

**Sporting & Technical Regulations**  
**Creventic Events**  
(final version: 30 Nov 2011)



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# Chapter I

## Sporting Regulations

### 1. Introduction

The basis of “Creventic Events” is to organise events on FIA approved circuits, in cooperation with DNRT-foundation. Those regulations are applicable for those events.

Creventic Events are a number of single events, mainly endurance races, promoted by Creventic and organised in cooperation with DNRT in accordance with the general prescriptions of the KNAF and these regulations.

Those endurance races (e.g. 12H/24H-races) are organised for a wide range of race cars, including Touring-Cars, GT-cars and 24HSpecials.

These events will be non-championship events, but will be single, stand-alone events.

### 2. General

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

As mentioned above, the Creventic events are single, stand-alone events, therefore the date, circuit and status of the event will be stated in the supplementary regulations of the specific race.

### 3. Status of the Event

The status of the event is:

See supplementary regulations of the specific race

### 4. Promoter

#### 4.1 Promoter – Postal Address

Creventic BV  
PO Box 40  
6590 AA Gennep  
The Netherlands

#### 4.2 Promoter – Contacts

Creventic BV  
Gerrie Willems  
Phone: +31 (0)485-471166  
Telefax: +31 (0)485-471127  
E-Mail: [info@creventic.com](mailto:info@creventic.com)  
Internet: [www.24Hseries.com](http://www.24Hseries.com)

#### 4.3 Organiser

DNRT  
Joop den Uyllaan 107  
3119 VJ Schiedam  
The Netherlands

If required, (e.g. for races abroad) a race/event will be organised in cooperation with and under the auspices of a local organiser and the ASN in the country where the race/event takes place.

Such a local organiser must be an ASN approved Organiser.

For details of the local-Organiser see the Supplementary Regulations of the said event.

### 5. Conditions

#### 5.1 General Conditions

The organiser reserves the right to amend the present Regulations in agreement with the ASN

The organiser reserves the right to postpone, abandon or cancel the meeting or any part thereof. 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.

#### 5.2 Specific Conditions

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

- FIA International Sporting Code (ISC) and it's appendices
- The Supplementary Regulations of the Event

- Decisions and provisions published by the ASN
- Decisions and provisions published by the Clerk of the Course
- The present Regulations and Special Prescriptions as well as eventual Supplements, Organisers' Bulletins, approved by the corresponding ASN
- Conditions set up by the applicable circuits, local ASN and local Authorities.

### **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**

### **6.1 Organising Committee**

See supplementary regulations of each event.

### **7. Timetable**

See Supplementary Regulations of each event.

## **8. Entries / Participants**

### **8.1 Competitors/Entrants**

See Supplementary Regulations of each event.

### **8.2 Drivers Eligibility**

See Supplementary Regulations of each event.

#### **8.2.1**

The Clerk of the Course or the Stewards of the Meeting 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.

#### **8.2.2**

If the original license 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.

## **9. Entries / Entry Confirmation**

### **9.1 Entries**

#### **9.1.1**

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 furnish proof of the payment.

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

#### **9.1.5**

The organiser may reject an entry if it was not submitted orderly and in due time, if the competitor is not entitled to submit an entry or if the conditions of participation are not fulfilled.

#### **9.1.6**

Additional reasons for the refusal of an entry may also be the missing of information about the racecar, incomplete or incorrect information given on the entry form if the classification of the car into the proper division, group or class is not possible as a consequence.

#### **9.1.7**

Entries made by telegram or a letter mailed on the same day must be confirmed by telefax, including all details required in the entry form. The entry fees must be paid on the same day.

#### **9.1.8**

Entries made by telephone cannot be accepted!

### **9.1.9**

All entries must be signed by the competitor and by all the drivers. If a driver is replaced by another one, the competitor is responsible that the new driver signs the entry form before the Administrative Checks or that he/she has declared in writing that he/she fully accepts the prescriptions of the Regulations and the renunciation of claims.

### **9.1.11**

Any change of classes or groups after the entry closing date, except in case of a wrong division into groups by the organisers, is not possible, only by decision of the Clerk of the course the Stewards of the Meeting will be informed accordingly.

### **9.1.12**

Generally, each vehicle owner must sign the corresponding disclaimer printed on the entry form in relation to his vehicle entered.

## **9.2 Entry Confirmation**

All officially accepted entries will be confirmed in writing (entry confirmation). With the entry confirmation, the competitor and the organiser enter into a contract. This contract compels the competitor to take part in the competition under the conditions published in the Supplementary 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 with the Organiser's advertising**

#### **10.1.1**

The organiser has concluded 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.

The entry fee can be found on the specific entry form for every individual race.

### **10.2 Additional costs and fees**

#### **10.2.1**

Any amendment in the entry form concerning the car and/or the crew announced (including driver change) after the entry closing date: will be stated in the entry form of the specific event

#### **10.2.2 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 Organisers 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:

##### **10.3.1.1**

Bank transfers are to be made as follows:

**Creventic**

**Rabobank Land van Cuijk en Maasduinen, The Netherlands**

**Bank account: 1923.13.398**

**Swift code: RABONL2UXXX**

**IBAN-number: NL82 RABO 0192 3133 98**

**Do not forget to mention: "Name of Event or Country of the race and TEAMNAME" in the payment details.**

#### **10.3.3**

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.

#### **10.3.4**

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

For all those charges, which must be paid cash, a bulletin will be published at the start of the event, which nominates the equivalent in local currency.

### **Entry Fee – Reimbursement**

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

- Refusal of the entry,
- Withdrawal of the entry with foundation until 30 days before the entry closing date – reimbursement of the total entry fees paid.
- Withdrawal of the entry with foundation less than 30 days before the entry closing date: 1000,00 € of costs will be deducted from the entry fee)
- Withdrawal of the entry due to amalgamation of classes more than 7 days after posting the entry confirmation: 300,00 € of costs will be deducted from the entry fee

If the entry is withdrawn after the entry closing date, there is no claim to the refund of the entry fee (exception: amalgamation of classes).

### **11. Provisional Entry List**

All (accepted) entries regularly received by the organiser along with 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.



### 13. Marketing, TV, Compulsory Advertising and Merchandising

#### 13.1

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

Creventic 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 organisation is strictly forbidden.

**Also advertising of alcohol or other inappropriate advertising is strictly forbidden.** Unless explicit otherwise stated in the supplementary regulations or approved in writing by the promoter.

#### 13.2

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 XXXXX, up to 20 cm high
- Upper rear window XXXXX, up to 20 cm high
- Front and rear registration plate area XXXXX, 40x10 cm large
- Front left and right mudguards XXXXX, 40 x 15 cm large
- Rear left and right mudguards XXXXX, 20 x 10cm large
- Any other advertising, published separately. (e.g. tyre brand on all four corners of the car)

The above-mentioned compulsory advertising may be replaced by the advertising of one or several other partners to be specified by the holder of the commercial rights.

#### 13.3

The compulsory advertising **must** be affixed to the cars according to the instructions (published separately).

Failure to carry the compulsory advertising or non-compliance with the instructions may lead to non-admission to the start or to exclusion.

#### 13.4

**The compliance will also be controlled during the event.**

#### 13.5

**It is NOT possible to refuse this compulsory advertising.**

### 14. Administrative Checks

#### 14.1

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 Office where the following documents must be presented:

- Competitors/Entrants and all drivers' licenses
- Competitor/Entrants and all drivers must have their passport available for verification.
- ASN approval for foreign competitors and drivers, if applicable
- Eventual signature/s by crewmembers.
- **In addition, the drivers' clothing, helmets and Frontal Head Restraint (HANS) system as per FIA Appendix "L" will be checked during the administrative checks.**

#### 14.3

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

## **15. Scrutineering**

### **15.1**

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

### **15.2**

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**

Each car must be equipped with the correct timekeeping transponder. See chapter II

### **15.4**

The following has to be presented at scrutineering:

- Car registration papers (e.g. DMSB car pass, or other respectively a corresponding foreign certificate)
- Homologation papers, safety structure and fuel tank certificates.

### **15.5**

The race car entered by the competitor must comply with

The following requirements:

- Compliance with the Sporting Regulations applicable for the car (Appendix J, FIA Prescriptions)
- Compliance with the present Technical Regulations
- Attachment of the advertising stickers as instructed
- Attachment of reflection stickers as instructed
- The car must not damage the image of automobile sports
- The car must not damage the reputation of automobile sports relating to their presentation.

### **15.6**

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.

### **15.7**

Any car which does not comply with the technical prescriptions and for which the problems cannot be rectified until at latest 1 (one) hour prior to the start of practice may be rejected.

### **15.8**

Any car which - after having passed scrutineering – is 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.

### **15.9**

The Clerk of the Course, in agreement with a scrutineer, will decide about a possible re-admission after accident damage.

### **15.10**

Throughout the entire duration of the event, the cars must comply with the Technical Regulations in all points.

### **15.11**

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.

Any irregularities may result in a penalty or sanction up to exclusion.

## **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 a control card.

### **16.2**

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

### **16.3**

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

### **16.4**

Any failure to comply with the minimum weight may result in the following penalties:

- During practice and qualification: All lap times set up to that moment will be cancelled.
- During the race: For the first offence, the participant concerned must make his car to comply with the minimum weight and represent it immediately at scrutineering. He may then re-join the race.
- During the race: In the case of a second offence, the Stewards will be informed.

### **16.5**

In this context, we wish to point again to the container eventually to be used for ballast (see also Article 5.1 in the Technical Prescriptions of the present Regulations).

### **16.6**

Should the weight of a car be less than the minimum weight, the car will immediately be weighed a second and a third time on the same weighing device and in the same condition. The highest weight of the three values will be considered as minimum weight of the car.

### **16.7**

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

## **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 crewmembers 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 organiser.

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 organiser until the end of the event.

### **17.3**

The competitors of the Race will receive:

- 10 crew 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 1990 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 organiser. Each special cup will have their separate class. The organiser will decide upon eventual waivers.

#### **18.1.2**

The Technical Prescriptions for the various groups are specified in Chapters 2 and 3 and the Appendix 1 to 6 of the present Regulations – Technical Regulations.

#### **Division 1**

- DIESEL Cars (diesel engines up to 3000cc) (diesels above 3000cc might be accepted in class SP2-GT3A) In compliance with the present Regulations in Chapter 3  
The turbo-charging coefficient will not apply.

