explicit not to slow down the cars in this class. Therefore it is the right of the organiser (in order of the sportive character of the event), to adjust the “minimum reference lap time” to a more appropriate level, if the performance of the cars in this class require this.

If there are important reasons to do so, this can be even done during the event, e.g. after qualifying.

“Minimum reference lap time” rule for class A2

Because it has been experienced that there can be exceptional differences in performance (lap time) in class A2:

In interest of the sportive character (for the faster A2 cars, as well as for the average fast A2 cars) it has been decided to assign the faster A2 cars to another, most suitable, class (e.g. class A3). By doing this both categories will again have their competition in their final class.

This so called “minimum reference lap time” has been chosen after critical analysis of the results of from previous races. Looking at the results of previous races, it will be noticed that with the currently set “minimum reference lap time” that all cars (or at least the majority) who will stay in class A2 will not be slowed down by this rule.

This “minimum lap time” will be different for each circuit and will be specified in Appendix 16: Eligible Cars and Class Overview and/or Supplementary Regulations of the specific race.

“Minimum reference Lap time” and Penalties for class A2

As mentioned before, the lap times will be measured by the official timekeeping.

In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:

FREE PRACTICE/ QUALIFYING/ NIGHT PRACTICE

In case a car will be faster than the so called “minimum reference lap time” the penalty will be decided by the Race Director, which might be assign the specific car to another, more suitable, class.

RACE

In case a car will be faster than the so called “minimum reference lap time” the penalty will be:

Time penalty of 30 seconds for each offence

“Sandbagging”

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

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

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

In case the Race Director recognizes/determines that a team is “sandbagging”, the Race Director will impose a penalty at his discretion.

Appendix 6 to the Technical Regulations

Class A3: Technical regulations Touring cars

Touring Cars: 2000 up to 3500cc & Supercharged 1650 up to 2000cc

note: minimum reference lap time rule is applicable

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 1 of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class A3

“Minimum reference lap time” introduction for class A3

Cars in this class which are faster than the prescribed minimum reference lap time (to the judgement of the organisers) will be assigned to the most suitable class, e.g. SP3. The “Minimum reference lap time” rule will be explained below. In such a case the Race Director can decide to adjust the BOP of the specific car.

The reason to add this rule is: *In interest of the sportive character (for the “too fast A3 cars”, as well as for the “average fast A3 cars”) it has been decided to assign the “too fast A3 cars” to another suitable class. By doing this both categories will again have their competition in their final class.*

Please note:

The “minimum reference lap time rule” is added to increase competition and explicit not to slow down the cars in this class. Therefore it is the right of the organiser (in order of the sportive character of the event), to adjust the “minimum reference lap time” to a more appropriate level, if the performance of the cars in this class require this.

If there are important reasons to do so, this can be even done during the event, e.g. after qualifying.

“Minimum reference lap time” rule for class A3

Because it has been experienced that there can be exceptional differences in performance (lap time) in class A3:

In interest of the sportive character (for the faster A3 cars, as well as for the average fast A3 cars) it has been decided to assign the faster A3 cars to another, most suitable, class (e.g. class SP3). By doing this both categories will again have their competition in their final class.

This so called “minimum reference lap time” has been chosen after critical analysis of the results of from previous races. Looking at the results of previous races, it will be noticed that with the currently set “minimum reference lap time” that all cars (or at least the majority) who will stay in class A3 will not be slowed down by this rule.

This “minimum lap time” will be different for each circuit and will be specified in Appendix 16: Eligible Cars and Class Overview and/or Supplementary Regulations of the specific race.

“Minimum reference Lap time” and Penalties for class A3

As mentioned before, the lap times will be measured by the official timekeeping.

In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:

FREE PRACTICE/ QUALIFYING/ NIGHT PRACTICE

In case a car will be faster than the so called “minimum reference lap time” the penalty will be decided by the Race Director, which might be assign the specific car to another, more suitable, class.

RACE

In case a car will be faster than the so called “minimum reference lap time” the penalty will be:

Time penalty of 30 seconds for each offence

“Sandbagging”

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

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

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

In case the Race Director recognizes/determines that a team is “sandbagging”, the Race Director will impose a penalty at his discretion.

Appendix 7 to the Technical Regulations

Class CUP1: Technical regulations BMW M235i Racing Cup

Petrol Touring Cars: BMW M235i Racing Cup: 3000cc Twin Turbo

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class CUP1

Class CUP1: cup class for BMW M235i Racing Cup

Technical regulations BMW M235i:

As this is a specific Cup class for the BMW M235i, different than other classes, the specific technical BMW M235i Cup regulations are applicable.

The latest version of the technical regulations (including existing bulletins) of the BMW M235i Racing Cup are applicable with the following exception:

The tire brand is shown in the event regulations. The size is free, the number of tires is not restricted. See appendix 2.

The Sporting regulations for BMW M235i are the same as for any other class.



Appendix 8 to the Technical Regulations

Class TCR: Technical regulations TCR cars

Class TCR: class for TCR cars (Touring cars: 2000cc Supercharged, 2015 and younger)

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class TCR

Technical regulations TCR class:

As this is a specific class for the TCR cars, different than other classes, the specific technical TCR regulations are applicable:

All cars with an official TCR TECHNICAL FORM are eligible. The promoter reserves the right to accept waivers.

See Appendix 16 (Eligible Cars and Class Overview)

The latest version of the TCR International Series: Technical Regulations 2016/2017 (including existing bulletins) are applicable with the following exceptions/additional regulations

- Tyres: The tyre brand is shown in the sporting regulations. The size is free, the number of tires is not restricted.
- Brakes: brake pads are free
- Brakes: brake discs are free, except brake disc material (steel) and diameter
- Brakes: Cooling is free (e.g. electrical blowers/fans) with following limitations*
- Shock absorbers: Alternative brand and type of shock absorbers and springs are allowed, according Appendix 1.
- Exhaust: Brand, type and modifications are free. Please note: under all circumstances the applicable noise measures need to be within the specified limits!
- Fuel Tank: Total maximum capacity is 100 L. unless otherwise specified in the TCR TECHNICAL FORM
- Fuel Tank-inlet: All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations.
Therefore, the refuelling orifices of the tanks must be equipped for this operation.
(see art. 21.3 Fuel / Refuelling of chapter I)
- Engine seal: This is free (so it is allowed to remove and it is allowed to revise the engine any ware). The engine has to be according TECHNICAL FORM
- Gearbox seal: This is free (so it is allowed to remove and it is allowed to revise the gearbox any ware). The gearbox has to be according TECHNICAL FORM
- Data logging: The car must be equipped with a data logger including pressure sensor according art.4.10 of chapter II of the Sporting & Technical Regulations.
The collected data must remain at disposal of the organiser
- Supp regulations: Differences/exceptions/additional regulations/ waivers as described in the supplementary regulations of the specific event.

*Cooling of the brakes

- As long as the air-cooling holes in the front bumper are according to the TCR regulations
- Front and rear brakes: protection shields are free.
- The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 ccm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.
The air pipes must not protrude over the perimeter of the car, seen from above.

The Sporting regulations for TCR Class are the same as for any other class.

Balance of performance

The promoter will decide on balance of performance, which will be published in the supplementary regulations of the specific event.
E.g.

- Weight*
- Ride height**
- Max Refuelling amount
- Restrictors
- Turbo boost pressure
- Etc.

***Weight**

Minimum weight: is without driver and empty fuel tank.

****Ride height**

Unless explicit otherwise described in these or supplementary regulations, the minimum ride height, the minimum ride height must be respected by the whole car's bottom area.



Appendix 9 to the Technical Regulations

Class SP3-GT4 Technical regulations Special cars (regulated by “minimum reference lap time”)

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 1 of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class SP3-GT4

Introduction

Group SP3-GT4, exceptional cars, is a class generally meant for GT4 cars.

The performance level, regulated by minimum lap time, (guide-line is approx. 3,5kg/hp or more) is approximately comparable with GT4 cars.

Although class SP3-GT4 is generally meant for GT4 cars, also the following range of cars might be accepted:

Cars which fits from performance point of view, to the prescribed minimum reference time described below.

- Petrol and Diesel cars
- E.g. Cars which do not fit in any other class
- E.g. Cars which are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2

As a guide line is cars with approx. 3,5kg/hp or more. This is approximately the performance of a GT4 car or less fits in this class. However to avoid too fast cars, the car performance in this class will be regulated by the “minimum reference lap time”.

(e.g. Aston Martin V8 Vantage N24/GT4, BMW Z4M Coupe, BMW M3 GT4, Nissan 350Z/370Z, Maserati GT MC GT4, Chevrolet Camaro, Lotus Evora, Lotus Exige GT4, Porsche Cayman, Donkervoort D8 GT, Corvette C6 GT4, Ginetta G50 Cup/GT4, Peugeot 207 Spider, Saker sports car, Solution F Silhouette, Gomez Competition GC10.2 Silhouette)

The “Minimum reference lap time” rule will be explained below:

The reason to add this rule is:

In interest of the sportive character of this class to avoid a few cars (or even just one) to be exceptional fast which would gain an unreasonable advantage for those cars.

This “minimum reference lap time” is chosen in such a way, the majority of the cars (or even all cars) in this class will not be slowed down by this rule. And on the other side to avoid a few cars (or even just one) to be exceptional fast which would gain an unreasonable advantage for those cars.

Please note:

The “minimum reference lap time rule” is added to increase competition and explicit not to slow down the cars in this class. Therefore it is the right of the organiser (in order of the sportive character of the event), to adjust the “minimum reference lap time” to a more appropriate level, if the performance of the majority of cars in this class require this.

If there are important reasons to do so, this can be even done during the event, before the race, after qualifying.

“Minimum reference lap time” rule for class SP3-GT4

This so called “minimum reference lap time” is a fixed boundary, on the lap time. Cars in this class are NOT allowed to cross this boundary. E.g. if the “minimum reference lap time” is set to 2min10sec, cars in this class are NOT allowed to drive faster lap times than 2min10. In case a car in this class will be (by incident) slightly faster then this “minimum reference lap time” the team will be penalized with a time penalty. In case a car in this class will be significant faster (on decision of the Race Director) then this “minimum reference lap time” the specific car can be reassigned to a higher class, e.g. SP2.

This rule is chosen instead of technical regulations and limitations, like air-restrictors, engine management restrictions, or other restrictions. So the main rule for cars in this class is the fixed “minimum reference lap time”.

This “minimum reference lap time” will be different for each circuit and will be specified in: Appendix 16: Eligible Cars and Class Overview.

1. Eligible vehicles

Group SP3-GT4, exceptional cars, is a class generally meant for GT4 cars.

Eligible cars are cars which fits from performance point of view, to the prescribed minimum reference time.

To avoid too fast cars, the performance of all cars in this class will be regulated by the “minimum reference lap time”.

Only the promoter decides about the admission of a car and upon eventual waivers.

“Minimum reference Lap time”

This “minimum lap time” will be different for each circuit and will be specified in the supplementary regulations.

The lap time of each car will be measured by the official time keeping of the organisation.

In interest of the sportive character each car (of group exceptional cars), will be accepted on individual basis. This even means that accepting one car for the group of exceptional cars does not automatically mean that another car of the same type will be accepted.

By participating in class SP3-GT4 and in case the car will be (by incident) too fast at discretion of the Race Director the team will accept and cooperate with any type of balance of performance.

In case a car in this class will be significant faster (on decision of the Race Director) then this “minimum reference lap time” the specific car can be reassigned to a higher class, e.g. SP2. This can be done at the entire event, practice, qualification and during the race.

For safety reasons, only solely closed cars are admitted.

No open wheel cars are accepted, so the complete wheels must be housed within the original body.

Also for safety reasons only cars with a minimum weight of 750kg are admitted.

- Below 3000cc: Minimum weight: 750 kg

According Appendix J Art. 277-3:

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

Only the promoter decides about the admission of a car and upon eventual waivers.

There is no subdivision into cylinder cubic classes for SP3-GT4

All cars of this group have to be according the following regulations.

Unless explicitly specified in this appendix and besides the cubic capacity, the number of cylinders and the weight, the vehicles in this group has to be according the technical prescriptions, described in these regulations.

E.g. Safety regulations and Noise limitation are applicable as per technical prescriptions for all cars, Art.3 of chapter II

Engine

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

Fuel Tank

The original tank must be replaced by a FT3-1999, FT3, 5 or an FT5 safety tank according to Article 253.14 of the Appendix J to the ISC with a **maximum capacity of**: See Appendix 16: Eligible Cars and Class Overview

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

2. Balance of Performance (general)

In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and or track conditions and or due to driver line-up, the promoter has the right to compensate the performance of each car to maximize the equality of the performance. This compensation can be a higher or lower minimum weight. Also the promoter has the right to refuse a (to professional) driver line-up.

This compensation can also be of any kind, e.g. higher or lower limit of amount of refuelling, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire event, practice, qualification and during the race.

