



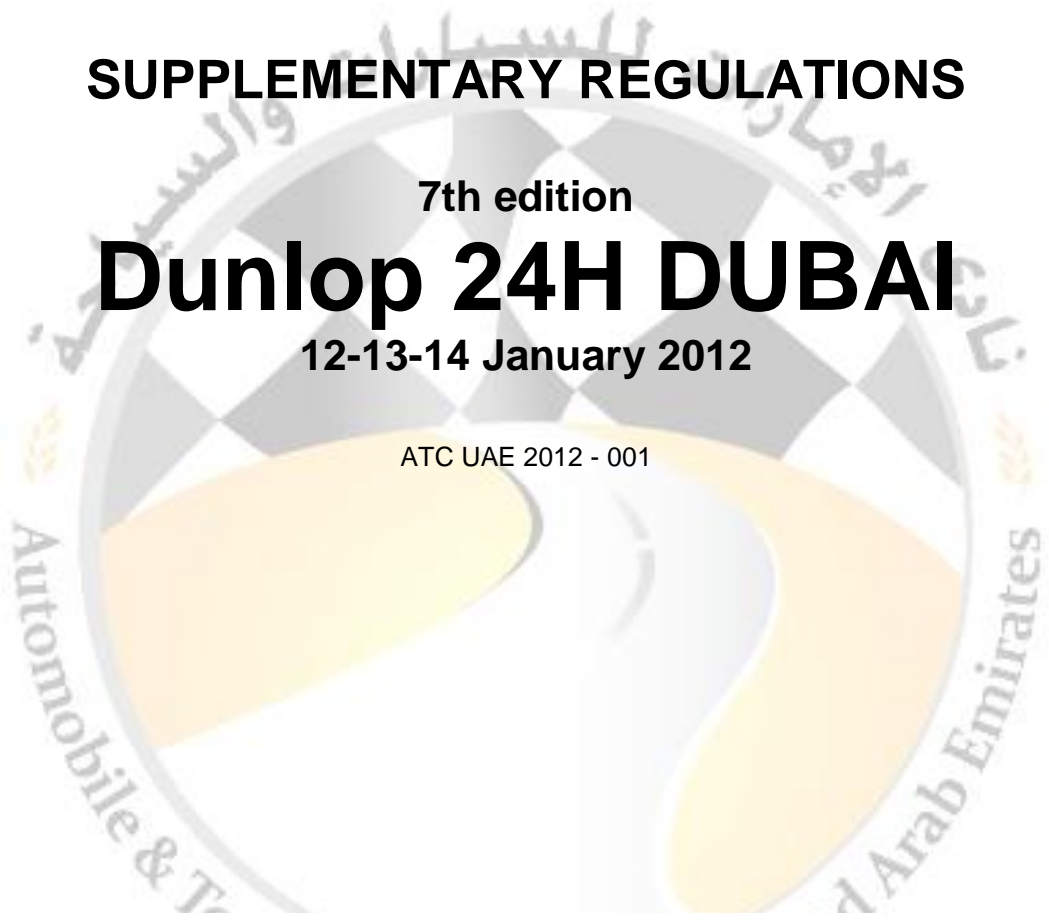
SUPPLEMENTARY REGULATIONS

7th edition

Dunlop 24H DUBAI

12-13-14 January 2012

ATC UAE 2012 - 001





Article 1a Event Information

Name Event: Dunlop 24H DUBAI
Edition: 7th edition
Track: Dubai Grand Prix Circuit, United Arab Emirates (Dubai Autodrome)
Date Event: 12-13-14 January 2012
Type of Event: International
Classes: Touring, GT and 24hSpecial according: Sporting & Technical Regulations

Article 1b Entrant and Driver Eligibility

Competitors/Entrants

Any person or legal entity holding an International competitor/entrant or driver's license.
Foreign competitors must submit the authorization of their ASN (see Art. 70 ISC).

Drivers Eligibility

The minimum age for a driver is 16 year.

The race will be open for any driver holding an International license (minimum grade C).

All competitors must submit the authorization of their ASN (according Art. 70 ISC).

Under special conditions an International grade D license might be accepted on final decision of the Stewards of the Meeting.

Article 2a Sporting Authority (ASN)

Automobile and Touring Club for United Arab Emirates (ATC UAE)
Al Wuheida Street,
P.O. Box 5078,
Dubai, UAE.