#### **Division 2**

- 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 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 2 of the present Regulations
- Group “Exceptional cars SP2-GT3A” (petrol or diesels)  
In compliance with the Appendix 3 of the present Regulations.  
This group exceptional cars will be regulated by a “minimum reference lap time”.
- Group “Exceptional cars SP3-GT4A” (petrol or diesels)  
In compliance with the Appendix 4 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 5 of the present Regulations.  
This group exceptional cars will be regulated by a “minimum reference lap time”.
- Special Cup Cars

## 18.2 Division into Classes

### 18.2.1

The divisions 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 organisers, this car can be put in the most suitable class.

#### Division 1

##### **DIESEL Touring Cars**

Class Over cc Up to cc

- D1 up to 2000cc (note: minimum reference lap time rule is applicable\*)
- D2 2000-3000cc

In this DIESEL group the turbo charging coefficient will not apply.  
(diesels above 3000cc might be accepted in class SP2-GT3A)

#### \* **“Minimum reference lap time” introduction for class D1**

Diesel cars which are faster than the prescribed minimum reference lap time will be assigned to the most suitable class, e.g. D2 or A3T. The “Minimum reference lap time” rule will be explained below:

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 there 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 D2 or A3T).. By doing this both categories will again have there 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 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 7: 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 PRACTISE/ QUALIFYING/ NIGHT PRACTISE**

In case a car will be faster than the so called “minimum reference lap time” the penalty will be decided by the Clerk of the Course, 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:

Each offence: a drive through penalty.

## Division 2

- 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

Classes A1 to A5 (up to 3500cc):	are mainly for Touring cars, group N, group A and group 24h Specials
Class 996:	is a cup class for Porsche Cup 996
Class 997:	is a cup class for Porsche Cup 997
Class A6:	is a class for GT-cars regulated by weight, tank capacity and other Balance of Performance parameters (e.g. GT3 cars).
Group “Silhouette” cars*:	“Silhouette” cars like Solution F-, Renault Megane Silhouette or Brokernet will be assigned to the most suitable class
Class SP2-GT3A**:	Group Exceptional cars is a class for GT-cars which are not accepted in any other class and regulated by the so called “minimum reference lap time” rule.
Class SP3-GT4A***:	Group Exceptional cars is a class for GT-cars closer to production cars (e.g. GT4 cars) and regulated by the so called “minimum reference lap time” rule.
Class SP4****:	Electrical & Hybrid cars is a new class applicable for Electrical or Hybrid cars and regulated by the so called “minimum reference lap time” rule.

The table in Appendix 7 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”.

\*Cars of division 2, Group “Silhouette cars” in compliance with Appendix 2 of the present regulations

\*\*Cars of division 2, Group SP2-GT3A “Exceptional cars” in compliance with Appendix 3 of the present regulations

\*\*\*Cars of division 2, Group SP3-GT4A “Exceptional cars” in compliance with Appendix 4 of the present regulations

\*\*\*\*Cars of division 2, Group Electrical or Hybrid cars in compliance with Appendix 5 of the present regulations

## FOR ALL CLASSES

### 18.2.2

Should the number of cars entered in one of the classes of Divisions 1 – 2 be below 3 at the entry closing date, the class concerned will be amalgamated to the next higher one of the same division or most suitable class.

The highest class of each division will also exist if there should be less than 3 cars participating.

### 18.2.3

The final division into classes will be published with the entry confirmation. Only in this case, the competitor concerned has the right to start with another car or to withdraw his entry.

### 18.2.4

Nevertheless, the entry fees (after deduction of a fee) will only be refunded in any such case if the organiser receives the withdrawal until at latest 1 week after the posting of the entry confirmation.

### 18.2.5

Amalgamations of classes are final and cannot be modified by changing cars into other classes.

## **19. Drivers' Equipment**

### **19.1**

Drivers taking part in the official practices and the race must wear the complete fireproof outfit (suit, balaclava, gloves, underwear, socks and shoes), homologated according to the 2011 Appendix L of the ISC. An arm restraint according to SFI 3.3 specification is mandatory if there is no window net fitted.

### **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 final paddock allocation will be published with the entry confirmation.

The allocation of spaces by the organiser 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, a space of maximum 60 m<sup>2</sup> (in principal 30m<sup>2</sup> in row 1 and 30m<sup>2</sup> in row 2) is available for each crew. 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 are: in the entry form and/or on request.

### **20.4**

In case of tents, they may only be set up upon the instructions given by the officials on the areas provided for such purpose. It is prohibited to fix and secure the tents with iron bars.

Failure to respect this prescription will result in a fee of 200,00 € for each such hole for an iron bar. This fee must be paid on-site in cash.

### **20.7**

The special requests must in all cases be submitted together with the entry application form. Otherwise, no space will be reserved.

### **20.8**

Animals (included dogs) are NOT allowed in the event area.

The use of motorcars, skateboards or similar means of transportation by children or by any person not holding a valid driving permit is prohibited. The use of any means of transportation, which is not covered by insurance, is prohibited. The organiser has the right to confiscate such vehicles until the end of the event.

### **20.9**

Semi-trailer tractors MUST be disconnected from the trailer.

Trailers and semi-trailer tractors must be parked on car park upon instruction by the paddock marshals. There is no security surveillance at the car park. Participants traveling with a trailer should consider appropriate anti-theft devices. The organiser does not assume any responsibility for the case of theft.

### **20.10**

All paddocks roads may only be used in the indicated driving direction. All vehicles must keep to the right. Any stopping on the paddock roads is strictly forbidden.

**Exception:** The stopping of race cars in the area of scrutineering or in the area of the prestart – according to the paddock marshals' instructions.

### **20.11**

Illegally parked vehicles will be towed away at the owner's costs.

### **20.12**

Walking speed is compulsory in the entire paddock area.

**20.13**

The paddock lane behind the pits must at any time be clear for the passage of rescue vehicles and refuelling trucks. The cargo doors of the trucks must either be closed or be totally lowered.  
Stairway constructions, stored material or tables and chairs etc. must not protrude into the paddock lane.

**20.14**

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

**20.15**

The paddock marshals and the security teams engaged by the organiser will control the respect of the aforementioned prescriptions throughout the entire duration of the event.

**20.16**

With the signature on the entry form, all the competitors and drivers accept these provisions.

**20.17**

Any participant failing to respect these conditions/ prescriptions may be excluded from the participation in the event.  
If the responsibility can be ascribed to a participating team, the Clerk of the Course may pronounce an additional penalty or a report may be given to the Stewards of the Meeting to inflict additional penalties.  
Competitors/ drivers are responsible for any actions carried out by their mechanics or other crewmembers or their suppliers as for example caterer.



## **21. Pits, Refuelling, Pit Stops, Racing Services**

### **21.1 Pits**

The organiser only, will make the pit allocation.  
There is no right to be allocated a specific pit.  
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. The price is mentioned in the entry form.

Applications for teams wishing to share a pit must be submitted together with the entry form. The organiser will try to consider such reservations of the teams. Priority, though, will be given to a smooth running of the event.

### **21.2 Pit Stops**

#### **21.2.1**

Service and repairs on the race cars may only be carried out during a pit stop.  
Refuelling at the pit box is absolute prohibited, during the whole event.

#### **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 pit stop:

- 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 crew member operating as a lollypop man in front of the car.
- c. No work on the car is allowed, except for wheel changes, windshield cleaning, readout/collection data logger data by a team member. For any other maintenance, e.g. oil level check, adding engine oil, changing brake pads, the engine must be stopped. (in both cases the rule in art. 21.2.4 "A maximum of four (4) people, wearing a crew/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 crew/mechanic vest.)
- d. No person may be beneath the vehicle during a pit stop, while the engine is running. Any offence will be penalised by the Clerk of the Course.**

#### **21.2.3**

If any service or repair must be carried out in the pit-box, the race car may NOT be driven into the pit-box under its own power. The engine must be stopped in front of the pit-box and the car must be pushed into the pit-box by the crewmembers. When a race car leaves the pit-box after a service or a repair under its own power, the driver must exercise utmost care.

#### **21.2.4**

A maximum of four (4) people may work on the vehicle simultaneously. At any time these people will be recognized by wearing a vest with number of the team on it. (Those crew/mechanic vests will be provided by the organiser)  
Extra there can be a lollypop man and a windshield washer. (both do not need to wear a crew/mechanic vest).  
If a team member wants to readout/collection data logger data, he or she MUST wear a crew/mechanic vest.

On ground of safety it is not permitted to undo 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.

Pit stops, driver changes, refuelling and time penalties must be administrated by the teams. This is the responsibility of the teams. This information must be made available to the Clerk of the Course and/or officials on request and must be accountable. For this purpose the organisation will provide so called YELLOW CONTROL CARDS.

#### **21.2.5**

The complete material – including the tyres – must be stored inside the pit-box. Crewmembers in the pit lane and on the pit-wall must be in possession of the proper passes.

#### **21.2.6**

Welding may only be carried out in the area of the Racing Services. In case of such activities, an assistant with a fire extinguisher must be on stand-by. 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.

#### **21.2.7**

**Pit Signals:** All the cut-outs 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 practices, qualifying and the race it is compulsory:

**To buy and use the fuel at the prescribed fuel supplier/station.**

The way of refuelling might be different per circuit and local circumstances. Some circuits have central fuel station, while at others circuits, refuelling will take place with fuel-rig installations in the pit lane or it might be allowed to refuel with 20 litre steel jerry cans or quick refuelling canisters.

**See supplementary regulations of the specific event, for the obligatory refuelling method, obligatory location of refuelling and other specific refuelling regulations.**

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

#### 21.3.1

- Re-fuelling will be carried out by the team's own crew members.
- **THE TEAM REFUELLING MEMBERS MUST WEAR FLAMEPROOF OVERALLS, GLOVES AND BALACLAVAS.**
- The SPEED LIMIT in this special refuelling area is 20KM/hour.
- **All instructions of pit- and or fire marshals have to be followed strictly.**

#### 21.3.2

The frequency of refuelling is free. The following must be observed **during** the refuelling operation:

- a. The driver must remain inside the vehicle and must have his seat belts FASTENED.
- b. A driver's change is strictly forbidden
- c. With the exception of turbo\* powered cars, the engines of all cars must be stopped during a pit stop/refuelling.
- d. All Cars (also with turbo engines) must have the lights turned-off.
- e. No service or repairing allowed. (Even NO windshield cleaning).