Above regulation might be applicable for diesel cars, therefor the refuelling amount for diesel cars might be prescribed on individual basis and/or in the supplementary regulations.

3. Balance of Performance (weight and refuelling amount)

As described already, this SP3-GT4 class is meant for a wide variety of cars. Therefore it is likely there are performance differences between cars in this class.

To balance those differences and increase competition, there is a balance (BOP) in weight and refuelling amount.

The promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the supplementary regulations of the specific event.

See Appendix 16: Eligible Cars and Class Overview.

As mentioned before, the lap times will be measured by the official timekeeping.

In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:

FREE PRACTICE

The “Minimum reference Lap time” will NOT apply during free practice.

QUALIFYING

The “Minimum reference Lap time” will NOT apply during qualification.

NIGHT PRACTICE

The “Minimum reference Lap time” will NOT apply during night practice.

RACE

In case a car in class SP3-GT4 is faster than the so called “Minimum Lap time” set for this class:

Each offence: Time penalty of 30 seconds.

In case of multiple offences at decision of the Race Director he may apply the balance of performance rule described above.

Escape JOKERS

By incident, it can happen, a driver will be faster than the “Minimum reference lap time” by.

To avoid penalizing a driver at the first incident, each team will receive 3 (THREE) “ESCAPE JOKERS” which can be used as an escape (for a penalty) in the case they just cross this boundary. This means a team can use 3 times an “ESCAPE JOKER” (so for 3 laps).

Such an “ESCAPE JOKER” will only be accepted in case above described incident is reported in writing by the team within maximum 60 minutes after the incident has occurred.

In case such an incident is NOT reported within 60 minutes or after the 10 “ESCAPE JOKERS” has been used each incident will result in a penalty as described above.

“Sandbagging”

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

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

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

In case the Race Director recognizes/determines that a team is “sandbagging”, the Race Director will impose a penalty at his discretion.

5. Preliminary choice: BOP / Minimum reference lap time procedure:

Each team in the SP-classes is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount and weight of the car. (The choice is free and NOT depending of qualifying time).

The applicable BOP-table, including Minimum reference lap times is shown in supplementary regulations of the specific event (see also example on the next pages).

- Publication of the BOP-table, including Minimum reference lap times. See supplementary regulations of the specific event.
- Preliminary choice (Minimum reference lap time and Max Refuel amount) made by the teams.
Each SP-class team will receive the “MINIMUM REFERENCE LAP TIME FORM” for the specific race to make this preliminary choice. Preferred before the event, but latest at administrative check.
- In extra SP-class team managers briefing (after qualifying) the choices of all SP teams will be presented and finalized.
- Official publication of BOP / Minimum reference lap time of all SP-class teams.

Minimum reference lap time FORM (applicable for class SP3-GT4)
Applicable for “EXAMPLE CIRCUIT”

Start nr:	Box:	Team name:
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Minimum reference lap time FORM

This so called Minimum reference lap time FORM need to be filled, signed and handed to the Secretary of the event, latest 15 minutes after qualification has finished. This is valid for ALL teams in class SP3-GT4.

Each team in class SP3-GT4 is basically free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount.
 (The choice is free and NOT depending of qualifying time).

CIRCLE YOUR CHOICE (combination of Minimum weight and minimum reference lap time)

ONLY applicable for class SP3-GT4							
Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount				
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1100 kg	Minimum Weight 1200 kg	Minimum Weight 1300 kg
SP3-GT4	N/A	24HDubai: 2min10	70 L	80 L	90 L	100 L	110 L
		24HDubai: 2min11	80 L	90 L	100 L	110 L	120 L

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Before the start of the race each SP3 team will receive the applicable MAX REFUELLING sticker to be placed on start number at fuel-inlet side.

TEAM NAME:	TEAMMANAGER NAME:
START NUMBER:	SIGNATURE
BOX:		

Appendix 10 to the Technical Regulations

Class SP2 Technical regulations Special cars

(regulated by “minimum reference lap time”)

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 1 of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class SP2

Introduction

Group SP2, exceptional cars, is a group of cars which is added to accept a wider variety of cars.

The performance level, regulated by minimum lap time, is approximately comparable with the Porsche 997 Cup car and basically not as fast as class A6.

This SP2 class is meant for the following range of cars

Cars which fits from performance point of view, to the prescribed minimum reference time described below.

- Petrol and Diesel cars
- E.g. Cars which do not fit in any other class
- E.g. Cars which are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Diesels above 3000cc
- E.g. Cars who do not fulfil the minimum weight requirement in their initial class
- E.g. Not homologated cars
- E.g. Older models or year of built of GT cars, might be considered to be accepted in this class.

Note: a car which is considered as: to be too fast for this class, might be assigned to class A6 or SPX.

As a guide line cars with a weight/power ratio of 3,0 kg/hp or more fits in this class.

However to avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference lap time”.

By doing so a wider variety of cars can be accepted, which fits from performance point of view, while faster cars will not be accepted (due to set “minimum reference lap time”).

The “minimum reference lap time” will be set that competitive that in general most cars will not be slowed down by this rule.

If a team with a specific car felt to be significantly slowed down by this rule, the specific car is not meant for this class and therefore should NOT enter this event.

The performance level, regulated by minimum lap time is approximately comparable with the Porsche 997 Cup car.

(e.g. Holden V8, Toyota Lexus, Chevrolet Corvette, BMW 140 GTR, BMW E46 V10, BMW M3 E92, Aston Martin Vantage N24, Aston Martin Vantage V12, Lotus, Nissan Z33, Nissan 370 Z, Audi TT RS, Audi RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1, , Ginetta G55, P4/5 Competizione)

The “Minimum reference lap time” rule will be explained below:

The reason to control this class by a “minimum reference lap time” rule is:

To accept a wider range of cars, while the cars in this class are not limited in by specific cubic capacity and weight combination.

Please note:

It is the right of the organiser (if the sportive character of the event requires this), to adjust the “minimum reference lap time” to a more appropriate level. This will only be done if the performance of the cars in this class compared to the performance of other classes require this. However this will only be done if important reasons require this. Only in this case, this can be even done even during the event, before the race, after qualifying.

“Minimum reference lap time” rule for class SP2

This so called “minimum reference lap time” is a fixed boundary, on the lap time. Cars in this class are NOT allowed to cross this boundary. E.g. if the “minimum reference lap time” is set to 2min06sec, cars in this class are NOT allowed to drive faster lap times than 2min06. In case a car in this class will be (by incident) slightly faster than this “minimum reference lap time” the team will be penalized with a time penalty.

This rule is chosen instead of technical regulations and limitations, like air-restrictors, engine management restrictions, or other restrictions.

So the main rule for cars in this class is the fixed “minimum reference lap time”.

This “minimum reference lap time” will be different for each circuit and will be specified in: Appendix 16: Eligible Cars and Class Overview.

Important

This class is NOT meant for cars, which could easily be faster than this “minimum reference lap time”.

The “minimum reference lap time” will be set that competitive that in general most cars will not be slowed down by this rule.

If a team with a specific car felt to be significantly slowed down by this rule, the specific car is not meant for this class.

Such cars should NOT enter this event.

1. Eligible vehicles

The group SP2, exceptional cars, is a separate group of vehicles, which will be accepted based on the actual performance of the car. The boundary of the performance of the car will be determined by the so called “minimum reference lap time”.

As a guide line cars with a weight/power ratio of 3,0 kg/hp or more fits in this class.

However to avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference lap time”.

Only the promoter decides about the admission of a car and upon eventual waivers.

“Minimum reference Lap time”

This “minimum lap time” will be different for each circuit and will be specified in the supplementary regulations.

The lap time of each car will be measured by the official time keeping of the organisation.

In interest of the sportive character each car (of group exceptional cars), will be accepted on individual basis. This even means that accepting one car for the group of exceptional cars does not automatically mean that another car of the same type will be accepted.

This class is NOT meant for cars which could be (easily) be faster than this “minimum reference lap time”. So such cars should NOT enter this event.

By participating in class SP2 and in case the car will be (by incident) too fast at discretion of the Race Director the team will accept and cooperate with any type of balance of performance.

For safety reasons, only solely closed cars are admitted.

No open wheel cars are accepted, so the complete wheels must be housed within the original body.

Also for safety reasons only cars with a minimum weight of 750kg are admitted

- Below 3000cc: Minimum weight: 750 kg

According Appendix J Art. 277-3:

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

There is no subdivision into cylinder cubic classes for SP2

All cars of this group have to be according the following regulations.

Unless explicitly specified in this appendix and besides the cubic capacity, the number of cylinders and the weight, the vehicle in the group SP2 has to be according the technical prescriptions, described in these regulations.

E.g. Safety regulations and Noise limitation are applicable as per technical prescriptions for all cars, Article 3 of chapter II

Engine

Engine brand and type is free.

If engine brand is different than car manufacturer, this must be declared in the entry form.

Fuel Tank

The original tank must be replaced by a FT3-1999, FT3, 5 or an FT5 safety tank according to Article 253.14 of the Appendix J to the ISC with a **maximum capacity of**: See Appendix 16: Eligible Cars and Class Overview

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

Fuel filler neck with safety overflow for Porsche models

For accepted Porsche models 991/997/997 Cup S in class SP2:

Fuel filler neck with safety overflow regulations is applicable,

If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.

The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.

See picture with example.



2. Balance of Performance (general)

In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and/or track conditions and/or due to driver line-up, the promoter has the right to compensate the performance of each car to maximize the equality of the performance. This compensation can be a higher or lower minimum weight. Also the promoter has the right to refuse a (to professional) driver line-up.

This compensation can also be of any kind, e.g. higher or lower limit of amount of refuelling, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire event, practice, qualification and even during the race.

Above regulation might be applicable for diesel cars, therefore the refuelling amount for diesel cars might be prescribed on individual basis and/or in the supplementary regulations.

3. Balance of Performance and Minimum Reference Lap Time FORM

As described already, this SP2 class is meant for a wide variety of cars. Therefore it is likely there are performance differences between cars in this class.

To balance those differences and increase competition, there is a balance of performance in weight, refuelling amount and minimum reference lap time.

The promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the supplementary regulations of the specific event.

See Appendix 16: Eligible Cars and Class Overview.

Minimum Reference Lap Time FORM

Each team in class SP2 is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount and weight of the car. (The choice is free and NOT depending of qualifying time).

This so called "Minimum Reference Lap Time FORM" need to be filled, signed and handed to the Secretary of the event, latest 1 hour after qualification has finished. This is valid for ALL teams in class SP2.

See an example of the "Minimum Reference Lap Time FORM" for class SP2 at the end of this appendix.

The final BOP-figures including "Minimum Reference Lap Time" will be published on the official Notice Board.

4. “Minimum reference Lap time” and Penalties

As mentioned before, the lap times will be measured by the official timekeeping.

In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:

FREE PRACTISE

The “Minimum reference Lap time” will NOT apply during free practice.

QUALIFYING

The “Minimum reference Lap time” will NOT apply during qualification.

NIGHT PRACTISE

The “Minimum reference Lap time” will NOT apply during night practice.

RACE

In case a car in class SP2 is faster than the so called “Minimum Lap time” set for this class:

Each offence: Time penalty of 30 seconds

In case of multiple offences at decision of the Race Director he may apply the balance of performance rule described above.

Escape JOKERS

By incident, it can happen, a driver will be faster than the “Minimum reference lap time” by.

To avoid penalizing a driver at the first incident, each team will receive 3 (THREE) “ESCAPE JOKERS” which can be used as an escape (for a penalty) in the case they just cross this boundary. This means a team can use 3 times an “ESCAPE JOKER” (so for 3 laps).

Such an “ESCAPE JOKER” will only be accepted in case above described incident is reported in writing by the team within maximum 60 minutes after the incident has occurred.

In case such an incident is NOT reported within 60 minutes or after the 10 “ESCAPE JOKERS” has been used each incident will result in a penalty as described above.

“Sandbagging”

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

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

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

In case the Race Director recognizes/determines that a team is “sandbagging”, the Race Director will impose a penalty at his discretion.

5. Preliminary choice: BOP / Minimum reference lap time procedure:

Each team in the SP-classes is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount and weight of the car. (The choice is free and NOT depending of qualifying time).

The applicable BOP-table, including Minimum reference lap times is shown in supplementary regulations of the specific event (see also example on the next pages).

- Publication of the BOP-table, including Minimum reference lap times. See supplementary regulations of the specific event.
- Preliminary choice (Minimum reference lap time and Max Refuel amount) made by the teams.
Each SP-class team will receive the “MINIMUM REFERENCE LAP TIME FORM” for the specific race to make this preliminary choice. Preferred before the event, but latest at administrative check.
- In extra SP-class team managers briefing (after qualifying) the choices of all SP teams will be presented and finalized.
- Official publication of BOP / Minimum reference lap time of all SP-class teams.