Article 2b Organizer

Dubai Autodrome Motorsports Club
PO Box 24649
DUBAI, UAE

In cooperation with
D.N.R.T

Joop den Uyllaan 107
3119 VJ Schiedam
The Netherlands

Article 2c Promoter

Promoter – Postal Address
Creventic BV
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Promoter – Contacts

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Article 2d Circuit

Dubai Autodrome Grand Prix Circuit (5,39km)

The event will take place on the Grand Prix Circuit
 The length of the circuit according to the FIA Track License is 5,39km. The course will run in clockwise direction.
 The race duration will be 24 hours.

Article 2e Organizing Committee

On behalf of the Organizer: Hamish Brown (representative of DA)
 On behalf of the Organizer: Richard Birch (representative of DAMC)
 On behalf of the Organizer: Ria Waterreus
 On behalf of the Organizer: Jeroen Steenhuis
 On behalf of the Promoter: Gerrie Willems
 On behalf of the Promoter: Helen Roukens

Article 3 Locations

Race administration/Welcome: Ground floor opposite media room (next to scrutineering bay)
 Parc Fermé: 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 in front of the Grandstand on the start-finish straight.

Driver's Briefing Room: Briefing Room Pit roof building above pit garages
 Official Notice Board: Outside wall (ground floor outside race administration)
 Steward's Office: 1st floor Control tower
 Refueling area: End of pit garages (before pit exit)
 Media room: Ground floor opposite race administration

Article 4 Officials

Chairman of the Stewards:	Marc van Geel	(License No. 9543)
Steward:	Gerard du Pré	(License No. 2832)
ASN Steward:	Stuart Murray	(License No. A12666)
Clerks of the Course:	Martin vd Pavert	(License No. 22314)
Deputy Clerks of the Course:	Paul Dyson	(License No. 1632)
Deputy Clerks of the Course:	Paul Beck	(License No. 10619)
Deputy Clerks of the Course:	Jeroen Steenhuis	(License No. 17843)
Deputy Clerks of the Course:	Chris Norman (BARC)	(License No. 140960)
Deputy Clerks of the Course:	John Felix (BARC)	(License No. 140017)
Deputy Clerks of the Course:	Fraser Martin	(License No. A11100)
Assistant Clerks of the Course:	Mohammed al Qadi	(License No. A11101)
Secretary of the Meeting:	Ria Waterreus	(License No. 4000)
Ass. Secretary of the Meeting	Wilma Hoogwerf	(License No. 28294)
Chief Medical Officer:	Dr. Hussein al Reda	
Chief Marshal:	Trevor Jackson (BARC)	
Chief Timekeeper	Harald Roelse	(License No. 10974)
Chief Scrutineer:	Armin Kolmsee	(License No. 1046249)
Scrutineer:	Leo Schaap	(License No. 22130)
Official:	Theo van der Hulst	(License No. 28333)



Article 5 Regulations

Event held under the present International Sporting Code of the FIA and under the national competition rules of the ATC UAE.

The following regulations will be used:

1. FIA International Sporting Code and Appendices (ISC)
2. Decisions and Regulations of the FIA
3. Decisions and provisions published by the ATC UAE
4. Decisions, provisions and bulletins, published by the Stewards of the Meeting and/or the Clerk of the Course
5. These Supplementary Regulations
6. Sporting and Technical Regulations:
Sporting & Technical Regulations Creventic Events, final version 30 November 2011, Approved by KNAF under Permit 0306.11.209
7. The specific Technical and Sporting Regulations of (eventually) the participating support races
8. All entrants undertake to respect these regulations by participating in the event.
9. Conditions set up by the Dubai Autodrome and by the UAE and DUBAI Authorities.

Article 6 Track and conditions of practice/race

a. Maximum number of cars allowed to start:

	Race	Practice
Touring & GT-Cars (24h race):	90	90

b. Access to the track

Practices, Qualifying practices and the races
For drivers with a pit box through the pit lane.

c. Lights

The lights on the car must be switched on at the sign "LIGHTS ON"

Article 7 Entry: closing date and acceptance

This event is open for drivers according to: see Sporting & Technical Regulations of the specific race.

As specified on the entry form the entry closes 01 October 2011.

Acceptance of the entry will be send no later than 15 October 2011. Under particular circumstances the forwarding of the acceptance may be postponed.