\* For ALL supercharged cars (turbo petrol and turbo diesel), who wants to keep the engine running during refuelling:

- f. Need to be clearly marked with a **"Turbo" sticker** on the front screen as well on the rear window.
- g. Need to have one crew member (wearing flameproof clothing as mentioned above) with an operational and certified fire extinguisher (min. 6kg) must be ready to work throughout the refuelling operation. The crew must use their own fire extinguisher for this purpose. The fire-brigade on duty on-site may check the extinguisher used.

#### 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 two responsible representatives 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 organiser.

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 racecars may lead to the exclusion of the participant concerned by the Clerk of the course ,after consultation with the Stewards of the Meeting, from the complete event.

#### 21.3.5 "Refuelling" regulations for electric cars will be published in a separate document

## **22. Tyres**

### **Introduction**

The promoter has the right to make agreements with one or more tyre suppliers who contribute to the entry fees. By this means it is possible to keep the entry fee on an attractive and as low as possible level. Additionally they will deliver technical assistance throughout the event to the participants.

The (preferred) tyre supplier(s) or exclusive single tyre supplier will be stated in the supplementary regulations and/or in the entry form and/or published in additional bulletins. In case an additional agreement with a tyre supplier is made, this will be published accordingly.

### **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 Clerk of the Course as well as the concerned competitor will be informed immediately about any anomaly detected during the tyre check that may lead the Stewards of the Meeting to cancel (partially or totally) the times set by the vehicle concerned during the corresponding practice session or even to EXCLUSION during the race.

## **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.

## **24.2 Two-Way Radio Communication – Race control and Participants**

### **24.2.1 Applications**

The following radio frequencies are reserved for race and safety control: 147, 73; 147, 59; 151, 13, 158, 83 and 165, 19 megacycles per second. If considered necessary, the Clerk of the Course can use any other frequency at short notice. Competitors are not allowed to use these frequencies. The use of two way radio communication is only allowed when in compliance with driver's equipment as per appendix "L". Any competitor failing to respect this prescription may be excluded.

### **OTHER FREQUENCIES ARE FREE TO USE 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 local ASN, the membership organisations, the FIA, its Presidents, organs, managing directors, general secretaries
- The KNAF and DNRT foundation
- The promoter; Creventic B.V. and all 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 racecar, 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 organiser, this agreement comes into force in relation to all persons involved.

## 26. Flights

See [www.24Hseries.com](http://www.24Hseries.com)

## 27. Accommodation

See [www.24Hseries.com](http://www.24Hseries.com)

## **28. Interpretation of the Regulations**

### **28.1**

Only the Clerk of the Course can give binding information about the event, or, in his absence, his deputy.

### **28.2**

In the case of any dispute, the interpretation of this Sporting & Technical Regulations, the Supplementary Regulations and the General Provisions is up to the Clerk of the Course after consultation with the Stewards of the Meeting.

### **28.3**

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

### **28.4**

The organiser 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.

Furthermore, the organiser holds liability only in that case where exclusion from liability is not mentioned in the regulations or entry form.



## 29. General Code of Driving Conduct

### 29.1

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

### 29.2

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 and vice versa.

### 29.3

Any driver obstructing or endangering other participants during practice or race due to their driving style or apparently not being up to the requirements of the race may be refused the start or excluded by the Clerk of the Course, after consultation with the Stewards of the Meeting, during the race. If any cars collide with each other during practice, qualification or the race, they have to inform the Clerk of the Course of this accident within 120 minutes.

### 29.4

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.

### 29.5

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.

### 29.6

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.

### 29.7

The Clerk of the Course / Race Control will:

Instead of the use of a safety car to secure areas of danger or accidents, for additional safety reasons, the Clerk of the Course / race control will neutralize the race by means of a code 60 Safety Procedure/code 60 (purple) flag as specified in article 31 of the present Regulations.

### 29.8

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.

### 29.9

Under pain of exclusion, it is generally prohibited

- to drive or push a car opposite to the race direction, that applies also to the lane at start and finish,
- not to carry a helmet or not having fastened the seat belts whilst driving (including the pit lane),
- to wear additional fuel outside the installed tank
- to carry any additional person aboard the car during practice and race,
- to disregard flag or light signals shown for safety reasons
- to stop on the track without being compelled to do so.

### 29.10

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

The respect of the speed limit in the pit lane will be checked electronically. The penalty for speeding: see article 42 Time Penalties Procedure

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

The penalty for speeding, see article 42 Time Penalties Procedure

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

The penalty for speeding, see article 42 Time Penalties Procedure

### 30. 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 for this race.**

**This CODE-60 FLAG (SAFETY PROCEDURE) will be prescribed in article 31.**

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.

The flag signals described in the International Sporting Code are applicable, and additional the CODE-60 SAFETY PROCEDURE FLAG is applicable this race.

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

#### 31.1

As described in Article 29.7: Race Control will:

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

#### 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 ALL marshal posts will SIMULTANEOUSLY show the code-60 flag (PURPLE FLAG, with the NUMBER 60 on it), all drivers on the track will be notified, the Safety code60 Procedure is brought in to operation.

The main (safety) advantage of the Safety code-60 Procedure is the fact that ALL cars will lower there 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 several 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.

#### 31.2

The Safety Code-60 Procedure will be brought into operation to neutralize the race upon decision of the Clerk of the Course. It will be used if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.

#### 31.3

When the order is given to deploy the Safety code-60 Procedure, ALL marshal posts will SIMULTANEOUSLY display waved 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.

(Unless also the Yellow flag is waived, it is not advised to brake suddenly)

During this code-60 Safety Procedure it is forbidden to exceed the upper speed limit of 60km/hour. Overtaking is strictly forbidden during this Safety code-60 Procedure. On decision of The Clerk of the Course this can be penalized with a time penalty of 1minute!

#### 31.4

While the code-60 Safety 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).

#### 31.5 Sanction:

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

**31.6** When the Clerk of the Course gives the order to end the code-60 Safety 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.

**31.7** Each lap completed while the code-60 Safety 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 uses as normal to finish the race.

**31.8** Failure to respect the walking speed obligation in the area of a danger, failure to respect the flag and light signals or the endangering of marshals on duty can result in a penalty inflicted by the Clerk of the Course and/or the Stewards of the Meeting.

## **32. Practice – Driving Time – Change of Drivers – Qualification**

### **32.1**

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.

### **32.2**

Each crew of a car must be made up of **minimum 2** and **maximum 5 drivers**.

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

A minimum rest time of 2/3 of the last stint duration of that driver between a driver's change to another car must however be respected.

The **MINIMUM REST TIME** of 2/3 of the last stint duration of that driver is applicable for **ALL** the drivers and not only for those drivers entered in 2 cars.

### **32.3**

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

Every time a crew exceeds this maximum driving time, one lap time can be cancelled for every five minutes beyond the maximum driving time.

Driving time is: First time Pit-out till Last time pit-in.

Pit stop-time and refuelling-time is **NOT** included in the driving time, unless the same driver stays in the car when the car enters the pit lane.

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.

### **32.4**

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.

A car may only be driven by the correctly entered driver for that car. Any change of entries during the race is prohibited. The Clerk of the course may take a final decision about eventual exceptions after completion of the appropriate administration, the Stewards of the Meeting will be informed accordingly.

### **32.5**

Not admitted to the start will be:

- Participants who have not fulfilled the practice qualification minima (see Article 32.1 of the present Regulations).

In justified cases of exception, the Clerk of the Course, may allow drivers to start which have not achieved the qualification minima as a result of special circumstances.

The Clerk of the Course, will take the final decision about the admission.

### 33. Drivers' Briefing

#### 33.1

A drivers' briefing will take place for all participants in the endurance event. The exact location and time will be published in the entry confirmation and or Supplementary Regulations.

The Briefing will be in English.

#### 33.2

All drivers must attend the drivers' briefing.

All drivers must sign on.

#### 33.3

The Clerk of the Course reserves the right to organise a special drivers' briefing for the top 20 drivers of practice.

The Clerk of the Course reserves the right to organise a team managers' briefing.

The Clerk of the Course, if applicable will give according information about location and time.

### 34. Starting Grid

#### 34.1

After the qualifying practice session a list approved by the Stewards of the Meeting with the fastest time per car will be published.

This best qualification lap time 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.

The starting grid will have two cars in each row, side by side.

The night practice is not counting for qualification.

#### 34.2

**The pit lane will be closed 30 minutes before the start of the race.**

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.

### 35. Start

#### 35.1 Starting Mode: Rolling start (Indianapolis Start)

#### 35.2

Starting procedure – Indianapolis start:

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!
- 1 minute
- 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 course car and cover a lap over the complete circuit. The starting order must be maintained under pain of exclusion. The course car may not be overtaken before the signal to start is given.

#### 35.3

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.

Exception: Technical failure.

The formation lap must be completed rather smartly in the interest of all the participants. The safety car determines the speed.

The Clerk of the Course will check the compliance with these prescriptions. Any offence may lead to a Time Penalty.

#### 35.4

There will be **TWO formation laps** behind the safety car.

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

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

During this second lap behind the Safety 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 Clerk of the Course considers it appropriate, he will instruct the Safety Car to withdraw.

When the Safety 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. 60km/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.

### **35.5**

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.

### **35.6**

If a problem arises during the start, the RED Light will not be switched off and the board “START DELAYED” will be shown at the start/finish line. All marshals along the track at start/finish line will show a waved yellow flag.

The drivers must then continue at reduced speed, overtaken is strictly forbidden.

The safety car will enter the track and at the end of the pit lane and collect the leading car (s) they will then follow the safety car and from that moment a new formation lap will begin and a re start will take place (see above)

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



## **36. Leaving the Track, Repairs and Outside Assistance**

### **36.1**

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 penalty of 1 lap deduction.

### **36.2**

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 not lead to exclusion, if this was absolutely necessary for safety reasons and if the driver would also have been able to continue the race without this assistance.

### **36.3**

Any car abandoned on the circuit may be brought back to the paddock for repair by order of the Clerk of the Course.

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 Clerk of the Course decides whether cars which have broken down will be brought back to the paddocks.

### **36.4**

If it is not possible to recover a car, it will be parked beside the racetrack – if possible, in a supervised area.

Rescue vehicle Marshals will do their up most best to get the car back to the paddock if possible.