Minimum reference lap time FORM (applicable for class SP2)
Applicable for “EXAMPLE CIRCUIT”

Start nr:	Box:	Team name:
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Minimum reference lap time FORM

This so called Minimum reference lap time FORM need to be filled, signed and handed to the Secretary of the event, latest 15 minutes after qualification has finished. This is valid for ALL teams in class SP2.

Each team in class SP2 is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount.
 (The choice is free and NOT depending of qualifying time).

CIRCLE YOUR CHOICE (combination of Minimum weight and minimum reference lap time)

ONLY applicable for class SP2					
Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount		
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1300 kg
SP2	N/A	24HDubai: 2min05	80 L	90 L	100 L
		24HDubai: 2min06	90 L	100 L	110 L
		24HDubai: 2min07	100 L	120 L	120 L

Before the start of the race each SP2 team will receive the applicable MAX REFUELLING sticker to be placed on start number at fuel-inlet side.

TEAM NAME: TEAMMANAGER NAME:
 START NUMBER: SIGNATURE
 BOX:

Appendix 11 to the Technical Regulations

Class SPX Technical regulations special cars (regulated by “minimum reference lap time”)

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 1 of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class SPX

Introduction

Group SPX, special cars, is a group of cars which is added to accept a wider variety of cars.

The performance level, regulated by minimum lap time, lies in between the 991/SP2 and the A6 class.

The promoter only decides upon the eligibility of the Vehicles in this class on individual basis. The promoter also defines on an individual basis, if a BOP is applicable

The promoter decides on an individual basis, which cars of the SPX class need to obtain a valid homologation or technical form.

This SPX class is meant for the following range of cars:

Cars which fits from performance point of view, to the above performance level and the eventually prescribed minimum reference time described below.

- Petrol and Diesel cars
- E.g. Cars which do not fit in any other class (e.g. too fast for class SP2)
- E.g. Cars which are not accepted in any other class
- E.g. Not homologated cars, however with adequate technical documentation
- E.g. Older models or year of built of GT cars, might be considered to be accepted in this class.
- E.g. Cup cars, like Lamborghini Super Trofeo (according 24H SERIES BOP)
- Cars which are listed in Class SPX in Appendix 16 Eligible Cars and Class Overview.

Note: a car which is considered as: to be too fast for this class, might be assigned to class A6, at discretion of the promoter.

However to avoid too fast cars, finally the performance of individual cars in this class is regulated by a set “minimum reference lap times” different for each individual car.

By doing so a wider variety of cars can be accepted, which fits from performance point of view, while faster cars will not be accepted.

The “Minimum reference lap time” rule will be explained below:

The reason to control this class by a “minimum reference lap time” rule is:

To accept a wider range of cars, while the cars in this class are not limited in by specific cubic capacity and weight combination.

Please note:

It is the right of the organiser (if the sportive character of the event requires this), to adjust the “minimum reference lap time” to a more appropriate level. This will only be done if the performance of the cars in this class compared to the performance of other classes require this. However this will only be done if important reasons require this. Only in this case, this can be even done even during the event, before the race, after qualifying.

“Minimum reference lap time” rule for class SPX

This so called “minimum reference lap time” is a fixed boundary, on the lap time. Cars in this class are NOT allowed to cross this boundary.. E.g. if the “minimum reference lap time” is set to 2min06sec, cars in this class are NOT allowed to drive faster lap times than 2min06. In case a car in this class will be (by incident) slightly faster than this “minimum reference lap time” the team will be penalized with a time penalty.

This rule is chosen instead of technical regulations and limitations, like air-restrictors, engine management restrictions, or other restrictions.

So the main rule for cars in this class is the fixed “minimum reference lap time”.

This “minimum reference lap time” will be different for each circuit and will be specified in: Appendix 16: Eligible Cars and Class Overview.

Important

This class is NOT meant for cars, which could easily be faster than this “minimum reference lap time”.

The “minimum reference lap time” will be set that competitive that in general most cars will not be slowed down by this rule.

If a team with a specific car felt to be significantly slowed down by this rule, the specific car is not meant for this class.

Such cars should NOT enter this event.

1. Eligible vehicles

The group SPX, exceptional cars, is a separate group of vehicles, which will be accepted based on the actual performance of the car. The boundary of the performance of the car will be determined by the so called “minimum reference lap time”.

As a guide line cars with a weight/power ratio of 3,0 kg/hp or more fits in this class.

However to avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference lap time”.

Only the promoter decides about the admission of a car and upon eventual waivers.

“Minimum reference Lap time”

This “minimum lap time” will be different for each circuit and will be specified in the supplementary regulations.

The lap time of each car will be measured by the official time keeping of the organisation.

In interest of the sportive character each car (of group exceptional cars), will be accepted on individual basis. This even means that accepting one car for the group of exceptional cars does not automatically mean that another car of the same type will be accepted.

This class is NOT meant for cars which could be (easily) be faster than this “minimum reference lap time”. So such cars should NOT enter this event.

By participating in class SPX and in case the car will be (by incident) too fast at discretion of the Race Director the team will accept and cooperate with any type of balance of performance.

For safety reasons, only solely closed cars are admitted.

No open wheel cars are accepted, so the complete wheels must be housed within the original body.

Also for safety reasons only cars with a minimum weight of 750kg are admitted

- Below 3000cc: Minimum weight: 750 kg

According Appendix J Art. 277-3:

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

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There is no subdivision into cylinder cubic classes for SPX

All cars of this group have to be according the following regulations.

Unless explicitly specified in this appendix and besides the cubic capacity, the number of cylinders and the weight, the vehicle in the group SPX has to be according the technical prescriptions, described in these regulations.

E.g. Safety regulations and Noise limitation are applicable as per technical prescriptions for all cars, Article 3 of chapter II

Engine

Engine brand and type is free.

If engine brand is different than car manufacturer, this must be declared in the entry form.

Fuel Tank

The original tank must be replaced by a FT3-1999, FT3, 5 or an FT5 safety tank according to Article 253.14 of the Appendix J to the ISC with a **maximum capacity of**: See Appendix 16: Eligible Cars and Class Overview

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

2. Balance of Performance (general)

In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and or track conditions and or due to driver line-up, the promoter has the right to compensate the performance of each car to maximize the equality of the performance. This compensation can be a higher or lower minimum weight. Also the promoter has the right to refuse a (to professional) driver line-up.

This compensation can also be of any kind, e.g. higher or lower limit of amount of refuelling, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire event, practice, qualification and even during the race.

Above regulation might be applicable for diesel cars, therefor the refuelling amount for diesel cars might be prescribed on individual basis and/or in the supplementary regulations.

3. Balance of Performance and Minimum Reference Lap Time FORM

As described already, this SPX class is meant for a wide variety of cars. Therefore it is likely there are performance differences between cars in this class.

To balance those differences and increase competition, there is a balance of performance in weight, refuelling amount and minimum reference lap time.

The promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the supplementary regulations of the specific event.

See Appendix 16: Eligible Cars and Class Overview.

Minimum Reference Lap Time FORM

Each team in class SPX is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount and weight of the car. (The choice is free and NOT depending of qualifying time).

This so called "Minimum Reference Lap Time FORM" need to be filled, signed and handed to the Secretary of the event, latest 1 hour after qualification has finished. This is valid for ALL teams in class SPX.

See an example of the "Minimum Reference Lap Time FORM" for class SPX: See form of class SP2.

The final BOP-figures including "Minimum Reference Lap Time" will be published on the official Notice Board.

4. "Minimum reference Lap time" and Penalties

As mentioned before, the lap times will be measured by the official timekeeping.

In case a car will be faster than the so called "minimum reference lap time" the following penalties will apply:

FREE PRACTISE

The "Minimum reference Lap time" will NOT apply during free practice.

QUALIFYING

The "Minimum reference Lap time" will NOT apply during qualification.

NIGHT PRACTISE

The "Minimum reference Lap time" will NOT apply during night practice.

RACE

In case a car in class SPX is faster than the so called "Minimum Lap time" set for this class:

Each offence: Time penalty of 30 seconds

In case of multiple offences at decision of the Race Director he may apply the balance of performance rule described above.

Escape JOKERS

By incident, it can happen, a driver will be faster than the "Minimum reference lap time" by.

To avoid penalizing a driver at the first incident, each team will receive 3 (THREE) "ESCAPE JOKERS" which can be used as an escape (for a penalty) in the case they just cross this boundary. This means a team can use 3 times an "ESCAPE JOKER" (so for 3 laps).

Such an "ESCAPE JOKER" will only be accepted in case above described incident is reported in writing by the team within maximum 60 minutes after the incident has occurred.

In case such an incident is NOT reported within 60 minutes or after the 10 "ESCAPE JOKERS" has been used each incident will result in a penalty as described above.

“Sandbagging”

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

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

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

In case the Race Director recognizes/determines that a team is “sandbagging”, the Race Director will impose a penalty at his discretion.

5. Preliminary choice: BOP / Minimum reference lap time procedure:

Each team in the SP-classes is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount and weight of the car. (The choice is free and NOT depending of qualifying time).

The applicable BOP-table, including Minimum reference lap times is shown in supplementary regulations of the specific event (see also example on the next pages).

- Publication of the BOP-table, including Minimum reference lap times. See supplementary regulations of the specific event.
- Preliminary choice (Minimum reference lap time and Max Refuel amount) made by the teams.
Each SP-class team will receive the “MINIMUM REFERENCE LAP TIME FORM” for the specific race to make this preliminary choice. Preferred before the event, but latest at administrative check.
- In extra SP-class team managers briefing (after qualifying) the choices of all SP teams will be presented and finalized.
- Official publication of BOP / Minimum reference lap time of all SP-class teams.

Data acquisition / data-logger

With respect to fairness in competition ALL SPX cars must be equipped with a data-logger as described. in art. 4.10 of Chapter II. The promoter can decide upon eventually waivers.

As this is a new class for 24H SERIES, the promoter reserves the right the amend the regulations for this class. In this case these amendments will be described in the supplementary Regulations of the specific event.

See Appendix 16: Eligible Cars and Class Overview.

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Appendix 12 to the Technical Regulations

Class SP4 Technical regulations Electrical & Hybrid cars

(regulated by “minimum reference lap time”)

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 1 of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class SP4

Introduction

Group SP4, Electrical & Hybrid cars

Those cars need to fit from performance point of view to the eligible cars prescribed in these regulations, e.g. cars in group SP2 or class 997 (class for Porsche 997 cup cars).

To avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference lap time”.

Only the promoter decides about the admission of a car and upon eventual waivers.

The “Minimum reference lap time” rule will be explained below:

“Minimum reference lap time” rule for class SP4

This so called “minimum reference lap time” is a fixed boundary, on the lap time. Cars in this class are NOT allowed to cross this boundary.. E.g. if the “minimum reference lap time” is set to 2min06sec, cars in this class are NOT allowed to drive faster lap times than 2min06. In case a car in this class will be (by incident) slightly faster than this “minimum reference lap time” the team will be penalized with a time penalty.

This rule is chosen instead of technical regulations and limitations.

So the main rule for cars in this class is the fixed “minimum reference lap time”.

This “minimum reference lap time” will be different for each circuit and will be specified in: Appendix 16: Eligible Cars and Class Overview.

1. Eligible vehicles

Group SP4, Electrical & Hybrid cars (As per FIA AEC regulations).

The performance of all cars in this class will be regulated by the set “minimum reference lap time”.

“Minimum reference Lap time”

This “minimum lap time” will be different for each circuit and will be specified in the supplementary regulations.

The lap time of each car will be measured by the official time keeping of the organisation.

In interest of the sportive character each car (of group exceptional cars), will be accepted on individual basis. This even means that accepting one car for the group of exceptional cars does not automatically mean that another car of the same type will be accepted.

Important

This class is NOT meant for cars which could be easily be faster than this “minimum reference lap time”. So such cars should NOT enter this event.

To avoid teams to enter too fast cars and to make sure teams are 100% aware they agree and understand the “minimum reference lap time” rule, all competitors who enter this class will be obligated to explicit acknowledge by signature on the entry form their entered race car fits from performance point of view in class SP4. And in case the car will be (by incident) faster they will accept and cooperate with any type of balance of performance.

For safety reasons, only solely closed cars are admitted.

Also for safety reasons only cars with a minimum weight of 750kg are admitted.

No open wheel cars are accepted, so the complete wheels must be housed within the original body.

There is no subdivision into cylinder cubic classes for SP4.

All cars of this group have to be according the following regulations.

Unless explicitly specified in this appendix and besides the cubic capacity, the number of cylinders and the weight, the vehicle in this group has to be according the technical prescriptions, described in these regulations.

E.g. Safety regulations and Noise limitation are applicable as per technical prescriptions for all cars, Art.3 of chapter II

2. Balance of Performance

In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and/or track conditions, and/or due to driver line-up, the promoter has the right to compensate the performance of each car to maximize the equality of the performance. This compensation can be a higher or lower minimum weight. Also the promoter has the right to refuse a (to professional) driver line-up.