The fee required (see entry form and/or confirmation of participating) has to be paid before the event (an entry not accompanied by the fee shall be null and void).

Article 8 Collection of documents/Administrative Control

See official time schedule.

The entrant and the driver, or their officially nominated representative must be present at the place and the time indicated for the administrative/license-control and afterwards for the scrutineering.

At the license control the entrant will receive the scrutineering forms (control card).

The driver must sign the 'responsibility clause' (according to the General regulations concerning racing contests).

Article 9 Time schedule: Scrutineering, Timed Practices/Qualifying and Races

See official time schedule.

Qualification, night practice and start grid

Clarification of art. 32 and art. 34 of the sporting & technical regulations:

There are 2 qualification sessions, for each class (the first qualification for all classes together and the second one will be a separated qualification), see time table.

The best lap time, from either the first qualification or the second qualification, will count as the best qualification lap time. This best qualification lap time will determine the start position.

The night practise is not counting for qualification.

Start grid procedure

Will be published during the team manager briefing.



Article 10 Start

Touring, GT and 24hSpecial according to Sporting & Technical Regulations
The starting procedure will be explained at the driver's briefing.

Rolling start

Starting grid: in a 2x2 formation

Pole position: right side

According to art. 35.4 of the sporting & technical regulations, there will be TWO (2) formation laps

Article 11 Cooling down lap (after the finish-flag)

See Sporting & Technical Regulations.

Article 12 Protests

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 the secretary of the meeting, or, if this is not possible, to the Stewards of the Meeting along with a fee of 5000 EURO.

Article 13 Pit regulations

- Refuelling in pit garage, pit lane and the area behind the pit boxes is NOT allowed during practice and race.
- It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pit building.
- The maximum speed in the pit lane is 40 km/h at all times. 20 km/h in the refuelling area and weighing area.
- The pit lane has been divided into two lanes. The lane closest to the pit wall/track is designated the 'fast lane' and the lane closest to the pit boxes is designated the 'inner lane' or 'working lane', and is the only area where any work can be carried out on a car.
- The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane.
- No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.
- Any change of drivers 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.
- Every driver change, pit stop, refuelling operation and (time) penalty must be administered by the team. For this purpose the organization will provide so called YELLOW CONTROL CARDS. It is the responsibility of the team manager that those Yellow Control Cards are filled in correctly and **signed by the team manager**. Those Yellow Control Cards must clearly put on the wall in the pit box (at pit lane side). So the CoC's and/or officials can easily verify at any moment the correctness if the pit stop/refuelling administration.

Article 14 Driver's briefing & Team managers briefing

A briefing will be held for all classes, this will be published on the official notice board and/or in the time schedule. All drivers and entrants in that class are obliged to attend this briefing. The Stewards of the Meeting may sanction non or late attendance.

Apart from the drivers briefing there will a team managers briefing for all classes.

In addition there will be an extra team manager briefing for class A6 (only). (see time table).

For date, time and location: see official time schedule.

Article 15 Scrutineering (TC)

If the car is deemed not to be in accordance with the regulations, the driver may not compete in practice/race. It is possible to have a second check.

If the car has been considered as according to the regulations on the points checked, the car will signed off (TC-approved) on the teams control card and receive a TC-approved sticker. After the team has completed the control card, the team will receive a so called final approved sticker (24H Dubai 2012 sticker).

Only this final sticker (as provided by the secretary of the meeting) indicates that the car is allowed to participate.

Without this sticker, the car may not participate in practice/race.



Optional extra test at Wednesday afternoon

To participate this extra Wednesday afternoon test the following rules apply:

- Race car need to have approved at scrutineering and therefor have attached the TC-approved sticker.
- Fee (track rental including fuel) need to be paid at race administration. Team will receive a team dedicated sticker to get access to the track during this extra test.
- Car need to be equipped with a transponder.
- **Drivers running the car during this extra test, need to have done the license check and the clothing & helmet check. (Please have understanding (safety first) for drivers who have not fulfilled this requirement will be stopped at pit exit.)**
License check will be notified by a valid helm number. Clothing & helmet check will notified by the small helmet approved sticker on the helmet.

Static noise test may be carried out at pre event Scrutineering or at any other time during the event to check compliance with the Technical Regulations.

Drivers equipment

HANS (Head and Neck Support) is compulsory as stated in the sportive & technical regulations.