### **36.5**

Cars which have stopped on the track and which are recovered, whether by a breakdown or rescue vehicle of the organiser or by their own means, may be repaired in the pits or in the paddocks.

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.

### **36.6**

Under respect of the provisions of Article 15 (Scrutineering) of the present regulations, practice or race may be re-joined after repair. In case of a damage of the car due to a crash, this needs to be reported to either the scrutineers or the Clerk of the Course.

Any scrutineering may be carried out on demand of the Clerk of the Course or the Stewards of the Meeting. Furthermore, the scrutineers will be in the pit lane at all times during the race and, in contentment with the Clerk of the Course, they may refuse a car to re-join the race if they discover any technical infringements or mechanical problems related to safety issues.

### **36.7**

The engines of all cars (including turbo charged engines) must be stopped during a pit stop (see also 21.2.2). The total amount of people working on the vehicle is 4, in this four are not included the 'lollypop man' and the windshield washer. At any time wearing a vest must recognize these four persons. The driver who is exiting the car is allowed to help the driver entering the car.

### **36.8**

On grounds of safety it is not permitted to undo 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.

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 Clerk of the Course), 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 Clerk of the Course), 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.

### **37. Stopping the race or practice (Red Flag)**

The Clerk of the Course reserves the right to interrupt or stop the race or practice.

#### **Red flag during race**

In such a case, the Clerk of the Course 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 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).

#### **37.1 Restart**

When a restart will take place, position will be decided in order the competitors were driving in the lap preceding the red flag. 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.

### **38. Finish of the Race**

#### **38.1**

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).

#### **38.2**

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 time penalty or can be excluded from the race.

#### **38.3**

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 exclusion from the race.

#### **38.4**

The pit lane will be closed once the chequered flag is displayed (red lights and an additional marshal with a red flag).

### **39. Parc Fermé and Final Scrutineering**

The Parc Fermé after the qualifying practice will be the participant's pits, where the Parc Fermé rules will apply. While the Parc Fermé at the end of the race will be on the main straight after the start-finish line, under the Parc Fermé regulations.

#### **39.1**

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

#### **39.2**

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

## 40. Classification

### 40.1

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. All 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. There will be a class and an overall classification.

### 40.2

All participating cars will be classified.

## 41. Classification Penalties

### 41.1

Classification penalties are:

- Cancellation of practice laps
- Cancellation of race laps
- Time Penalty

### 41.2

Any failure to observe the flag or light signals or the speed limit in the pit lane or refuel area can be penalized as follows:

- **During practice:**
  - 1<sup>st</sup> offence: The fastest lap time will be cancelled
  - 2<sup>nd</sup> offence: All lap times will be cancelled
  - 3<sup>rd</sup> offence: Report to the Stewards of the Meeting
- **During race:**
  - 1<sup>st</sup> offence: Time penalty, 1 minute
  - 2<sup>nd</sup> offence: Time penalty, 2 minutes
  - The Stewards of the Meeting are allowed to inflict further penalties

The Time Penalties are described in detail in Article 42.

**All penalties will be inflicted on the competition number**, which means not the individual driver but the complete crew.

### 41.3

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

#### **42 Time penalties – Procedure**

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 Clerk of the Course 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.

- Overtaking under a code-60 situation (1 minute),
  - Speeding in the pit lane or refuelling area (4 sec per km/h, the second time the penalty is 8 sec per km/h, or 1 or 2 minutes)
  - Driving too fast under a code-60 situation (time gained in seconds x 2),
  - Overtaking under a yellow flag situation (1 or 2 minutes).
  - Shortcutting a curve (more than 2 wheels outside the curb), 1<sup>st</sup> offence, 10sec, 2<sup>nd</sup> offence 20sec, etc.
  - Taking a short cut will result in penalty of 1 lap deduction. Or cancellation of lap during qualification.
  - For time penalties for class SP2, SP3 or SP4 or D1, refer to: Technical regulations for the specific group.
  - All other penalties, like false start, failure to observe flag signals, 1<sup>st</sup> offence 1 minute, 2<sup>nd</sup> offence 2 minutes.
- 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 Clerk of the Course.
  - The Secretary of the Meeting will inform the team (in writing and/or displayed on the TV monitors) of the infringement and time penalty, the team leader (captain) will sign for having received the notification and receive a copy of this for his/her own use.
  - 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).
  - A participant, who has received a penalty, stops in the designated 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.
  - 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).
  - 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 Clerk of the Course will only check that the penalty has been served.
  - The Clerk of the Course 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.
  - 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.
  - 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.
  - The pre designated place where teams are to take their time penalties will be pointed out at the drivers briefing.

#### **43. Protests**

**43.1** Protests must be lodged in accordance with the stipulations of the FIA International Sporting Code (Art. 171 to 179).

Under strict respect of the protest time limits of 30 minutes, all protest must be lodged in writing and handed to the Clerk of the Course or, if this is not possible, to the Stewards of the Meeting along with an ASN set fee. (See Supplementary Regulations).

**43.2** Protests against decisions by the timekeepers, against decisions by judges of fact as well as collective protests are not admitted.

#### **44. 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.

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 crews concerned.

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

## Chapter II Technical Prescriptions for all cars

### Article 1. General Prescriptions for all Cars

#### Art. 1.1

The organiser 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.

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 Clerk of the Course after consultation with the Stewards of the Meeting.

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 organiser 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”).

### 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:

See supplementary regulations of each race.

#### **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 45degrees 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.

During this noise test, cars should run their engines at 75% of there maximum RPM.

##### 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 Clerk of the Course 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 Clerk of the Course.

**- Additional offences** – In the case of a repeated offence, the Clerk of the Course 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**

The safety Regulations as specified in Article 253 of the Appendix J to the ISC must be respected for all cars.

The safety structure must comply with Article 253.8 of the Appendix J 2002 or 2005 (depending of the year of manufacturing of the vehicle) or later of the ISC in correspondence with the entered car.

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

**Art. 3.3**

An FIA current homologated 5 or 6-point safety harness is compulsory for all cars.

**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**

The maximum of 6 front headlamps is permitted for all cars.

**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 x260 mm.

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

Please make a pre-order in the entry form.

**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 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**

For all the other cars, a 2.4 kg manual extinguisher in compliance with the FIA technical list No.6 prescriptions is compulsory. A fire extinguishing system homologated by the FIA for Touring Cars is recommended (with the compulsory fixation of the extinguisher bottles.)

**Art. 3.14**

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



## **Article 4 Cars' Identification Marks (Start numbers, Transponder and GPS)**

### **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 organisers.

### **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 organiser. The competition number panels may not be modified or cut without prior agreement of the organiser.

### **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**

Each car must be equipped with a working timekeeping transponder.

It is responsibility of the participant to buy and mount a transponder in the vehicle in order to pass the pre-race scrutineering.

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.

Valid transponders are:

See supplementary regulations of the specific race.

**Art. 4.7 GPS tracking system**

**Option: Free of charge GPS tracking for ALL teams, to show fans, friends and sponsor on-line all cars on the track. The promoter might provide (free of charge) a GPS tracking system for each car.**

If this is the case:

- It will be mentioned in the supplementary regulations.
- In this case: Each car must be equipped with a working GPS tracking system (this will provided free of charge by Creventic).



GPS-tracking device



Track & follow your favourite team on internet.

## **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:

#### **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 cm<sup>2</sup>

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 crew 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.

## **Chapter III**

### **Technical Prescriptions for each division**

#### **Article 1 Division 1**

- **Group DIESEL cars**  
(diesel engines)

The following technical prescriptions are applicable for Diesel Touring cars:

#### **Art. 1.1 Definition**

##### **Art. 1.1.1**

All cars may make use of the permitted modifications complying with the technical regulations in accordance with the technical prescriptions of the group “24h-Special” (see Appendix 1 to the present Regulations).

##### **Art. 1.1.2**

All additional permitted modifications are specified in following but these modifications must not lead to any prohibited modification. All modifications are forbidden unless expressly authorized.

#### **Art. 1.2 Eligible Cars**

##### **Art. 1.2.1**

Only the organiser decides about the admission of a car model.

##### **Art. 1.2.2**

Only Touring Cars and GT Cars are eligible.

##### **Art. 1.2.3**

Only Touring Cars and GT Cars with a minimum standard car height of 1.100 mm and a maximum standard car height of 1.600 mm are eligible.

Cars with an original height of more than 1.600 mm in the series version are not admitted.

In addition, the car must in no case exceed this maximum height of 1.600 mm in its race version.

#### **Art. 1.3 Engine**

The cylinder capacity must not exceed 3000cc. (diesels above 3000cc might be accepted in group exceptional cars) The turbo-charging coefficient will not apply.

The engine (block and cylinder head) must be of the same car manufacturer. There is no prescription for a minimum production. Supercharging including intercooler of the engine is permitted.

#### **Art. 1.4 Minimum Weights**

##### **Art. 1.4.1**

Depending on the cubic class respectively the engine capacity the following car minimum weights are compulsory: See Appendix 7: Eligible Cars and Class Overview

##### **Art. 1.4.2**

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

##### **Art. 1.4.3**

This is the real weight of the car with empty fuel tank without driver on board and without refuelling of liquid tanks. (Additional weights see Article 5.1, chapter II of the present Regulations).

#### **Art. 1.5 Oil Cooler, Water Cooler and Heat Exchanger**

The location within the exterior shape of the standard bodywork is free. These elements must in no case be located inside the cockpit. The location of electrical lines or of liquid pipes is free.

#### **Art. 1.6 Safety Equipment**

See Article 3, chapter II of the present Regulations.

**Art. 1.7 Fuel Tank**

**Art. 1.7.3**

The original tank may 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 7: Eligible Cars and Class Overview

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

It is also allowed to mount an additional safety fuel tank homologated by the FIA

(FT3 1999, FT3.5 or FT5) combined with the original tank, provided that the total capacity does not exceed the limit corresponding to each of the classes.

**Art. 1.8 Exhaust Gases, Smoke Formation**

**Art. 1.8.1**

High exhaust-emission levels and smoke/root emission are prohibited.

The Clerk of the Course 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.



## **Article 2 Division 2**

- **Touring Cars of FIA Group A and Group N**
- **Group “24h-Special” Touring & GT-cars**
- **Group “Silhouette” cars**
- **Group “Exceptional” cars**
- **Group “Electrical & Hybrid” cars**

### **Art. 2.1 Touring Cars of FIA Group A/N/DA**

#### **Art. 2.1.1**

The relevant prescriptions for the corresponding groups are applicable.