This compensation can also be of any kind, e.g. higher or lower limit of amount of refuelling, add a restrictor, give a time penalty and/or any other kind of compensation. Such a balance of performance measure can be applied at any moment during the entire event, practice, qualification and during the race.

3. “Minimum reference Lap time” and Penalties

As mentioned before, the lap times will be measured by the official timekeeping.

In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:

FREE PRACTICE

The “Minimum reference Lap time” will NOT apply during free practice.

QUALIFYING

The “Minimum reference Lap time” will NOT apply during qualification.

NIGHT PRACTICE

The “Minimum reference Lap time” will NOT apply during night practice.

RACE

In case a car in class SP4 is faster than the so called “Minimum Lap time” set for this class:

Each offence: Time penalty of 30seconds.

In case of multiple offences at decision of the Race Director he may apply the balance of performance rule described above.

Escape JOKERS

By incident, it can happen, a driver will be faster than the “Minimum reference lap time” by.

To avoid penalizing a driver at the first incident, each team will receive 3 (THREE) “ESCAPE JOKERS” which can be used as an escape (for a penalty) in the case they just cross this boundary. This means a team can use 3 times an “ESCAPE JOKER” (so for 3 laps).

Such an “ESCAPE JOKER” will only be accepted in case above described incident is reported in writing by the team within maximum 60 minutes after the incident has occurred.

In case such an incident is NOT reported within 60 minutes or after the 10 “ESCAPE JOKERS” has been used each incident will result in a penalty as described above.

“Sandbagging”

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

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

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

In case the Race Director recognizes/determines that a team is “sandbagging”, the Race Director will impose a penalty at his discretion.

Appendix 13 to the Technical Regulations

Class 997 Technical regulations Porsche 997 Cup

Class 991 Technical regulations Porsche 991 Cup

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class 997 and Class 991

Art. 2.2.2 Class 997 and Class 991

Art. 2.2.2.1

There are basically two Porsche Cup classes:

- **Class 997** (Porsche 997 Cup Cars)
- **Class 991** (Porsche 991 Cup Cars)

Should the number of cars entered in one of the class 997 or 991 be below 5 (five) at the entry closing date, than the Class 997 and Class 991 will be combined to class one class. This class will be class 991.

Below regulations are applicable for both classes. Unless explicit mentioned otherwise.

The promoter alone decides on the eligibility of the individual vehicles and upon eventual waivers.

Art. 2.2.2.2 eligible Porsche 997 & 991 Cup cars

Generally Porsche 997 Cup cars and Porsche 991 Cup cars will be accepted.

Regulation for class 997 and 991 Porsche 997 Cup and Porsche 991 Cup:

Class 997 (Porsche 911 GT3 Cup Typ 997)

As this is a specific class for the Porsche 911 GT3 Type 997 cars, different than other classes, the following specific technical regulations apply:

- **Porsche Carrera Cup 2006 till 2013**

For models 2007-2008-2009 there will be a different BOP compared to models 2010..2013.

Class 991 (Porsche 911 GT3 Cup Typ 991)

As this is a specific class for the Porsche 911 GT3 Type 991 cars, different than other classes, the following specific technical regulations apply:

- **Porsche Carrera Cup 2014 / 2015 / 2016**

For class 991 and 997

Explicit other Porsche models or types, e.g. Porsche Cup S, 997 RS, 997 Cup R or 997 RSR are not accepted in class 997/991.

Porsche 997 Cup S will be assigned to class SP2 (3600cc/1200kg or 3800cc/1230kg).

Porsche 997 Cup R will be assigned to class A6.

Other Porsche models might be accepted (in other classes) on individual basis.

Modified Porsche Cup cars might be accepted and assigned to e.g. SP2 or SPX, at discretion of the promoter.

A copy Car passport, Wagenpass and/or any other relevant technical documentation need to be send together with the entry form.

Art. 2.2.2.3 Modifications, deviations and additional regulations for type 997 and Type 991:

Unless otherwise described, for all allowed modifications and deviations described in this art., the technical regulations as described in appendix 1 of the present regulations are applicable.

For type 997 it is allowed to use original parts of younger year of build of type 997.

For type 991 it is allowed to use original parts of younger year of build of type 991.

It is NOT allowed to use 991 parts in a 997 or vice versa.

For 997 with original 3,6 L engine it is NOT allowed to upgrade with 3,8L engine.

Porsche 911 GT3 Cup cars with „GrandAm-Roll Cage” is will be accepted on condition a DMSB-certificate is available.

Deviations and additional regulations for type 997 and Type 991:

- Instead of Standard fuel tank, a safety fuel tank is compulsory, FT 3-1999, FT 3.5 or FT 5.
The maximum fuel tank capacity is:
For 991: 100 Litre
For 997: 120 Litre
- Fuel filler neck with safety overflow
If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid. The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment. See picture with example.
- The minimum weight of the cars is: See Appendix 16 Eligible Cars and Class Overview
This is the weight is without driver and with empty fuel tank.
The promoter has the right to amend the minimum weight during the season.
- The crankcase ventilation, must be according (FIA) Art.255 5.1.14
- **BASIC TECHNICAL APPROVAL**
At the first participation, a basic check of each car will be carried out by scrutineering. The organiser has the right to secure the Engine ECU and/or the engine, for verification by Porsche/Bosch or any other specialist.
- **Datalogger is obligatory**
The car must be equipped with a data logger including pressure sensor according art.4.10 of chapter II of the Sporting & Technical Regulations.
- **Maximum Engine power**
 - **Porsche 911 GT3 Cup Typ 997 (2006-2009 / 3,6 ltr.):**
441 HP +/- 5% incl. all Tolerances on engine test-bench
No Restrictor-blende
 - **Porsche 911 GT3 Cup Typ 997 (2010-2013 / 3,8 ltr.):**
451 HP +/- 5% incl. all Tolerances on engine test-bench
Restrictor-blende: See Appendix 16 Eligible Cars and Class Overview
 - **Porsche 911 GT3 Cup Typ 991 (2013-2014 / 3,8 ltr.):**
457 PS +/- 5% incl. all Tolerances on engine test-bench
Restrictor-blende: See Appendix 16 Eligible Cars and Class Overview
- Tyres
For all above Porsche Cup Cars, according 24H SERIES Sporting Regulations. The size is free, the number of tires is not restricted.



Exceptions and Notes for Porsche 911 GT3 Cup Typ 997 AND 991

- **The following “VLN Areo Kit” parts are allowed**

- Gurney 10 mm Height
- Spoilers on the front left and front right:

Porsche 911 GT3 Cup	Flick left / right	Gurney (10mm)
Type 997 (up to year 2009)	997.505.333.97/ 997.505.334.97	997.512.105.94
Type 997 (up to year 2010)	997.505.333.98/ 997.505.334.98	
Typ 991	991.505.935.8A / 991.505.936.8A	991.512.991.8C

- **Engine seal is free**

The original engine seal may be removed.

The parts must still be according Porsche Carrera Cup regulations

- Brake pads are free
- Brake discs are free, except brake disc material (steel), diameter and thickness
- Cooling of the brakes
Brake cooling is free (e.g. electrical blowers/fans) with following limitations:
 - As long as the air-cooling holes in the front bumper are according to the Cup regulations
 - Front and rear brakes: protection shields are free.
 - The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 cm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.
 - The air pipes must not protrude over the perimeter of the car, seen from above.
- Shock absorbers are free (inclusive springs and upper Dom-bearing), according Appendix 1
- Ride height is free
- It is allowed to make an opening in the bonnet, with maximum size of 400 cm², to refuel the car. So the car can be refueled without opening the bonnet.
- Fuel Tank-inlet:
All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations.
Therefore, the refuelling orifices of the tanks must be equipped for this operation.
(see art. 21.3 Fuel / Refuelling of chapter I)
- Exhaust
The exhaust, AFTER the Manifold/Catalyst (Katalysator/krümmer), is free.
Up to and including the Manifold/Catalyst, the original exhaust of Carrera Cups 2008 – 2015, is obligatory, with following part numbers: 997.113.021/022 Last digits 93, 95, 96, 98 or A1.
Please note: under all circumstances the applicable noise measures need to be within the specified limits!
- Clutch is free
- Paddle shift is free
- Gearbox ration is free
- ABS System is free
- Wheels/Rims:
Wheels/Rims are free (e.g. manufacturer, type, weight)
(except rim sizes must be according the homologation).
It is not allowed to extend the width of the car.

- For the door and side windows: installation of air-ventilation is allowed.
The side windows must be of safety glass or plastic.
If of polycarbonate, the thickness must not be less than 3 mm.
If of plastic, the thickness must not be less than 5 mm.
They must in any case be transparent.
- For protective-grating in front bumper it is allowed to replace them by more robust protective-grating.
Mounting of additional protective-grating in and for air-openings is allowed.
- It is allowed to replace the original seatbelts, by FIA approved seatbelts according FIA Appendix J Art. 253.6. However the original mounting-positions must be respected.
- For Type 991, according Carrera Cup regulations 2014 / 2015 the prescribed Seat: Recaro P 1300 GT is obligatory.
(Homologation Number AS.027.12) (Parts Catalog 911 GT3 Type 991 2014 / 2015).

Exceptions for Porsche 911 GT3 Cup Typ 997 only

- Brake booster with part nr. 996.355.025.93 (or Brake booster 996.355.923.90 with Brake Master Cylinder 996.355.910.50) is allowed.
- Brake system: Waagebalkensystem/ Tandemsystem are both allowed
- Brake Master Cylinder ist free
- It is allowed to replace the original seat, by FIA approved seat according FIA Appendix J Art. 253.16.
- It is allowed to mount a mechanical Declutching system ("Zwischengasssystem"). Only for type 997.
- For all Type 997 cars the intake manifold ("Saugrohr") (3- pieces) version 2008 with following part numbers is allowed:
 - Intake Manifold (Ansaugrohr): 997.110.619.90
 - Split Manifold (Verteilerrohr): 997.110.116.90
 - Throttle valve (Drosselklappenstutzen): 997.110.039. End-numbers 91, 92 oder 93

Exceptions for Porsche 911 GT3 Cup Typ 991 only

- The piston diameter of the Master Brake Cylinder ist free.

Optional (allowed) parts for 911 GT3 Cup Typ 991

150 A Alternator (Lichtmaschine)

1 x 997.603.019.8A Z Alternator (Drehstromgenerator) 1 x 997.603.531.8A Bracket (Halter) Generator
 1 x 900.385.042.01 6RD-SHR M8X35 10.9
 1 x 900.385.001.01 6RD-SHR M8X20 8.8

1 x 900.385.274.01 6RD-SHR M10X25 10.9
 1 x 999.513.075.40 Cable Ties (Kabelbinder)
 1 x 900.385.148.01 6RD-SHR M10X55 10.9
 1 x 900.377.011.01 6KT-MU M10

Gear-system (Schaltssystem) „Megaline“

1 x 991.618.355.8A Z Compressor circuit (Kompressor Schaltung)
 1 x 991.605.310.8E Slave cylinder Transmission (Nehmerzylinder Getriebe)
 1 x 991.618.485.8E Z Air pipe valve block + Compr. (Luftleitung Ventilblock+Kompr.)
 1 x 991.618.785.8E Air pipe (Luftleitung)
 1 x 991.618.471.8B Valve Block (Ventilblock)
 1 x 991.618.795.8B Bracket Valve Block (Halter Ventilblock)
 4 x 999.703.193.01 Dämpfelem. 15x15/ M5
 4 x 900.817.005.02 6KT-MU M5
 4 x 999.073.268.09 LI-SHR M5X12
 1 x 991.618.765.8A Adapterkabel Ventilblock
 4 x 996.355.857.9A Mantle (Hülse)
 4 x 999.073.270.A2 LI-SHR M5X20

Art. 2.2.2.4 Weight, fuel tank and balance of performance

The minimum weight, the fuel tank and eventually other balance of performance figures of the table of Class 997/991 in Appendix 16 are applicable.

The organiser reserves the right to modify those figures for individual cars at any time of the event.

Balance of Performance

In case a 997/991 Cup car (e.g. in combination with a very fast driver) is disproportional fast, the organiser reserves the right to adjust the Balance of Performance of this individual car at any time of the event. This in order to balance and increase competition in this class. (this BOP can be of every kind, e.g. extra weight, less refuelling, time penalty, etc.).



Appendix 14 to the Technical Regulations

Class A6 Technical regulations GT cars

Applicable Technical regulations:

- Chapter II of these regulations
- Appendix 16 of these regulations (class overview)
- Below specific regulations for Class 997 and Class 991

Art. 2.2.3 Class A6-Pro & A6-Am

Art. 2.2.3.1

There are basically two A6 classes:

- **Class A6-Pro** for limited pros and semi-pros and amateurs (BOP-handicap, but NO lap time restrictions)
- **Class A6-Am** for amateurs, gentlemen, some semi-pros and limited pros (No BOP-handicap or even BOP-advantage but minimum reference lap time is applicable)

See for driver requirements, art. 8.3 (Chapter I) Maximum number of PRO drivers and Minimum number of AM drivers per team (for all classes).