Weighing of the cars (scrutineering and during the race)

As mentioned in the Sportive and Technical regulations all cars will be weighted during scrutineering.

Additionally the cars might be weighted during free practice qualifying and during the race.

To compensate for the weight of the driver, the driver will be weighted as well during scrutineering (including helmet and complete race outfit).

Drivers has to follow up clearly the instructions given by the Marshalls.

Any failure to comply with the minimum weight will result in Penalties; see Sportive and Technical regulations.

Start numbers and compulsory illumination with back panels

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

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

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

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

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

Article 16 Fuel and Refuelling

See art. 21.3 of the Sporting & Technical regulations.

The opening times of the fuel pumps will publish on the Official Notice Board

As mentioned in art. 21.3 of the Sporting & Technical regulations, the specific fuel and refuelling regulations will be mentioned in the supplementary regulations. Additionally they are also published in the entry form.

Specific fuel and refuelling regulations applicable for 24H Dubai:

The following general refuelling rules apply:

Teams have to refuel themselves with the available standard petrol and diesel pumps located at the refuelling area at the end of the pit lane.

Therefore: All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations.

Therefore, the refuelling orifices of the tanks must be equipped for this operation the use of adaptors or filler bottles is strictly forbidden. The use of extra ventilation during refuelling is only allowed in conjunction with a vent-bottle.

There will be six petrol pumps and two diesel pumps. Refuelling will take place under the procedure, first come first refuelled.

Refuelled.

Refuelling will be carried out by one or two own team member(s).

THE (1 OR 2) TEAM MEMBERS MUST WEAR FLAMEPROOF OVERALLS, GLOVES AND BALACLAVAS.

In the refuelling area, two responsible representatives of the team and the driver himself must attend any vehicle that wishes to refuel.

During the complete refuelling operation, the windows on both sides (left and right) need to be closed.

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



Article 17 Tickets/Passes

Every person (drivers, team members, officials, press etc.) who enters the pit area must at all times wear his ticket/pass visible, in a way that the controlling officials can at any time without problem see whether this person has the right ticket/pass. If a person is not wearing his ticket/pass visible, he may not enter the pit area.

Article 18 Timekeeping

Every car shall be timed at the start/finish line after completion of the first and subsequent laps with a transponder. See regulations art. 4.6 Chapter II of the Sporting & Technical regulations. Information of the transponders is also published in the entry form as well as in Appendix 1 of these Suppl. Regulations. Fraud or obstruction of the rules mentioned in this article will lead to exclusion and shall be reported to the Stewards of the Meeting.

Article 19 Signalling

Information and instructions will be transmitted to the drivers by means of the signals provided for in Appendix H of the FIA International Sporting Code.

For the 24h race also the purple code 60 flag is applicable, for details see Sporting and Technical Regulations.

Article 20 Noise regulations

The following limit values may not be exceeded:

According to the sportive & technical regulations:

For all classes: 110dBA at 0,5m measured according to the measuring method, as described in the sportive & technical regulations.

Article 21 Tyres

Dunlop, as title sponsor, will be the exclusive and single tyre supplier for 24H of Dubai 2012.

All participating teams are obligated to run the entire event (shake down, all (free) practices, qualifying and 24H race) on Dunlop.

Only Dunlop tyres may be used which are delivered by Dunlop in Dubai (those tyres can be recognized by a special decal/markings.)

Contact and ordering information will be published separately.

Article 22 Supplementary Regulations

Any changes or supplements to these regulations will be published on the official notice board.

Appendices:

- Appendix 1: Transponder
- Appendix 2: GPS tracking system
- Appendix 3: Class Overview (all classes)
- Appendix 4: For class A6 only: BOP- table AND BOP-acceptance form

Other appendices:

- Time Schedule
- Plan of the circuit
- Plan of the paddock

Appendix 1: Transponder

As mentioned in art. 4.6 Chapter II of the Sporting & Technical regulations, valid transponders will be mentioned in the supplementary regulations. Additionally they are also published in the entry form.

For 24H Dubai:

Valid transponders are:

1) Transponder with Driver-ID

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

- Class 996
- Class 997
- Class A6
- Class SP2-GT3A
- Class SP3-GT4A
- Class SP4

Valid transponders with Drivers ID are:

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

Such a Driver-ID transponder can be rented or purchased at race administration. As published in the entry form.