#### **Art. 2.1.2**

In addition, the following technical regulations are applicable:

For cars of the group Touring Cars of FIA Group A/N/DA, the minimum weights, rim dimensions and the fuel tank capacity in relation to the cylinder capacity as specified in the Appendix 1, Art. 3.1, 7.3 and 14.1 are applicable.

### **Art. 2.2 Group „24h-Special“ Touring & GT-cars**

The technical regulations as described in appendix 1 of the present regulations are applicable.

#### **Art. 2.2.1 Class 996**

##### **Art. 2.2.1.1**

In addition, the following technical regulations are applicable:

The organiser alone decides on the eligibility of the individual vehicles and upon eventual waivers.

##### **Art. 2.2.1.2**

Generally homologated Porsche 996 Cup cars will be accepted. (also National homologated 996 Cup cars will be accepted) Explicit Porsche 996 RS or 996 RSR are NOT accepted in this class. Those cars will be assigned to class A6 (GT-cars). A copy of the homologation need to be send together with the entry form.

In principal all modifications are free, however in case a 996 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.).

##### **Art. 2.2.1.3 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 996 in Appendix 7 are applicable.

The organiser reserves the right to modify those figures for individual cars.

Other regulations same as group 24h Special.

## **Art. 2.2.2 Class 997**

### **Art. 2.2.2.1**

In addition, the following technical regulations are applicable:

The organiser alone decides on the eligibility of the individual vehicles and upon eventual waivers.

### **Art. 2.2.2.2 eligible Porsche 997 Cup cars**

Generally homologated Porsche 997 Cup cars (models 2007, 2008 and 2009) will be accepted. (also National homologated 997 Cup cars will be accepted)

Porsche 997 Cup model 2010 or later will be assigned to class A6.

Explicit Porsche 997 RS, 997 Cup S, 997 Cup R or 997 RSR are not accepted in this class. Those cars will be assigned to class A6 (GT-cars).

A copy of the homologation need to be send together with the entry form.

### **Art. 2.2.2.3 Modifications**

Modifications/deviations referring to the homologation which do clearly NOT have any influence on the (lap time) performance are generally allowed.

Modifications which might have a positive influence on the (lap time) performance are forbidden.

In case a 997 Porsche Cup car has modifications which might have a positive influence on the (lap time) performance, this car will be assigned to class A6. So modified Porsche 997 cup cars are eligible in class A6.

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
- Brakes: ABS is allowed and free
- Suspension: Brand and type of suspension and springs are free
- Gearbox: Gearbox and gearbox ratio are free
- Rear wing gurney: Rear wing gurney: is free (dimensions and position of the rear wing must be according the homologation)
- Flat bottom: Flat bottom is free
- Wheels/Rims: Wheels/Rims are free (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
- Aerodynamic devices: Additional aerodynamic devices in the form of small flaps, which are located below the wheel hub centre of the front wheel, are allowed. E.g. to increase the down force on the front axle. Those aerodynamic devices may NOT exceed the width of the front mudguards.
- Rear diffuser: Rear diffuser is free
- Exhaust: Brand, type and modifications are free. **Please note: under all circumstances the applicable noise measures need to be within the specified limits!**

Explicit NO (visible) parts are allowed (e.g. from Cup S, Cup R or RSR which are not original 997 Cup homologated), which might have a positive influence on the (lap time) performance (e.g. rim/tyre sizes, rear-spoiler, wider body parts).

In principal engine modifications are free, however in case a 997 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.).

Other regulations same as group 24h Special.

### **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 in Appendix 7 are applicable.

The organiser reserves the right to modify those figures for individual cars.

### Art. 2.2.3 Class A6

#### Art. 2.2.3.1

In addition, the following technical regulations are applicable:

The organiser alone decides on the eligibility of the individual vehicles.

#### Art. 2.2.3.2 eligible A6 cars

This class is basically meant for GT3 cars (and some GT2 cars) which fits from performance point of view. Eligible A6 cars are listed in Appendix 7: Eligible Cars and Class Overview, Class A6 (GT cars).

Only homologated cars will generally be accepted. (E.g. FIA-GT3.)

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).

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 assigned to class SP2-GT3A. (In this SP2-GT3A class a minimum reference lap time is 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
- Brakes: ABS is allowed and free
- Suspension: Brand and type of suspension and springs are free
- Gearbox: Gearbox and gearbox ratio are free
- Rear wing gurney: Rear wing gurney: is free (dimensions and position of the rear wing must be according the homologation)
- Flat bottom: Flat bottom is free
- Wheels/Rims: Wheels/Rims are free (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
- Aerodynamic devices: Additional aerodynamic devices in the form of small flaps, which are located below the wheel hub centre of the front wheel, are allowed. E.g. to increase the down force on the front axle. Those aerodynamic devices may NOT exceed the width of the front mudguards.
- Rear diffuser: Rear diffuser is free
- Exhaust: Brand, type and modifications are free. **Please note: under all circumstances the applicable noise measures need to be within the specified limits!**

#### Art. 2.2.3.4 Performance and Balance of Performance (BOP)

##### Introduction

As mentioned above, class A6 is basically meant for GT3 cars (and some 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 (GT3) 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!

##### Balance of performance implementation

The initial Balance of Performance is specified in Appendix 7: Eligible Cars and Class Overview, Class A6 (GT cars).

The additional Balance of Performance, applicable for class A6, is described in Appendix 6 MAY THE BEST TEAM WIN: BOP-implementation for class A6.

To avoid teams to enter too fast cars and to make sure 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), 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 A6.

And in case an accepted car will be (by incident) too fast (on decision of the clerk of the course) they will accept and cooperate with any type of balance of performance at any time of the event.

### **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.)

### **Art. 2.2.3.5 Engine intake and Air Restrictors**

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 7

The restrictors must be made of a metallic material.

The diameter specified in the Appendix 5 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.

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 organiser upon request.

The organiser reserves the right to modify the restrictor sizes for individual cars.

### **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 7 are applicable.

The organiser reserves the right to modify those figures for individual cars.

### **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. 2.2.4 Class VW Fun Cup**

**Art. 2.2.4.1**

In addition, the following technical regulations are applicable:

Technical regulations: TBA

**Art. 2.3 Group “Silhouette” cars  
(see Appendix 2 of the present Regulations)**

**Art. 2.4 Group „Exceptional“ cars, SP2-GT3A  
(see Appendix 3 of the present Regulations)**

**Art. 2.5 Group “Exceptional“ cars, SP3-GT4A  
(see Appendix 4 of the present Regulations)**

**Art. 2.6 Group “Electrical & Hybrid cars, SP4  
(see Appendix 5 of the present Regulations)**



## **Appendix 1 to the Technical Regulations**

### **Technical Regulations for the group 24h-Special**

#### **1. Eligible Vehicles**

##### **1.1**

The organiser 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 organiser regarding its eligibility.

The organiser 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 1990 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 & GT3 cars.

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

Hardtop variants are NOT accepted.

(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 basis for the race car must be qualified for obtaining a road license 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 license 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 7: 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 cm<sup>2</sup>

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 crew 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 must be original.

#### **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. 1.3 (1990) 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.

#### **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 100cm<sup>2</sup> 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**

### **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**

### **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.

Only one flexible pipe to bring the air to the brakes of each wheel is allowed, but it's inside section must be able to fit into a circle with a 10cm diameter. The air pipes must not go beyond 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. It is permitted to install steering locks.

## **11. Suspension**

### **11.1**

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

### **11.2**

All suspension parts must be made of metallic material and may not be chrome-plated.

### **11.3**

Strengthening of the mounting points of suspension 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 suspension 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' 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 cm<sup>2</sup> 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.

### 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. They may 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 7: Eligible Cars and Class Overview

### **14.2**

The fuel tank may be replaced by a safety fuel tank homologated by the FIA (specification FT3-1999, FT3, 5 or FT5). In this case, the number of tanks is free and the tank must be placed inside the luggage compartment or in the original location (Exception: see Art. 14.5).

It is also allowed to mount an additional safety fuel tank homologated by the FIA (FT3 1999, FT3.5 or FT5) combined with the original tank, provided that the total capacity does not exceed the limit corresponding to each of the classes.

### **14.3**

The construction of collector tanks with a capacity of less than 1 litre is free. The various tanks (including the original fuel tank) and the FT tanks may also be combined, provided that the total of their capacities does not exceed the aforementioned limits (Art. 14.1).

### **14.4**

The position of the original tank may only be modified in cars for which the tank has originally been placed inside the cockpit or close to the occupants. In this case it is permissible either to install a protective device between the tank and the occupants of the car, or to place the tank in the luggage compartment, and, if need be, to modify its supplementary accessories (refuelling opening, petrol pump, overflow pipe). 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.
- 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.
- A liquid proof bulkhead or box made of GFK or aluminium is compulsory.
- The tank must be protected by means of an at least 15mm thick shock absorbing coating. The foam must have a minimum density of 35 kg/m<sup>3</sup>.
- The fuel tank may only 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 windows and the roof. 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.
- 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.

### **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** Any capacity exceeding the aforementioned limits (to be controlled by means of the fuel receipts) may result in exclusion.

#### 14.8

The position of the funnel for refuelling must not be in the windscreens or in the roof of the car.

The funnel of the fuel must be located in the bodywork (e.g. C pillar). A refuelling through the luggage compartment is also possible.

### 15. Bodywork

**15.1** The total width of the bodywork may not exceed 200 cm (without mirrors).

#### 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.
- 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, provided that the provisions of Art. 16.3 are respected.

#### 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 and Boot Lid:

The material used for the doors, for the bonnet and the boot lid 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 suspension 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 rear side windows for better ventilation.

The use of safety glass is compulsory. For the interpretation of the present Regulations, safety glass is defined as hardened or mineral glass with a national certificate and figures (wave line followed by a D and a figure) or an ECE certification (i.e. 43 REI...figure) and hardened plastic windows similar to glass and correspondingly marked. They must in any case be transparent. The material of non-original windows must have a minimum thickness of 3 mm.

The windscreen must be made of laminated glass.

Alternatively, a windscreen made of polycarbonate at least 5mm thick is permitted. If a windscreen made of polycarbonate is used it must be in perfect condition at any time during the event. At discretion of scrutineering.

### **16.2**

It is not permitted to position fuel tank fillers and/or connectors for pneumatic jacks or similar in the windows.