See for Driving time requirements, art. 8.4 (Chapter I) Specific driving time requirements for class A6

If the driver requirements for Class A6-Am are full-filled, additional the following rules apply:

Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Basically determined by the best qualifying lap.

This is described in Appendix 15 MAY THE BEST TEAM WIN: BOP-implementation for class A6.

In both classes the same cars are eligible.

Should the number of cars entered in class A6 is below 12 (twelve) at the entry closing date, than the Class A6-Am and Class A6-Pro will be combined to class A6. The promoter may, at his discretion, deviate from this number.

Please note that independent of the number of cars in class A6, the BOP-implementation according Appendix 15 (MAY THE BEST TEAM WIN: BOP-implementation for class A6.) is applicable.

This means:

- Less than 12 cars: all A6 teams (with A6-Pro BOP AND A6-Am BOP) will be combined to one A6 class (please note, that in this case, for teams with A6-Am-BOP, still the minimum reference lap time is applicable)
- 12 cars or more: all A6 cars will be divided into class A6-Pro and A6-Am

When in these regulations is referred to class A6, it is applicable for both, class A6-Am and A6-Pro. Unless explicit mentioned otherwise.

The promoter alone decides on the eligibility of the individual vehicles and upon eventual waivers.

In addition, the following technical regulations are applicable:

Art. 2.2.3.2 eligible A6 cars (A6-Am and A6-Pro)

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

Eligible A6 cars are listed in Appendix 16: Eligible Cars and Class Overview, Class A6 (GT cars).

Basically homologated cars will generally be accepted.

A copy of the homologation need to be send together with the entry form.

Art. 2.2.3.3 Modifications

Modifications/deviations referring to the homologation which do clearly NOT have any influence on the (lap time) performance are generally allowed. (e.g. driver/cockpit ventilation or fuel level indicator).

Modifications which might have a positive influence on the (lap time) performance are forbidden.

In case an A6 car has modifications which might have a positive influence on the (lap time) performance, this car might be refused or assigned to class SPX. (In this SPX class a minimum reference lap time might be applicable).

Exception on above rule:

The following modifications, which might or will have a positive influence on the performance are allowed:

- Brakes: Brake system is free, except brake disc material (Steel) and diameter
This includes brake cooling is free (e.g. electrical blowers/fans) with following limitations*
- Brakes: ABS is allowed and free
- Drive shafts: Are free
- Differential: Is free
- Shock absorbers: Brand and type of Shock absorbers and springs are free, according appendix 1.
Automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation.
- Gearbox: Gearbox and gearbox ratio are free, including paddle shift is free

- Flat bottom: Flat bottom is free
- Ride height: Ride height is free, unless explicit otherwise mentioned.
 - Ride Height **Renault RS01 C onfiguration BOP GT3 is not free** and is according BOP GT3 homologation (unless otherwise specified in the supplementary regulations of the specific event).
- Wheels/Rims: Wheels/Rims inclusive wheel nuts are free (e.g. manufacturer, type, weight) (except rim sizes must be according the homologation). It is not allowed to extend the width of the car.
- Mudguards: Ventilation holes (e.g. Louvre's) in the mudguards are free
- Exhaust: Brand, type and modifications are free. **Please note: under all circumstances the applicable noise measures need to be within the specified limits!**

***Cooling of the brakes**

- As long as the air-cooling holes in the front bumper are according to the homologation.
- Front and rear brakes: protection shields are free.
- The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 ccm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.
The air pipes must not protrude over the perimeter of the car, seen from above.

Art. 2.2.3.4 Performance and Balance of Performance (BOP)

Introduction

As mentioned above, class A6 is basically meant for GT cars which fits from performance point of view.

This will result in a very competitive class with many strong brand's, with cars, drivers and teams with huge potential.

So far so good. But we all know, that because of the many different types of cars, initially there can be a huge differences in potential performance. Just imaging cars with 3,2 Litre engines up to 8 Litre engine compete in the same class.

For this reason we apply, beside the regular and initial (GT) Balance of performance (BOP), an additional BOP-method.

The additional BOP-method should further minimize the performance differences, with as final goal to further increase competition.

Another goal of the developed BOP-method is to give amateurs and semi-profs (over 90% of the participants) a much more fair opportunity to compete with the professionals. And decrease the influence of extreme high budgets.

Note for professionals: Keep in mind that without the large group of enthusiastic amateurs and semi-professionals we would not have a race at all!

The promoter reserves the right to apply also different or additional method of balance of performance, in this case this will be described in the supplementary regulations of the specific event.

Balance of performance implementation

The initial Balance of Performance is specified in Appendix 16: Eligible Cars and Class Overview, Class A6 (GT cars).

The additional Balance of Performance, applicable for class A6, is described in Appendix 15 MAY THE BEST TEAM WIN: BOP-implementation for class A6.

By entering the event, the teams automatically explicit acknowledges:

- Teams are 100% aware of the Balance of performance regulations as well as the handicap/BOP regulations described in Appendix 1 art.18 (Handicap/BOP-regulations) and their entered race car fits from performance point of view in class A6.
- And in case an accepted car will be (by incident) too fast (on decision of the Race Director) they will accept and cooperate with any type of balance of performance at any time of the event.
Such an amendment of the balance of performance of an individual car of a specific team can therefore as a consequence result in being assigned to a specific balance of performance category (e.g. Class A6-Pro) in the class A6 BOP-table.
Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a relative slow qualifying lap time, might be assigned to class A6-Pro.
(See Appendix 15 MAY THE BEST TEAM WIN: BOP-implementation for class A6)

Older models

Referring to Appendix 1 art.18 (Handicap/BOP-regulations), the organiser reserves the right to adjust the BOP at any time of the event:
An example if this could be:

Older models or year of built, might have a less tight (initial) BOP. E.g. less weight, more refuelling, larger restrictor, etc.). Or alternatively might be assigned to class SPX or SP2 at discretion of the promoter.

Balance of performance in driving time

Additional to art. 8.4 (Chapter I) (Specific driving time requirements for class A6), for class A6 please note following rule:

At his discretion, the Race Director might prescribe a (additional and/or different) specific a maximum driving time for the pro drivers and/or a minimum driving time for the amateur drivers, as well a maximum or minimum driving time for semi-pro drivers.

Art. 2.2.3.5 Engine intake and Air Restrictors

Unless in the BOP-table (in these regulations or in the supplementary regulation) the restrictor is described as FIA-restrictor-design*, the restrictor must be according following restrictor specifications:

*FIA-restrictor-design

Must be interpreted as: The engine intake restrictor(s) must be according FIA-specifications/drawings.

Restrictor specifications:

The engine intake system must be provided with one or two air restrictors (restrictor).

They must have a minimum length of 3 mm and a maximum diameter complying with the table of Class A6 in Appendix 16.

(Besides this the shape and design is free)

The use of a FIA restrictor is obligatory if not described otherwise in the supplementary regulations.

The restrictors must be made of a metallic material.

The diameter specified in the Appendix 16 may at no time be higher than indicated, regardless of the temperature conditions.

When opening the engine bonnet, the restrictors must be completely visible without having to remove additional covers.

All the air necessary for feeding the engine must pass through this restrictor.

Behind the restrictor/s no kind of air containing ducts is permitted in the intake system.

The scrutineers must be able to seal all restrictors with a wire which makes a dismantling impossible.

For naturally aspirated engines, the restrictor/s is/are paired with the intake system (air box).

For supercharged engines, the restrictor/s is/are paired with the turbo charger.

For supercharged engines, the restrictor/s must be fitted at a maximum distance 300 mm in front of the compressor wheel of the turbo charger. (or as per homologation)

The closing of the restrictor/s must immediately stop the engine. This test is carried out at a speed of 2500 rpm. All the pressure sensors in the intake system must be closed for this test. The pressure measured during this test in the intake system must be at least 150 mbar under the on-site existing ambient pressure and be maintained over at least 0.5 seconds.

A measurement connection on the intake system must be made available for the promoter upon request.

The organiser reserves the right to modify the restrictor sizes for individual cars at any time of the event.

Art. 2.2.3.6 Restrictor – Test Punch

At any time during the event and at scrutineering, participants with a car which is subject to the restrictor provisions must make available 2 test punches to check the restrictors.

One test punch must comply with the real restrictor size and the second test punch diameter must be 0.1mm smaller than the real restrictor size. A measuring tolerance of -0.02mm is allowed. Before inserting the test punch into the air restrictor, it must have a temperature of +/- 10° Celsius in relation to the ambient temperature.

Each team is solely responsible for the correctness of the test punches.

Art. 2.2.3.7 Weight, fuel tank and balance of performance

The minimum weight, the fuel tank and eventually other balance of performance figures of the table of Class A6 in Appendix 16 are applicable.

The organiser reserves the right to modify those figures for individual cars at any time of the event.

Such an amendment of the balance of performance of an individual car of a specific team can therefore as a consequence result in being assigned to a specific balance of performance category (e.g. Class A6-Pro) in the class A6 BOP-table.

Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a relative slow qualifying lap time, might be assigned to class A6-Pro.

(See Appendix 15 MAY THE BEST TEAM WIN: BOP-implementation for class A6)

Art.2.2.3.8 Balance of performance ballast weight

Balance of performance (BOP) ballast weight instructions:

In case a BOP for your car would be applicable, your team need to be prepared to add a maximum weight of 75kg.

Additional to the mounting requirements in the present regulations it is also allowed to mount according FIA-regulations appendix J Art.257A or Art.258.

This 75kg and the way of mounting and sealing need to be shown and approved at scrutineering.

Art 2.2.3.9 Data acquisition / data-logger

With respect to fairness in competition ALL A6 cars (A6-Pro and A6-Am) must be equipped with a data-logger as described. in art. 4.10 of Chapter II.



Appendix 15:

MAY THE BEST TEAM WIN: BOP-implementation for class A6.

There are basically two A6 classes:

- **Class A6-Pro** for limited pros and semi-pros and amateurs (BOP-handicap, but NO lap time restrictions)
- **Class A6-Am** for amateurs, gentlemen, some semi-pros and limited pros
(No BOP-handicap or even BOP-advantage but minimum reference lap time is applicable)

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

If the driver requirements for Class A6-Am are full-filled, additional the following rules apply:

Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Basically determined by the best qualifying lap.

In this appendix is described which BOP is assigned and to which class (A6-Pro or A6-Am) each individual team will be assigned.

Please note that A6 teams which have full-filled the A6-Am drivers requirements, more or less can (strategically) choose if they stay in class A6-Am or they choose for class A6-Pro.

When in these regulations is referred to class A6, it is applicable for both, class A6-Am and A6-Pro. Unless explicit mentioned otherwise.

1. Introduction

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

This will result in a very competitive class with many strong brand's, with cars, drivers and teams with huge potential.

So far so good. But we all know, that because of the many different types of cars, initially there can be a huge differences in potential performance. Just imaging cars with 3,2Litre engines up to 8 Litre engine compete in the same class.

For this reason we apply, beside the regular and initial (GT) Balance of performance (BOP), an additional BOP-method.

The additional BOP-method should further minimize the performance differences, with as final goal to further increase competition.

Another goal of the developed BOP-method is to give amateurs and semi-profs (over 90% of the participants) a much more fair opportunity to compete with the professionals. Also it will decrease the influence of extreme high budgets.

Note for professionals: Keep in mind that without the large group of enthusiastic amateurs and semi-professionals we would not have a race at all!

May the best team win

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

The best team?