## **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 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.).



## Appendix 2 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 organiser 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.

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 organiser.

Only the organiser decides about the admission of a car and upon eventual waivers.

#### 1.1 Balance of Performance

The organiser 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 7: Eligible Cars and Class Overview

#### 4. Fuel Tank

The original tank may 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 7: 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) 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 3 to the Technical Regulations

### Technical regulations for group Exceptional cars, group SP2-GT3A (regulated by “minimum reference lap time”)

#### Introduction

Group SP2-GT3A, 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-GT3A 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 GT3 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.*

As a guide line cars with a weight/power ratio of 2,6kg/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 RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1)

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-GT3A

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 7: 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-GT3A, 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 2,6kg/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 organiser 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.**

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 SP2-GT3A. 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 SP2-GT3A

**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

### **Fuel Tank**

The original tank may 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 7: Eligible Cars and Class Overview  
Provisions must be taken to prevent the leakage of fuel in all situations (including the situation of overfilling)!  
It is also allowed to mount an additional safety fuel tank homologated by the FIA (FT3 1999, FT3.5 or FT5) combined with the original tank, provided that the total capacity does not exceed the limit corresponding to each of the classes.

To balance the performance of heavy cars and less fast cars in this class, there is some deviation in allowed maximum refuelling amount. See Appendix 7: Eligible Cars and Class Overview

### **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, the organiser 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.

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.

### **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 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**

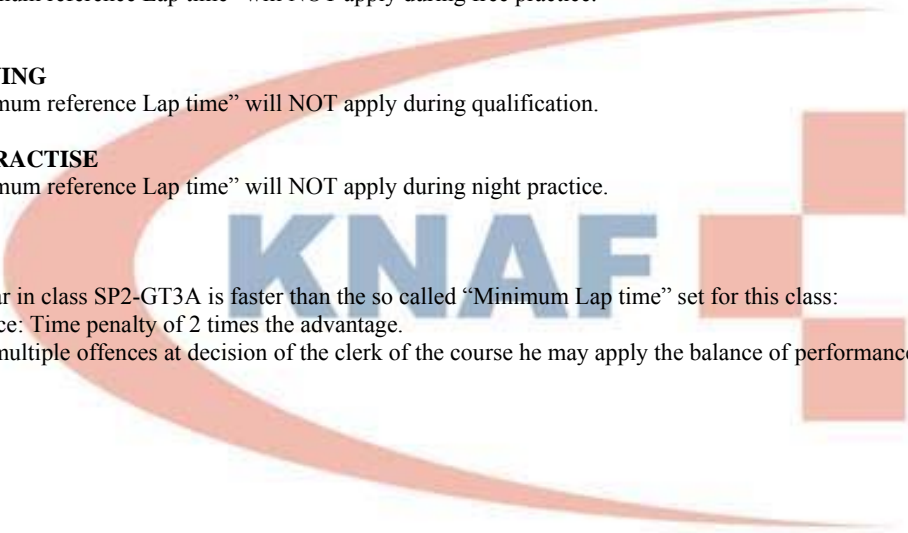
The “Minimum reference Lap time” will NOT apply during night practice.

#### **RACE**

In case a car in class SP2-GT3A is faster than the so called “Minimum Lap time” set for this class:

Each offence: Time penalty of 2 times the advantage.

In case of multiple offences at decision of the clerk of the course he may apply the balance of performance rule described above.



## Appendix 4 to the Technical Regulations

### Technical regulations for group Exceptional cars, group SP3-GT4A (regulated by “minimum reference lap time”)

#### Introduction

Group SP3-GT4A, exceptional cars, is a class generally meant for GT4 cars. The performance level, regulated by minimum lap time, is approximately comparable with GT4 cars.

Although class SP3-GT4A 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-GT3A*

As a guide line, cars with approximately the performance of a GT4 car or less fits in this class. However to avoid too fast cars, the performance of all cars 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, 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/Elven, 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-GT4A

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 2min12sec, cars in this class are NOT allowed to drive faster lap times than 2min12. 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 clerk of the course) then this “minimum reference lap time” the specific car can be reassigned to a higher class, e.g. SP2-GT3A.

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 7: Eligible Cars and Class Overview.

#### 1. Eligible vehicles

Group SP3-GT4A, 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 organiser 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.**

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 explicitly acknowledge by signature on the entry form their entered race car fits from performance point of view in class SP3-GT4A. And in case the car will be (by incident) faster they will accept and cooperate with any type of balance of performance. In case a car in this class will be significantly faster (on decision of the clerk of the course) than this “minimum reference lap time” the specific car can be reassigned to a higher class, e.g. SP2-GT3A. This can be done at the entire event, practice, qualification and during the race.

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.

Only the organiser decides about the admission of a car and upon eventual waivers.

There is no subdivision into cylinder cubic classes for SP3-GT4A

**All cars of this group have to be according to 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 to 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

#### **Fuel Tank**

The original tank may 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 7: Eligible Cars and Class Overview

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

It is also allowed to mount an additional safety fuel tank homologated by the FIA (FT3 1999, FT3.5 or FT5) combined with the original tank, provided that the total capacity does not exceed the limit corresponding to each of the classes.

#### **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, the organiser 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.

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 SP3-GT4A is faster than the so called “Minimum Lap time” set for this class:

Each offence: Time penalty of 2 times the advantage.

In case of multiple offences at decision of the clerk of the course he may apply the balance of performance rule described above.

## **Appendix 5 to the Technical Regulations**

### **Technical regulations for group Electrical & Hybrid cars, group SP4 (regulated by “minimum reference lap time”)**

#### **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-GT3A 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 organiser 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 then 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 7: 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, Article 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, the organiser 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.

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 2 times the advantage.

In case of multiple offences at decision of the clerk of the course he may apply the balance of performance rule described above.



## **Appendix 6:**

### **MAY THE BEST TEAM WIN: BOP-implementation for class A6.**

#### **Introduction**

Class A6 is basically meant for GT3 cars (and some 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 (GT3) 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!

#### **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.

Additional this BOP-method will also help to avoid excessive cars, both at the upper level as well as at the lower level of performance.

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!

#### **Extra team manager briefing**

The extra team manager briefing (after qualifying, see time table), is only applicable for class A6.

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 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.

All team managers in class A6 are obliged to attend this briefing.

### **BOP-procedure**

Summarizing the goal of the developed BOP-method is to give the amateurs and semi-profs (90% of the participants) a much more fair opportunity to compete with the professionals. Also it will decrease the influence of extreme high budgets.

### **Implementation of Balance of Performance:**

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

- Reduce or increase of weight of the car
- Reduce or increase the ground clearance
- 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 7) eventually Suppl. Regulations and/or Bulletins, if applicable.

**Refuelling amount:** The initial maximum refuelling amount of the car is specified in the regulations (Appendix 7) eventually Suppl. Regulations and/or Bulletins, if applicable.

**Ground clearance\*:** The initial ground clearance (for ALL cars in class A6) must be:  
Front section: Minimal 55mm  
Rear section: Minimal 65mm

\* Ground clearance is specified as follows:

The height of the ground plate will be measured with a calibre with a tyre pressure of 2.0bar.

### **Front section specification:**

At a minimum height at FRONT section of 55mm, a 55mm calibre must be easily fit\*\* under the splitter (complete part before the front axle) and under the midsection (complete part between the front axle and the rear axle) of the ground plate.

### **Rear section specification:**

At a minimum height at REAR section of 65mm, a 65mm calibre must be easily fit\*\* under the ground plate and diffuser (complete part behind the rear axle).

\*\*Easily fit can be interpreted that the calibre should easily fit under 90% of the specified part. Eventually bolts, some small flaps, some small cooling devices are allowed.

The ground clearance will be measured at a dedicated and clearly marked area in the scrutineering building. The measuring will be a judge of fact and might not be 100% absolute, however reasonable reproducible for this purpose.

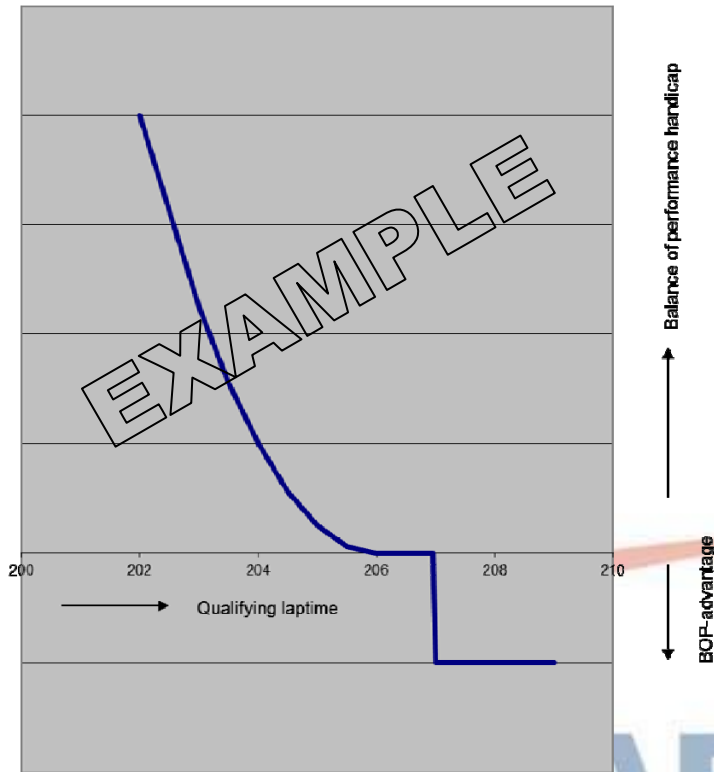
### **Balance of performance:**

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 graph. The graph shows the idea but the final BOP will be derived from the BOP-table.

See next pages: BOP-graph & BOP-table examples (actual BOP-table see supplementary regulations of the specific event).

**ATTENTION: Below BOP-graph and BOP-table are just an EXAMPLE to demonstrate the BOP-implementation after qualifying.**

The actual BOP-graph and BOP-table differs from circuit to circuit and will therefore be published in the supplementary regulations of the specific event.



**BOP-Table applicable for “EXAMPLE CIRCUIT”**

(for actual BOP-table see supplementary regulations of the specific event)

<b>BOP-table only applicable for class A6</b>			
Qualifying Time range	BOP* (kg/mm/L)	Minimum ref lap time**	Remarks
		during race (min/sec)	
> 2.07,0	-/- 50 kg	2.07,0	Initial ground clearance NOT applicable Additional, in case the car is NOT faster than 2min07 it is allowed to refuel 120Litre.
2.06 .. 2.07	+0kg	2.06,0	Initial ground clearance NOT applicable
2.05 .. 2.06	+25kg	2.05,0	
2.04 .. 2.05	+50kg -/- 5 L	2.04,5	
2.03 .. 2.04	+75kg -/- 10 L	2.04,0	
2.02 .. 2.03	75kg + 10mm -/- 15 L	2.03,5	
< 2.02	75kg + 20mm -/- 20 L	2.03,0	

\* additional ballast weight, referred to minimum weight specified in Appendix 7 (Eligible Cars and Class Overview)

\* ground clearance height handicap, referred to initial height specified in this Appendix.

\* Refuelling amount handicap, referred to max refuelling amount specified in Appendix 7 (Eligible Cars and Class Overview)

\*\* In case a (very) fast driver is faster than the Minimum reference lap time, by incident, the driver can make use of the so called “Escape Joker”

### How does the BOP graph work?

In principal the best lap time during qualifying will determine the actual BOP-handicap.

Due to this handicap the car will be less fast and therefore a so called "Minimum reference lap time" is introduced. 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 making their car faster after qualifying. (further in this document the penalty will be described in the very unlikely case a car will be faster during the race.)

*Please note: It is expected this handicap will only be applicable for the most fast cars (probably in combination with very good drivers).*

Below some examples:

Please note: Below mentioned lap times are applicable for "EXAMPLE CIRCUIT".

Example 1:

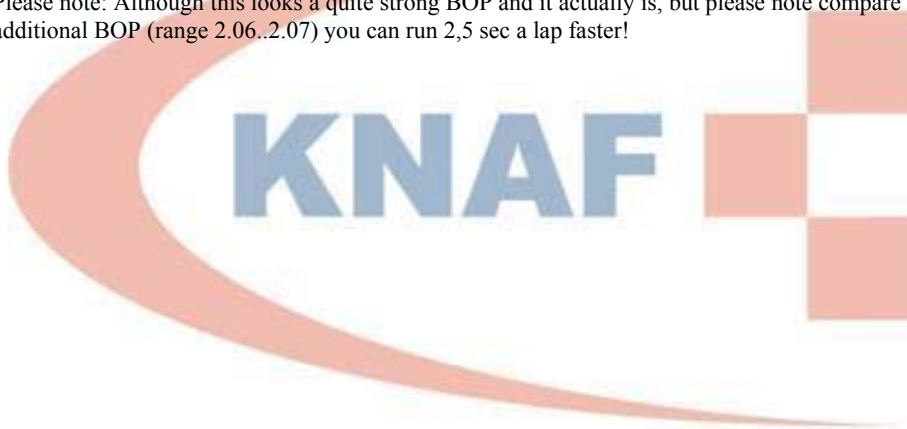
- 1) Assume your best lap at qualifying is 2.05,5 (2min05sec)
- 2) Lookup this 2.05,5 in the BOP-table in column: Qualifying Time range
- 3) Lookup the prescribed BOP-figure, in this example you will read +25kg
- 4) Additionally the table show you the "Minimum reference lap time" during the race. This means you are not allowed to driver faster during the race. The specific "Minimum reference lap time" during the race in this example is: 2minutes05 seconds.

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 can not run any faster.

Example 2:

- 1) Assume your best lap at qualifying is 2.02,5 (2min02,5sec)
- 2) Lookup this 2.02,5 in the BOP-table in column: Qualifying Time range
- 3) Lookup the prescribed BOP-figure, in this example you will read 75kg + 10mm +/-15 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: 2minutes03,5 seconds.

Please note: Although this looks a quite strong BOP and it actually is, but please note compare to cars with no additional BOP (range 2.06..2.07) you can run 2,5 sec a lap faster!



### **Handicap advantage**

As described in the introduction, the goal is to achieve the highest possible level of competition. Therefore less fast cars will be given an advantage.

### **Advantage for cars not faster than 2.06,0**

As can be seen in the BOP-table, cars not faster than 2min06 the initial prescribed ground clearance is not applicable anymore during the race.

However, additionally the BOP-table shows 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: 2minutes06,0 seconds.

### **Advantage for cars not faster than 2.07,0**

As can be seen in the BOP-table, cars not faster than 2min07second, additional to the fact the initial prescribed ground clearance is not applicable anymore during the race, it is allowed to reduce the weight of the car with 50 kg and it is also allowed to refuel 120Litre.

However, additionally the BOP-table shows 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: 2minutes07,0 seconds. (just to avoid misusing this rule)

Below some examples:

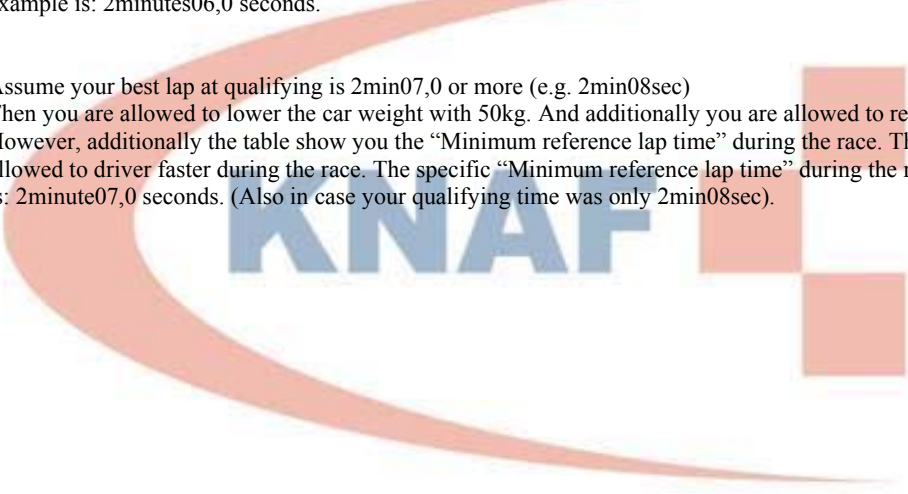
Please note: Below mentioned lap times are applicable for “EXAMPLE CIRCUIT”.

Example 3:

- 1) Assume your best lap at qualifying is 2min06,0
- 2) Then your initial ground clearance is NOT applicable any more.
- 3) However, 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 “Best possible reference lap time” during the race in this example is: 2minutes06,0 seconds.

Example 4:

- 1) Assume your best lap at qualifying is 2min07,0 or more (e.g. 2min08sec)
- 2) Then you are allowed to lower the car weight with 50kg. And additionally you are allowed to refuel 120L.
- 3) However, 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: 2minute07,0 seconds. (Also in case your qualifying time was only 2min08sec).



## **BOP-ACCEPTANCE FORM**

The so called BOP-ACCEPTANCE FORM need to be filled, signed and handed to the secretary of the meeting, within 1 hour after qualification has finished. This is valid for ALL teams in class A6. (Undependable of the lap time and an eventually BOP) This BOP-acceptance form will deal with situations were teams were NOT able due to circumstances (e.g. due to a technical problem or rain) to show their best lap time at qualifying.

See an example of the BOP-Acceptance form for class A6 of “EXAMPLE CIRCUIT” at the end of this appendix.

### **Minimum possible reference lap time:**

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 making their car faster after qualifying, or not showing their best performance during qualifying (e.g. due to a technical problem).

### **Drive through Penalty:**

In the very unlikely way the car will be faster than the “Best possible reference lap time” during the race and this boundary lap time is crossed, the team will get a penalty.

#### **The penalty will be a drive through penalty.**

So in the very unlikely way every time, the car will run a faster lap time then the team specific, “Minimum reference lap time” this will result in a drive through penalty.

### **Escape JOKER**

Although, as described above, it is very unlikely after applying the BOP-table handicap, 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 drive through penalty!

#### **Please pay attention:**

**Those “ESCAPE JOKERS” can only be used for incidents till 2 hours before the end of the race. This means: in case a driver runs a faster lap time within the last 2 hours of the race, than the “Minimum reference lap time” this will result in a drive through penalty.**

### **Last but not least**

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

Although this BOP-method has been proven to be efficient and successful this is still a quite new method. For this reason we explicit want to express, in case we feel teams try to misuse this method or to try to find unforeseen “gaps”, the organiser and/or race director and/or the clerk of the course 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 “EXAMPLE CIRCUIT”**

<b>Start nr:</b>	<b>Box:</b>	<b>Team name:</b>
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Version: 14.11.2011

# BOP-ACCEPTANCE FORM page 1

The so called BOP-ACCEPTANCE FORM need to be filled, signed and handed to the secretary of the meeting, within 1 hour after qualification has finished. This is valid for ALL teams in class A6. (Independent of the lap time and an eventually BOP)

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 choose AND fill in one of the following choices:

- 1) Our best lap time in Qualifying was .....
- This results in the BOP marked below (circle the relevant qualifying range, BOP and Minimum ref lap time)
- 2) Due to circumstances we were not able to show our best performance at qualification.
- Our best lap time in Qualification was .....
- However we think we can do better and therefore we want you to accept the following potential best qualifying time:.....
- This results in the BOP marked below. (circle the relevant qualifying range, BOP and Minimum ref lap time)

Note: To be able to adjust the car during qualification as optimal as possible, a team can choose to drive the qualifying with extra ballast and eventually extra (chassis) height. This will have no negative influence on the final BOP. This because the additional BOP-figures derived from the BOP-table below will be added to the initial BOP-figures mentioned in the regulations.