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

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

2. Goal of new BOP-method

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

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

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

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

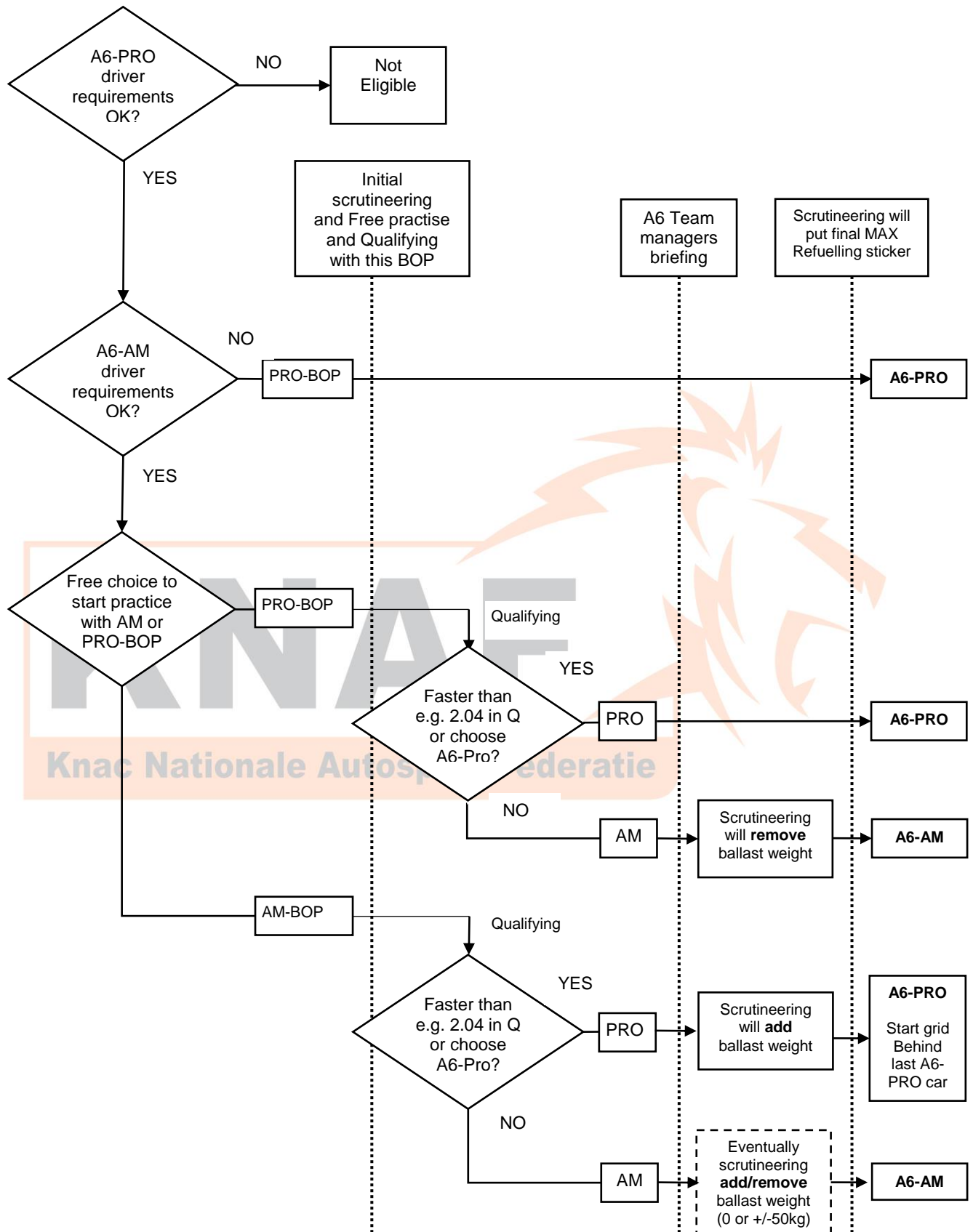
Do you take this challenge?

May the best team win!

3. Division into two classes: class A6-Pro and class A6-Am (and/or assigning A6-PRO-BOP and A6-AM-BOP)

The below flow-chart shows the possible options and the final class and final BOP.

The details are described in the articles following this flow-chart.



Introduction Division into two classes: class A6-Pro and class A6-Am

The unique and attractive Balance Of Performance (BOP)-system for GT cars, introduced a few years ago, has proven to be successful. In this BOP-system, the final BOP is based on the best qualifying lap time. It has achieved its primary goals, like increasing competition and reducing the gap between amateurs, gentlemen drivers, semi- and professional teams and drivers.

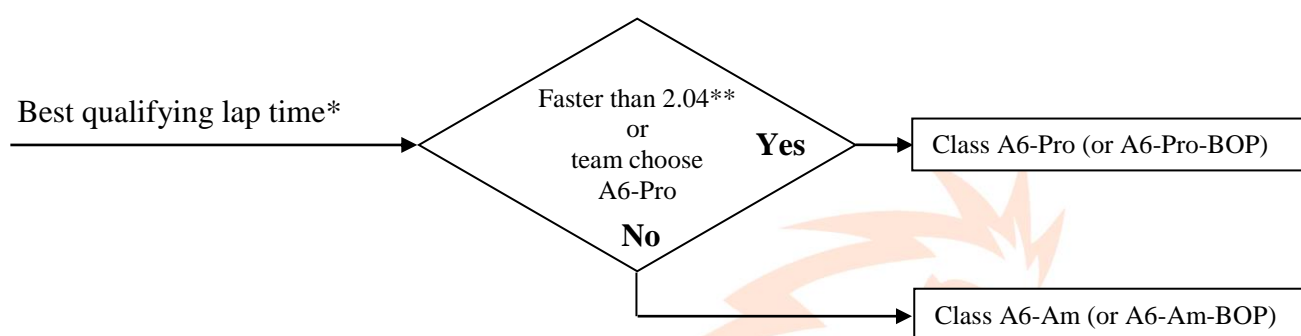
Looking at it from an objective perspective, this unique BOP-system is mostly appreciated by amateurs and gentleman drivers, which is obvious, because they are the ones who benefit most from the advantages of the system.

To award also amateurs & gentlemen and to make a clear distinction between the semi-pros, pros and amateurs & gentlemen drivers and teams, class A6 is divided into 2 separate classes:

- **Class A6-Pro** for limited pros and semi-pros and amateurs (BOP-handicap, but NO lap time restrictions)
- **Class A6-Am** for amateurs, gentlemen, some semi-pros and limited pros
(No BOP-handicap or even BOP-advantage but minimum reference lap time is applicable)

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

3.1 Criteria, for being assigned to A6-Pro or A6-Am:



* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.

According to the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.

**Please note: 2.04 is just an example, for the actual value, see supplementary regulations of the specific event

3.2 Preliminary choice of AM- or PRO-BOP and scrutineering.

With the entry, each A6 team can make their (free) preliminary choice **to begin the Free Practices and Qualifying Practices with either AM-BOP or PRO-BOP**. By doing so, the most teams do NOT have to adjust their BOP after qualifying. And save valuable time for the teams for preparation for the race.

Teams who have NOT made their preliminary choice (latest during administrative checks) will automatically be scrutineered with PRO-BOP.

Only teams who will have assigned a different FINAL-BOP than their preliminary BOP, need to be scrutineered again to adjust their BOP (ballast weight).

The day and time of this additionally scrutineering for class A6 cars, will be mentioned in the Time table.

For all A6 teams: before the start of the race, scrutineering will put the applicable final MAX refuel-sticker on each A6 car.

3.2.1 Start grid consequences

According the flow-chart, teams with PRELIMINARY AM-BOP and FINALLY PRO-BOP, as they have had weight-advantage during qualifying, their GRID-position will be amended to the back of their class (independent of their actual qualifying time).

In case there is an A6-PRO class and an A6-AM class, this team will be placed at the back of class A6-PRO.

In case there is only one class A6, this team will be placed behind the last car with A6-PRO-BOP.

In case more teams will be placed back according to this rule, the position at the back of their class will be according the best qualifying lap.

4. Extra team manager briefing

The extra team manager briefing (after qualifying, see time table), is only applicable for class A6 (A6-Pro and A6-Am).

Each team manager is allowed to bring (maximum) one additional team member (e.g. a driver) with him or her to this meeting.

In this extra team manager briefing for class A6, the team managers will be informed about the FINAL applicable Balance Of Performance (BOP) assigned to each A6 team. This according to the qualification results, the corresponding BOP-table and BOP-acceptance-forms. (described later in this appendix)

And also, if the team manager feels this is required the team managers have the last possibility to amend their potential best possible qualification time. **Please note it is only possible to amend the best possible qualification time into a better potential best possible qualification time. So a slower qualifying time will not be accepted.**

By improving the potential best qualifying lap time, as a direct consequence the applicable BOP will be amended as well as the corresponding minimum reference lap time will be amended, according to the BOP-table.

Please note, after this meeting it will NOT be possible any more to amend the potential best qualifying lap time.

So at the end of this meeting the final BOP-figures are fixed. Those final BOP-figures will be published on the official Notice Board.

Summary class A6-PRO-BOP and A6-AM-BOP Procedure

- Promoter determines if there are less than 12 cars in class A6.
- Publication of the A6-BOP-table and criteria (qualifying time) to assign to class A6-PRO or A6-AM or one A6 class with cars with PRO or AM-BOP
- Preliminary choice (A6-PRO-BOP or A6-AM-BOP) made by the teams. Each A6 team will receive the "A6 BOP-ACCEPTANCE and PRELIMINARY CHOICE FORM" for the specific race to make this preliminary choice. Preferred before the event, but latest at administrative check.
- Clarification of art. 3.2 and 3.21.
 - o If the Preliminary choice of a team is A6-AM-BOP, the car will be initially scrutineered with the AM-BOP-weight accordingly. So the practise- and qualifying-sessions must be run according this AM-BOP minimum weight. In case this teams runs finally the race in class A6-PRO, as they have had weight advantage during qualifying, their START GRID-position will be amended to the back of their class.
 - o If the Preliminary choice of a team is A6-PRO-BOP, the car will be initially scrutineered with the PRO-BOP-weight accordingly. So the practise- and qualifying-sessions must be run according this PRO-BOP minimum weight. In this case, independent of the FINAL BOP-group of this team, their START GRID-position will remain according their best qualifying time.
- Teams who do NOT meet the A6-AM driver category requirement (art. 8.3 of the Sporting Regulations) will be automatically assigned with A6-PRO-BOP.
- After qualifying, the class / BOP-choice will be checked (according best qualifying lap) and if required amended.
- In extra A6 team managers briefing, A6-BOP of all A6 teams will be presented and finalized.
- Official publication of class and BOP of all A6 teams. (including the applicable minimum reference lap time for teams with A6-AM-BOP)
- Only A6 teams were BOP (weight) has changed, need to be scrutineered again (ballast weight).

5. Balance of Performance parameters for class A6-Pro and class A6-Am:

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

- Reduce or increase of weight of the car
- Reduce or increase the maximum refuelling amount

Initial Balance of performance:

- | | |
|---------------------------|---|
| Weight: | The initial weight of the car has to be minimal the applicable weight according to the regulations (Appendix 16) eventually Suppl. Regulations and/or Bulletins, if applicable. |
| Refuelling amount: | The initial maximum refuelling amount of the car is specified in the regulations (Appendix 16) eventually Suppl. Regulations and/or Bulletins, if applicable. |

6. Balance of performance implementation:

The actual balance of performance (handicap or advantage) of a car will be based on the best qualifying time of the specific car and will be derived from the following BOP-table.

ATTENTION: Below BOP-table is just an EXAMPLE to demonstrate the BOP implementation after qualifying.

The actual BOP-table differs from circuit to circuit and will therefore be published in the supplementary regulations of the specific event.

BOP- table for class A6-Pro & class A6-Am for “EXAMPLE CIRCUIT”

Class*	Qualifying range	Race Minimum reference lap time	Balance Of Performance***		Remarks***
			Weight	Refuelling	
A6-Am	> 2.06,0	2.06,0**	-/- 50kg	120 L	BOP-advantage Mainly Amateurs & gentlemen
	2.04 .. 2.06	2.04,0**	+0kg	+0 L	BOP-neutral Mainly Amateurs & gentlemen & semi-pros
A6-Pro	< 2.04,0	free	+30kg	-/- 5 L	BOP-handicap Mainly semi-pros & professionals (No lap time restrictions)

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.

According to the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.

** Applicable Minimum reference lap time during the race. In case a fast driver is faster than the Minimum reference lap time, by incident, the team can use one of the “Escape Joker” (Each team in class A6-Am will receive 10 escape jokers)

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 16 (Eligible Cars and Class Overview)

How does the BOP table work?

In principal the best lap time during qualifying will determine the final BOP-handicap or advantage, applicable for the race.

Basically there are 3 options:

Option 1: **BOP-advantage** (less weight and more refuelling)

(A6-Am) As described in the introduction, the goal is to achieve the highest possible level of competition.

Therefore less fast cars will be given an BOP-advantage.

E.g. for amateur teams and or gentlemen drivers and or older GT models

To avoid teams will not show there best lap time in qualifying, a specific “Minimum reference lap time” will be applicable for all teams in this “group” during the race.

Option 2: **BOP-neutral** (No additional BOP)

(A6-Am) E.g. for amateur teams and or gentlemen drivers and or semi-professional drivers

To avoid teams will not show there best lap time in qualifying, a specific “Minimum reference lap time” will be applicable for all teams in this “group” during the race.

Option 3: **BOP-handicap** (extra ballast weight and less refuelling)

(A6-Pro) E.g. for professional teams and drivers and other (very fast) teams.

For this group, the lap time in the race is free. So there is NO minimum reference lap time applicable.

Below some examples:

Please note: Below mentioned lap times are applicable for “EXAMPLE CIRCUIT”.