**Applicable BOP-Table for “EXAMPLE CIRCUIT”**  
 (for actual BOP-table see supplementary regulations of the specific event)

<b>BOP-table only applicable for class A6</b>			
<b>Qualifying Time range</b>	<b>BOP*</b>	<b>Minimum ref lap time**</b>	<b>Remarks</b>
		<b>During race</b>	
	<b>(kg/mm/L)</b>	<b>(min/sec)</b>	
> 2.07,0	-/- 50 kg	2.07,0	Initial ground clearance NOT applicable Additional, in case the car is NOT faster than 2min07 it is allowed to refuel 120Litre.
2.06 .. 2.07	+0kg	2.06,0	Initial ground clearance NOT applicable
2.05 .. 2.06	+25kg	2.05,0	
2.04 .. 2.05	+50kg -/- 5 L	2.04,5	
2.03 .. 2.04	+75kg -/- 10 L	2.04,0	
2.02 .. 2.03	75kg + 10mm -/- 15 L	2.03,5	
< 2.02	75kg + 20mm -/- 20 L	2.03,0	

\* additional ballast weight, referred to minimum weight specified in Appendix 7 (Eligible Cars and Class Overview)  
 \* ground clearance height handicap, referred to initial height specified in this Appendix.  
 \* Refuelling amount handicap, referred to max refuelling amount specified in Appendix 7 (Eligible Cars and Class Overview)  
 \*\* In case a (very) fast driver is faster than the Minimum reference lap time, by incident, the driver can make use of the so called “Escape Joker”

**BOP-ACCEPTANCE FORM Page 2**  
**This page 2 is applicable for ALL circuits**

Start nr:	Box:	Team name:
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Version: 14.11.2011

# BOP-ACCEPTANCE FORM page 2

**Final BOP adjustment figures for our specific car.**

**Minimum car weight**

Minimum weight according the regulations: .....kg  
 Additional weight according to above BOP-table: .....kg  
 Final minimum weight during the race: .....kg

**Ground clearance (car height)**

Initial ground clearance FRONT SECTION: 55 mm  
 Additional height increase according above BOP-table: .....mm  
 Final minimum ground clearance FRONT SECTION: .....mm  
 Initial ground clearance REAR SECTION: 65 mm  
 Additional height increase according above BOP-table: .....mm  
 Final minimum ground clearance REAR SECTION: .....mm

**Maximum refuelling amount**

Maximum refuelling amount according the regulations: .....Litre  
 Refuelling amount handicap according to above BOP-table: .....Litre  
 Final maximum refuelling amount during the race: .....Litre

**Minimum reference lap time**

Our Minimum reference lap time according to the BOP-table is: .....  
 And we understand the penalties in case we cross this boundary.  
 At handing over this form we will receive 10 "JOKERS" which can be used as an escape (from a drive through penalty) in the very unlikely case we just cross this boundary.  
 This means we can use 10 times a "JOKER" (10 laps). We understand the rules applying to this JOKER.

TEAM NAME: ..... TEAMMANAGER NAME: .....  
 START NUMBER: ..... SIGNATURE: .....  
 BOX: .....

## Appendix 7 to the Technical Regulations

### Eligible Cars and Class Overview:

Including applicable minimum weight and maximum refuelling amount (maximum refuelling amount, see note at the end of this appendix. Basically all cars are allowed to have a fuel tank of maximum 120 Litre).

For some classes, if applicable, also the applicable balance of performance figures are specified.

For some classes, if applicable, also the “minimum reference lap time” is specified.

### Petrol Touring cars, up to 3500cc

Class	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
<b>A1</b> (up to 1600cc)	up to 1.300 cc	710 kg	80 L	
	1.300 - 1.400 cc	760 kg	80 L	
	1.400 - 1.600 cc	820 kg	90 L	
<b>A2</b> (1.600 – 2000 cc) & (Turbo engines up to 1600cc)	1.600 - 1.800 cc	900 kg	100 L	
	1.800 - 2.000 cc	980 kg	100 L	
	Turbo engines up to 1600cc	1000kg	100L	
<b>A3T</b> (Turbo engines up to 2.600 cc)	Turbo engines up to 2.600 cc	1000 kg	90 L	
		1100 kg	100 L	
		1200 kg	120 L	
<b>A4</b> (2.000 - 3.000 cc)	2.000 - 2.500 cc	1000 kg	120 L	
	2.500 - 3.000 cc	1100 kg	120 L	
<b>A5</b> (3.000 - 3.500 cc)	3.000 - 3.500 cc	1200 kg	120 L	

According to art. 18.1.1 of the regulations; the organiser will decide upon eventual waivers

### VW Fun Cup

Class	Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
<b>Class VW Fun Cup</b>	VW Fun Cup	Petrol	TBA	TBA	
		Diesel	TBA	TBA	

### Diesel Touring Cars, up to 3000cc

Class	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
<b>D1</b> Up to 2000cc	Up to 2000cc	1.100 kg	80 L	Min ref lap time* See supplementary regulations of the specific event
		1.200 kg	100 L	
<b>D2</b> (2.000 – 3.000cc)	2.000 – 2.500 cc	1.100 kg	100 L	
	2.500 – 3.000 cc	1.200 kg	100 L	

\* diesel cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. D2 or A3T

## GT cars: Porsche 996 Cup and Porsche 997 Cup classes

Class	Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP	Remarks
<b>Class 996* (Porsche)</b>	Porsche 996 Cup	3.600cc	1150 kg	120 L	N/A	
<b>Class 997* (Porsche)</b>	Porsche 997 Cup	3.600cc	1150kg	120 L	N/A	Models 2007/2008/2009 (Model 2010/2011 → class A6)

*\*According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.*



## GT cars

Class	Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP	Remarks
Class A6* (GT-cars)	ASCARI KZ1R	4940cc/8cyl.	1200 kg	100 L	N/A	
	ASTON MARTIN DBRS9	5935cc/12cyl	1290 kg	110 L	2x59,0mm	
	AUDI R8 LMS	5200cc/10cyl	1300 kg	110 L	2x47,2mm	
	BMW ALPINA B6 GT3	5000cc/8cyl.	1250 kg	100 L	1x66,0mm	
	BMW M3 GT2	4000cc/8cyl.	1250 kg	100 L	2x28,6mm	
	BMW Z4	3200cc/6cyl.	1200 kg	120 L	N/A	
	BMW Z4 GT3	4400cc/8cyl.	1225 kg	100 L	1x85,0mm	
	CORVETTE Z06R GT3	7000cc/8cyl.	1300 kg	110 L	1 x 50mm	
	DODGE VIPER COMP. COUPE	8300cc/10cyl	1300 kg	110 L	Tba	
	DODGE VIPER GT3	8200cc/10cyl	1300 kg	110 L	Tba	
	FERRARI 430 GTC (GT2)	4000cc/8cyl.	1150 kg	90 L	2x27,4mm	
	FERRARI 430 SCUDERIA GT3	4500cc/8cyl.	1230 kg	100 L	2 x 53 mm	
	FERRARI 458 ITALIA GT3	4500cc/8cyl.	1275 kg	100 L	2x55,5mm	
	FORD GT GT3	5000cc/8cyl.	1225 kg	105 L	2 x 48 mm	
	FORD MUSTANG FR500-GT	5000cc/8cyl.	1320 kg	110 L	N/A	
	FORD MUSTANG MARC VDS	5300cc/8cyl.	1375 kg	110 L	N/A	
	GINETTA G50Z GT3	3400cc/8cyl.	1100 kg	100 L	N/A	
	JAGUAR XKR	4200cc/8cyl.	1240 kg	100 L	Tba	
	LAMBORGHINI GALLARDO GT3	5200cc/10cyl	1225 kg	100 L	2x47,2mm	
	LOTUS EXIGE GT3	1800cc/4cyl.	808 kg	Tba	Tba	
	MASERATI GRAND SP. LIGHT	4200cc/8cyl.	1180 kg	100 L	Tba	
	McLaren MP4-12C GT3	Tba	Tba	Tba	Tba	
	MERCEDES SLS AMG GT3	6200cc/8cyl.	1340 kg	110 L	2x34,2mm	
	MORGAN AERO GT3	5000cc/8cyl.	Tba	Tba	Tba	
	MOSLER MT 900 GT3	7000cc/8cyl.	1200 kg	100 L	2x33,2mm	
	NISSAN GT-R GT3	Tba	Tba	Tba	Tba	
	PORSCHE 997 GT3 R	4000cc/6cyl.	1250 kg	100 L	1 x 76 mm	
	PORSCHE 997 CUP S	3600cc/6cyl.	1170 kg	100 L	1x72,3mm	
	PORSCHE 997 RSR	3800cc/6cyl.	1250 kg	100 L	2x30,5mm	model 2008 or older
	PORSCHE 997 RSR	4000cc/6cyl.	1250 kg	100 L	2x28,6mm	model 2009 or later
	PORSCHE GT3 R Hybrid	4000cc/6cyl.	1375 kg	110 L	N/A	
	PORSCHE GT3 RS 996	3600cc/6cyl.	1200 kg	100 L	N/A	
	PORSCHE GT3 RS 997	3600cc/6cyl.	1250 kg	100 L	Tba	
PORSCHE 997 Cup (Modified or model 2010 or later)	3800cc/6cyl	1200 kg	120 L	N/A		
SPYKER C8 LAVIOLETTE	4000cc/8cyl.	Tba	Tba	Tba		
Your (GT3) car not listed here? Please make an individual request to <a href="mailto:info@creventic.com">info@creventic.com</a>						

\*According to the regulations, the organiser 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 SP2 GT3-A (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. 2,6kg/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.

This SP2-GT3A 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 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 A6.*

(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 RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1)

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount		
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1300 kg
SP2 GT3-A*	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	120 L	120 L

*\*According to the regulations, the organiser 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-A (Petrol or Diesel)

Group Special cars, is a class generally meant for GT4 cars, based on minimum reference lap time.

The performance level, regulated by minimum lap time, is approximately comparable with GT4 cars.

This SP3-GT4A 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 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-GT3A

(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)

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount		
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1200 kg
SP3 GT4-A*	N/A	See supplementary regulations of the specific event	90 L	100 L	120 L

\*According to the regulations, the organiser 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.

## 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-GT4A
	Gomez Competition GC10.1 (3.500cc/V8)	GC10.1 will be assigned to class SP2-GT3A
	Gomez Competition GC10.2 (3.500cc/V6)	GC10.2 will be assigned to class SP3-GT4A
	Renault Megane Trophy (3.500cc/V6)	Renault Megane Trophy will be assigned to class SP2-GT3A
	Brokernet Silversting (3.600cc/V6)	Brokernet Silversting will be assigned to class SP2-GT3A
	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 all cars is 120 Litre. (unless explicit specified otherwise)

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.

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).

At the start of the race it is allowed to start with a completely filled fuel tank.

Example:

If in the table above in a specific class the max Refuel amount is listed at 90 L  
It is not allowed to refuel more than 90 L per refuelling session.

So in case you make a pit stop after your tank is only halve empty, it is allowed to refuel again the Max Refuelling amount. This means you can have a completely filled tank again.

08-12-2011



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