Example 1: (A6-Am, BOP-advantage)

- 1) Assume your best lap at qualifying is 2.07,1 (2min07,1sec)
- 2) Lookup this 2.07,1 in the BOP-table in column: Qualifying range
- 3) Lookup the BOP-figure, in this example you will read a BOP-advantage of: -/-50kg and 120Liter
- 4) Additionally the table show you the “Minimum reference lap time” during the race. This means you are not allowed to driver faster during the race. The specific “Minimum reference lap time” during the race in this example is: 2.06.
Please note in this case the “Minimum reference lap time” is only a theoretical limitation, because practical (assuming you have shown your best lap at qualifying) your car cannot run any faster.

Example 2: (A6-Am, BOP-neutral)

- 1) Assume your best lap at qualifying is 2.05,0 (2min05sec)
- 2) Lookup this 2.05,0 in the BOP-table in column: Qualifying range
- 3) Lookup the BOP-figure, in this example you will read: +0kg and +0 Litre
- 4) Additionally the table show you the “Minimum reference lap time” during the race. This means you are not allowed to driver faster during the race. The specific “Minimum reference lap time” during the race in this example is: 2.04.
Please note in this case the “Minimum reference lap time” is only a theoretical limitation, because practical (assuming you have shown your best lap at qualifying) your car cannot run any faster.

Example 3: (A6-Pro, BOP-handicap)

- 1) Assume your best lap at qualifying is 2.02,0 (2min02,0sec)
- 2) Lookup this 2.02,0 in the BOP-table in column: Qualifying range
- 3) Lookup the prescribed BOP-figure, in this example you will read: +30kg and -/-5Liter
- 4) Additionally the table show you the “Minimum reference lap time” during the race is FREE.
Please note: Although this looks a quite strong BOP-handicap and it actually is, please note compare to cars in the other groups you have NO minimum reference lap times, so you can as run as fast you like or can!



7. BOP-ACCEPTANCE FORM

See an example of the BOP-Acceptance form for class A6 of “EXAMPLE CIRCUIT” at the end of this appendix.

Preliminary choice of AM- or PRO-BOP (for scrutineering)

On the so called BOP-ACCEPTANCE FORM the team can make their (free) preliminary choice to begin the Free Practices and Qualifying Practices with either AM-BOP or PRO-BOP. By doing so, the most teams do NOT have to adjust their BOP after qualifying. And save valuable time for the teams for preparation for the race.

Teams who have NOT made their preliminary choice (latest during administrative checks) will automatically be considered (preliminary) as A6-PRO and will scrutineered with PRO-BOP.

After qualifying

If required by the team to change their final BOP after qualifying, this BOP-ACCEPTANCE FORM need to be filled, signed and handed to the Secretary of the event, within 15 minutes after qualification has finished.

This BOP-acceptance form will overcome situations where teams were NOT able (e.g. due to a technical problem or rain) to show their best lap time at qualifying.

Please note it is only possible to amend the best possible qualification time into a better potential best possible qualification time. So a slower qualifying time will not be accepted.

Teams which have done a faster qualifying lap, according to the BOP-table, will automatically be assigned to the applicable class with applicable BOP.

Please note: Class A6-Pro: there is NO minimum reference lap time applicable

Minimum reference lap time: (only applicable for class A6-Am)

The BOP-table also shows the so called “Minimum reference lap time”.

This “Minimum reference lap time” will be applicable for the specific team during the race. This “Minimum reference lap time” is introduced to avoid (or dis-encourage) teams will not show their best performance during qualifying (e.g. due to a technical problem).

Time penalty: (only applicable for class A6-Am)

In the very unlikely way the car will be faster than the “Minimum reference lap time” during the race and this boundary lap time is crossed, the team will get a penalty.

The penalty will be a Time penalty of 30 seconds

The actual driven fastest lap time by a team during the race remains valid, even if this lap time is faster than the applicable “minimum reference lap time” and therefore penalized.

Escape JOKER (only applicable for class A6-Am)

Although, it is very unlikely after applying the BOP-table, it can happen, a driver will be faster than the “Minimum reference lap time” by incident.

To avoid penalizing such a good driver at the first incident, each team will receive 10 (TEN) “ESCAPE JOKERS” which can be used as an escape (for a penalty) in the very unlikely case they just cross this boundary. This means a team can use 10 times an “ESCAPE JOKER” (so for 10 laps).

Such an “ESCAPE JOKER” will only be accepted in case above described incident is reported in writing by the team within maximum 60 minutes after the incident has occurred.

In case such an incident is NOT reported within 60 minutes or after the 10 “ESCAPE JOKERS” has been used each incident will result in a penalty as described above.

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

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

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

BOP-ACCEPTANCE FORM (applicable for class A6-Am and class A6-Pro) **Page 1**

Applicable for “EXAMPLE CIRCUIT”

Start nr:	Box:	Team name:
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STEP 1

Make your preliminary choice of AM- or PRO-BOP (for initial scrutineering)

With the entry, each A6 team can make their (free) preliminary choice to begin the Free Practices and Qualifying Practices with either AM-BOP or PRO-BOP. By doing so, the most teams do NOT have to adjust their BOP after qualifying. And save valuable time for the teams for preparation for the race.

Teams who have NOT made their preliminary choice (latest during administrative checks) will automatically be scrutineered with PRO-BOP.

BOP- table for class A6-Pro & class A6-Am for “EXAMPLE CIRCUIT”

(for actual BOP-table see supplementary regulations of the specific event)

Class*	Qualifying range	Race Minimum reference lap time	Balance Of Performance**		Remarks***	Make your preliminary choice
			Weight	Refuelling		
A6-Am	> 2.06,0	2.06,0**	-/- 50kg	120 L	BOP-advantage Mainly Amateurs	
	2.04 .. 2.06	2.04,0**	+0kg	+0 L	BOP-neutral Mainly Ams & semi-pros	
A6-Pro	< 2.04,0	free	+30kg	-/- 5 L	BOP-handicap Mainly semi-pros & pros	

STEP2

Only teams who wish to change their final BOP have to proceed with this step.

Teams which have done a faster qualifying lap, according the BOP-table, will automatically assigned to the applicable class with applicable BOP.

If required by the team to change their final BOP, this BOP-ACCEPTANCE FORM need to be filled, signed and handed to the Secretary of the event, within 15 minutes after qualification has finished.

This BOP-acceptance form will overcome situations where teams were NOT able (e.g. due to a technical problem or rain) to show their best lap time at qualifying.

Please note it is only possible to amend the best possible qualification time into a better potential best possible qualification time. So a slower qualifying time will not be accepted.

BOP- table for class A6-Pro & class A6-Am for “EXAMPLE CIRCUIT”

(for actual BOP-table see supplementary regulations of the specific event)

Class*	Qualifying range	Race Minimum reference lap time	Balance Of Performance***		Our actual best qualifying time was:	We can do better:	Make your FINAL Class & BOP-choice
			Weight	Refuelling			
A6-Am	> 2.06,0	2.06,0**	-/- 50kg	120 L			
	2.04 .. 2.06	2.04,0**	+0kg	+0 L			
A6-Pro	< 2.04,0	free	+30kg	-/- 5 L			

Please finalize STEP2 by completing next page.

BOP-ACCEPTANCE FORM (applicable for class A6-Am and class A6-Pro) Page 2

Applicable for "EXAMPLE CIRCUIT"

Start nr:	Box:	Team name:
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Final BOP adjustment figures for our specific car.

Minimum car weight

Minimum weight according the regulations:kg

BOP-weight (+/-) according to BOP-table:kg

Final minimum weight during the race:kg

Maximum refuelling amount

Maximum refuelling amount according the regulations:Litre

Refuelling amount handicap according to BOP-table:Litre

Final maximum refuelling amount during the race:Litre

(Maximum refuelling amount under Code 60 is 50%Litre

For all A6 teams: before the start of the race, scrutineering will put the applicable final MAX refuel-sticker on each A6 car.

Minimum reference lap time

Circle applicable Minimum reference lap time according BOP-table		
2.06	2.04	free
And we understand the penalties in case we cross this boundary. At handing over this form we will receive 10 "ESCAPE JOKERS" which can be used as an escape (from a time penalty) in the very unlikely case we just cross this boundary. This means we can use 10 times an "ESCAPE JOKER" (10 laps). We understand the rules applying to this ESCAPE JOKER.		No minimum reference lap time applicable, so Escape jokers are not applicable.

TEAM NAME: TEAMMANAGER NAME:

START NUMBER: SIGNATURE

BOX:

Appendix 16 to the Technical Regulations

Eligible Cars and Class Overview:

Class overview, including minimum weight, maximum refuelling amount.

And for some classes, if applicable, balance of performance (BOP) figures and the "minimum reference lap time" are specified.

Regarding Maximum refuelling amount and Fuel tank capacity: see end of this appendix.

Petrol & Diesel Touring cars, up to 3500cc

Class	Cylinder capacity		Minimum Weight	Max Refuelling amount	Remarks
D1	Diesel cars up to 2000cc		1100 kg	100L	Min ref lap time* See sup. Regulations of the specific event
			1200 kg	120L	
A2	Petrol (up to - 2.000cc)	up to 1.300cc	710 kg	80 L	Min ref lap time* See sup. Regulations of the specific event
		1.300 - 1.400cc	760 kg	80 L	
		1.400 - 1.600cc	820 kg	90 L	
		1.600 - 1.800cc	900 kg	100 L	
		1.800 - 2.000cc	980 kg	100 L	
	Petrol Supercharged engines (up to 1.650cc)	Supercharged engines up to 1.650cc	1000kg	70 L	
			1100kg	80 L	
		Peugeot RCZ 1.600cc / Turbo	1100 kg	80 L	
A3	Petrol (2.000 - 3.500cc)	2.000 - 2.500cc	1000 kg	120 L	Min ref lap time* See sup. Regulations of the specific event
		2.500 - 3.000cc	1100 kg	120 L	
		3.000 - 3.500cc	1200 kg	120 L	
	Petrol Supercharged engines (1.650 - 2.000cc)	Peugeot 208 GTI 1.600cc / Turbo	1050 kg	85 L	
		1.650 – 1.800cc	1000 kg	120 L	
		1.800 – 2.000cc	1000 kg	90 L	
			1100 kg	100 L	
			1200 kg	120 L	
	Diesel 2.000 – 3000cc	2.000 – 2.500cc	1100 kg	85 L	
		2.500 – 3.000cc	1200 kg	85 L	
CUP 1	BMW M235i Cup	3.000cc Twin Turbo	Remarks	Remarks	According to BMW M235i Cup regulations
TCR	Supercharged engines 2.000cc		See art. 5b	100 L	(Models 2015 and younger)

According to art. 18.1.1 of the regulations; the promoter will decide upon eventual waivers

* D1 diesel cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. A2

* A2 cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. A3

* A3 cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. SP3-GT4

Class TCR

Brand & Type	Minimum Weight	Max Refuelling amount	Ride height	Technical form (TCR)	Remarks
ALFA ROMEO GIULIETTA TCR	TBA	100 L	80mm	Cert. No 006	
AUDI RS3 LMS	TBA	100 L	TBA	TBA	
FORD FOCUS TCR	TBA	100 L	80mm	TBA	
HONDA CIVIC TCR	1230	100 L	80mm	Cert. No 001	
KIA CEE'D TCR	TBA	100 L	TBA	TBA	
OPEL ASTRA TCR	TBA	100 L	80mm	TBA	
PEUGEOT 308 RACING CUP	TBA	100 L	70mm	TBA	
SEAT LEON CUP RACER (2015,DSG)	TBA	100 L	80mm	TCN2-C-001	
SEAT LEON TCR V2 DSG (2016)	TBA	100 L	80mm	Cert. No 004	
SEAT LEON TCR V2 SEQ (2016)	TBA	100 L	80mm	Cert. No 002	
SUBARU WRX STI TCR	TBA	100 L	TBA	Cert. No 007	
VOLKSWAGEN GOLF GTI TCR	TBA	100 L	TBA	Cert. No 003	
Your (TCR) car not listed here? Please make an individual request to info@creventic.com					

**According to the regulations, the promoter alone decides on eligibility of individual vehicles.*

**According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.*



GT cars*: Porsche 997 Cup and Porsche 991 Cup classes

Class	Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
Class 997	Porsche 997 Cup	3.600 cc	1150 kg	120 L	Models 2007 .. 2009 Restrictor-Blende N/A
		3.800 cc	1200 kg	120 L	Models 2010 .. 2013 Restrictor-Blende 65mm
Class 991	Porsche 991 Cup	3.800 cc	1230 kg	100L	Models 2014 .. 2016 Restrictor-Blende 65mm

**Porsche 996 will be assigned to class SP3-GT4,*

**Porsche 997 Cup S will be assigned to class SP2*

**If in class 997 and/or class 991 less than 5 (five) cars will participate in an event, for this event class 997 and class 991 will be combined to class 991*



GT cars (Mainly GT cars, also American GT's are eligible)

Class A6-Am & Class A6-Pro

Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Determined by the best qualifying lap.

If less than 12 (twelve) A6 cars will participate, for this event class A6-Am and A6-Pro will be combined to one Class A6.

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP	Remarks
ASTON MARTIN VANTAGE GT3	5900cc/12cyl	1300 kg	110 L	2x41,5mm	FIA-restrictor design
AUDI R8 LMS Ultra	5200cc/10cyl	1265 kg	110 L	2x47,2mm	up to and incl. 2014
AUDI R8 LMS	5200cc/10cyl	1260 kg	100L	2x38,0mm	Or 1320kg/2x40mm GT3-038 FIA-restrictor design
BENTLEY CONTINENTAL GT3	4000cc/8cyl.	1300 kg	115 L	2x38,0mm	Max Boost(barA/rpm) 2,00 / 4000 - 1,90 / 4500 1,80 / 5000 - 1,70 / 5500 1,60 / > 6000 FIA-restrictor design
BMW Z4 GT3	4400cc/8cyl.	1250 kg	105 L	1x70,0mm	
CHEVROLET CORVETTE Z06R GT3	7000cc/8cyl.	1300 kg	115 L	1x59,0mm	
CHEVROLET CORVETTE C6/Z06 LMGT1	7000cc/8cyl.	1270 kg	100 L	2x31,6mm	Chas #C6R-005# Chas #C6R-006#
FERRARI 430 SCUDERIA GT3	4500cc/8cyl.	1230 kg	100 L	2x53,0mm	
FERRARI 458 ITALIA GT3	4500cc/8cyl.	1280 kg	110L	2x50,0mm	FIA-restrictor design
FERRARI 488 GT3	3900cc/8cyl.	1300 kg	110 L	N/A	Max Boost(barA/rpm) 1,47/4000 1,51/4500 1,56/5000 1,60/5500 1,63/6000 1,59/6500 1,54/7000 1,49/>7250
FERRARI F458GT (VdeV1)	4500cc/8cyl.	1250 kg	100 L	2x56,0mm	Chas #2850# Chas #2842#
LAMBORGHINI GALLARDO LP560 GT3	5200cc/10cyl	1225 kg	100 L	2x47,2mm	
LAMBORGHINI HURACAN GT3	5200cc/10cyl	1275 kg	100 L	2x38,0mm	FIA-restrictor design
LAMBORGHINI HURACAN Super Trofeo	5200cc/10cyl	1275 kg	110 L	2x41,0mm	
MASERATI GRANTURISMO MC GT3	4700cc/8cyl.	1220 kg	105 L	1x65,0mm	
McLaren MP4-12C GT3	3800cc/8cyl.	1275 kg	115 L	2x36,0mm	Max Boost(barA/rpm) 1,82/4000 1,80/4500 1,78/5000 1,76/5000 1,72/6000 1,65/6500 1,59/7000 1,53/>7500
McLaren 650S GT3	3800cc/8cyl.	Tba	Tba	Tba	Max Boost(barA/rpm) Tba
MERCEDES SLS AMG GT3	6200cc/8cyl.	1350 kg	105 L	2x38,0mm	FIA-restrictor design
MERCEDES AMG GT3	6200cc/8cyl.	1325 kg	105 L	2x34,5mm	FIA-restrictor design
NISSAN GT-R GT3	3800cc/6cyl.	1335 kg	115 L	2x40,0mm	Up to and incl. 2014 Max Pboost 2,05 barA (all rpm)
	3800cc/6cyl.	1300 kg	110 L	2x40,0mm	EVO 2015 Max Pboost 2,0 barA (all rpm)
PORSCHE 997 GT3 R	4000cc/6cyl.	1225 kg	100 L	1x72,0mm	MY2012 or older
	4000cc/6cyl.	1225 kg	100 L	1x60,0mm	MY2013
PORSCHE 991 GT3 R	4000cc/6cyl.	1265 kg	95 L	2x43,0mm	FIA-restrictor design
RADICAL SPORTSCARS RXC TURBO GT3	3500cc/6cyl.	Tba	Tba	Tba	Max Boost(barA/rpm) Tba
RENAULT SPORT RS01 Configuration BOP GT3	3800cc/6cyl.	1220 kg	110 L	2x42,0mm	Max Pboost 1,95 barA (all rpm)
SCG 003C	3500cc/6cyl.	1280 kg	115 L	2x35,0mm	Max Pboost 1,95 barA (all rpm)
SRT VIPER GT3-R	8400cc/10cyl	Tba	Tba	Tba	
Your (GT) car not listed here? Please make an individual request to info@creventic.com					

* FIA-restrictor design, according FIA-2013/2014/2015/2016 restrictor design

*According to the regulations, the promoter alone decides on eligibility of individual vehicles.

*According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.

Exceptional cars, class SPX

Group SPX, exceptional cars, is a group of cars which is added to accept a wider variety of special cars.

Group Special cars (cars which do not fit or are not accepted in any other class) based on minimum reference lap time.

The performance level, of the cars, will be regulated by minimum lap time and is basically not as fast as class A6, but close to A6 and basically faster than class SP2

This SP2 class is meant for the following range of cars:

- Cars which fits from performance point of view, to the prescribed minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, will not be accepted

(e.g. Lamborghini Huracan Super Trofeo, Porsche GT America, Vortex 1.0, KTM X-bow special)

Datalogger mandatory for all SPX cars

The car must be equipped with a data logger including pressure sensor according art.4.10 of chapter II of the Sporting & Technical Regulations.

The promoter only decides upon the eligibility of the Vehicles in this class on individual basis.

Class SPX cars with (partly) fixed BOP

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP	Remarks
LAMBORGHINI Huracan Super Trofeo	5200cc/10cyl	1325 kg	*According BOP-table below	2x41,0mm	
Porsche GT America	4000cc/6cyl	1250 kg	*According BOP-table below	N/A	
Vortex 1.0	6200cc/8cyl	1050kg	*According BOP-table below	N/A	
KTM X-bow (special)	2000cc/4cyl.	1030 kg	*According BOP-table below	Pboost max is 2,7bar @ 1010mbar	Max rpm 7000 at all gears Ride height is free
Your (GT) car not listed here? Please make an individual request to info@creventic.com					

*According to the regulations, the promoter alone decides on eligibility of individual vehicles.

*According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.

*According to the regulations, the promoter may decide and assign "Minimum reference lap times" on individual cars.

Class SPX (for these cars there is a "Minimum reference lap times" applicable)

Class	Cylinder capacity	Minimum reference lap time	Minimum Weight 1100 kg	Minimum Weight 1200 kg	Minimum Weight 1300 kg
SPX	N/A	See supplementary regulations of the specific event	80 L	90 L	100 L
		See supplementary regulations of the specific event	90 L	100 L	110 L
		See supplementary regulations of the specific event	100 L	110 L	120 L

*According to the regulations, the promoter alone decides on eligibility of individual vehicles.

*According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.

*According to the regulations, the promoter may decide and assign "Minimum reference lap times" on individual cars.

Exceptional cars, class SP2 (Petrol and Diesel)

**Group Special cars (cars which do not fit or are not accepted in any other class)
based on minimum reference lap time (guide-line is approx. 3,0kg/hp or more)**

The performance level, regulated by minimum lap time, is approximately comparable with the Porsche 997 Cup car and basically not as fast as class A6. BOP / Minimum reference lap time table

This SP2 class is meant for the following range of cars:

- Cars which fits from performance point of view, to the prescribed minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SPX

(e.g. Holden V8, Toyota Lexus, Chevrolet Corvette, BMW 140 GTR, BMW E46 V10, BMW M3 E92, Aston Martin Vantage N24, Aston Martin Vantage V12, Lotus, Nissan Z33, Audi TT RS, Audi RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1, Ginetta G55, P4/5 Competizione)

BOP / Minimum reference laptime table for class SP2

Porsche 991/997/997 Cup S: Fix BOP for accepted (modified) models.

- Minimum weight: 1260kg
- Restrictor-Blende: 62mm

GC Automobile V8: Fixed BOP

- Minimum weight: 1100kg

KTM X-bow: Fixed BOP:

- Minimum weight: 1030 kg
- Pboost max is: 2,3bar (@ 1010mbar ambient pressure)
- Max rpm: 7000 rpm (at all gears)
- The car must be equipped with a data logger including pressure sensor according art.4.10 of chapter II of the Sporting & Technical Regulations.
- Ride Height is free
- Refuel amount according SP2-BOP-Table

All other SP2 cars:

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount		
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1300 kg
SP2*	N/A	See supplementary regulations of the specific event	80 L	90 L	100 L
		See supplementary regulations of the specific event	90 L	100 L	110 L
		See supplementary regulations of the specific event	100 L	110 L	120 L

**According to the regulations, the promoter alone decides on eligibility of individual vehicles.*

**According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.*

Exceptional cars, class SP3-GT4 (Petrol or Diesel)

Group Special cars, is a class generally meant for GT4 cars, based on minimum reference lap time (guide-line is approx. 3,5kg/hp or more)

The performance level, regulated by minimum lap time, is approximately comparable with GT4 cars.

This SP3-GT4 class is meant for the following range of cars:

- Cars which fits from performance point of view, to the prescribed minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2

(e.g. Aston Martin V8 Vantage N24/GT4, BMW Z4M Coupe, BMW M3 GT4, Nissan 350Z, Nissan 370Z, Maserati GT MC GT4, Chevrolet Camaro, Lotus Evora, Lotus Exige GT4, Porsche Cayman, Donkervoort D8 GT, Corvette C6 GT4, Ginetta G50 Cup/GT4, Lotus 2/Eleven, Peugeot 207 Spider, Saker sports car, Solution F Silhouette, Gomez Competition GC10.2 Silhouette, Porsche Cayman GT4, Porsche Cayman Clubsport, Porsche Cayman Cup, Porsche Cayman MR)

BOP / Minimum reference laptime table for class SP3-GT4

KTM X-bow GT4: Fixed BOP:

- Minimum weight: 1150 kg
- Pboost max is: 2,3bar (@ 1010mbar ambient pressure)
- Max rpm: 7000 rpm (at all gears)
- The car must be equipped with a data logger including pressure sensor according art.4.10 of chapter II of the Sporting & Technical Regulations.
- Ride Height is free
- Refuel amount according SP3-GT4-BOP-Table

All other SP3-GT4 cars:

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount				
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1100 kg	Minimum Weight 1200 kg	Minimum Weight 1300 kg
SP3-GT4*	N/A	See supplementary regulations of the specific event	60 L	70 L	80 L	90 L	100 L
		See supplementary regulations of the specific event	70 L	80 L	90 L	100 L	110 L
		See supplementary regulations of the specific event	80 L	90 L	100 L	110 L	120 L
		See supplementary regulations of the specific event	90 L	100 L	110 L	120 L	120 L

*According to the regulations, the promoter alone decides on eligibility of individual vehicles.

*According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.

*For diesel cars (as diesels cars are more efficient on fuel), the promoter might decide to reduce above "Max refuelling amount" (e.g. by 15%). The promoter has the right to do this for individual cars.

Special cars, class SP4 ELECTRICAL & HYBRID CARS

Class	Minimum reference lap time	Remarks
SP4 Electrical & Hybrid cars	See supplementary regulations of the specific event	

Silhouette Cars, will be assigned to most suitable class

Class	Silhouette car	Remarks
Class See Remarks	Solution F (3.500cc)	Solution F Silhouettes will assigned to class SP3-GT4
	Gomez Competition GC10.1 (3.500cc/V8)	GC10.1 will be assigned to class SP2
	Gomez Competition GC10.2 (3.500cc/V6)	GC10.2 will be assigned to class SP3-GT4
	Renault Megane Trophy (3.500cc/V6)	Renault Megane Trophy will be assigned to class SP2
	Brokernet Silversting(3.600cc/V6)	Brokernet Silversting will be assigned to class SP2
	Brokernet Goldsting (3.600cc/V6)	Brokernet Goldsting will be assigned to class SP2
	Vortex 1.0 (6200cc/V6)	Vortex 1.0 will be assigned to class SPX
	Your Silhouette car not listed here? Please make an individual request to info@creventic.com	

FOR ALL CLASSES

FUEL TANK CAPACITY VERSUS REFUELLING AMOUNT

Note: The maximum fuel tank capacity for following classes is 120 Litre, unless specifically otherwise described:
Classes: D1, A2, A3, 997, SPX, SP2, SP3-GT4 and SP4

The **Max Refuel amount** mentioned in the tables above for all classes (unless explicit specified otherwise) is the maximum refuelling amount (Litres) per refuelling session.

At all 24H SERIES races, this will be automatically measured, at the fuel station.

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

Example:

If in the table above in a specific class the max Refuel amount is listed at 90 L

At the start of the race it is allowed to start with a completely filled fuel tank.

It is still allowed to have a fuel tank with a capacity of 120 L.

At the start of the race, it is allowed to start with 120 L fuel.

At each following pit stop it is allowed to refuel maximum 90 L.

So in case you make a pit stop after your tank is only halve empty, it is allowed to refuel again maximum 90 L. This means you can have a completely filled tank again.