*The MYLAPS CAR DP-i transponder (previously the TranX260 DP-i transponder) is specially made for events with driver changes.

With the standard equipped Driver-ID-Selector (switch), up to 4 different drivers can be identified with this transponder.

As for 24H Dubai it is allowed to drive with 5 drivers, for this purpose (only in case a team actually drives with 5 drivers) a special 5-switch selector need to be installed.

2) Standard Transponder

For the following classes a transponder with Drivers ID is preferred, but not obligated.

- Classes A1 to A5:
- Class D1 and D2:

Valid transponders for these classes are:

- MYLAPS Car Direct Power Transponder
- MYLAPS Car Rechargeable Power Transponder
- AMB TranX 260
- MYLAPS CAR DP-i transponder (previously the TranX260 DP-i transponder)* See note about this Driver-ID transponder in case of 5 drivers

A transponder with Driver-ID can be rented or purchased at race administration.

An AMB TranX 260 transponder can only be rented at race administration.

Appendix 2: GPS tracking system

As mentioned in the art. 4.7 Chapter II of the Sporting & Technical regulations the promoter might provide (free of charge) a GPS tracking system for each car. And if this is the case it will be specified in the supplementary regulations.

This will be the case for 24H Dubai

Free of charge GPS tracking for ALL teams, to show fans, friends and sponsor on-line all cars on the track.

Each car must be equipped (obligation) with a working GPS tracking system (this will provided free of charge by Creventic).

It is responsibility of the participant to mount the GPS-tracking device in the vehicle in order to pass the pre-race scrutineering.

To power this GPS-tracking device it need to be connected to the 12V-battery of your car.



GPS-tracking device



Track & follow your favourite team on internet.

Creventic will supply all the teams a device to follow your favourite race car online during the race.

In cooperation with German company GPSoverIP Creventic will provide all teams with a GPS device.

Using an Etisalat Data sim card it will be able to track your favourite team on internet (website TBA, example see above picture).

Fans, sponsors, family and friends can follow their favourite or all cars on-line.

In this way it will be possible for fans, sponsors, family and friends to see online how you are doing and how the cars move around the track. Additional to the position of the car it will also show the speed. The cars you choose will be projected on a map on the track of the Dubai Autodrome. In this way followers of the cars can see if the car is on the track, in the pits, refuelling, or they see the car driving 60 km/h at a "Code 60"

Also it is possible to see cars battling for a position and seeing them overtaking. Pick your favourite teams and show them on the internet track!

Please note

This GPS-device including the required Sim card will be provided free of charge, to further extent the possibilities, to inform and attract race fans from all over the world, through internet.

Of course a team is also welcome to make use if this information on-line. Therefore at a reasonable charge WIFI is available on the circuit/pit box and a weekend WIFI-package can be bought at race administration. As published in the entry form.

Appendix 3: Class Overview (all classes)

This appendix replaces appendix 7 (Class overview) of the sporting & technical regulations.

The major differences to appendix 7 of the sporting & technical regulations are the fact that for the relevant classes the applicable “minimum reference lap times” are specified.

For class A6 (GT cars) also the missing figures of the relevant participating GT cars are completed.

For convenience (to have one complete overview) all classes are listed below.

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
A1 (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	
A2 (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	
A3T (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	
A4 (2.000 - 3.000 cc)	2.000 - 2.500 cc	1000 kg	120 L	
	2.500 - 3.000 cc	1100 kg	120 L	
A5 (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
Class VW Fun Cup	VW Fun Cup	Petrol	TBA	TBA	
		Diesel	TBA	TBA	

Diesel Touring Cars, up to 3000cc

Class	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
D1 Up to 2000cc	Up to 2000cc	1.100 kg	80 L	Min ref lap time* 2min23 (Dubai)
		1.200 kg	100 L	
D2 (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
Class 996* (Porsche)	Porsche 996 Cup	3.600cc	1150 kg	120 L	N/A	
Class 997* (Porsche)	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	
	LAMBORGHINI GALLARDO GT3	5000cc/10cyl	Tba	Tba	Tba	
	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 2010/2011)	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 info@creventic.com						

*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	24HDubai: 2min06	80 L	90 L	100 L
		24HDubai: 2min07	90 L	100 L	110 L
		24HDubai: 2min08	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	24HDubai: 2min12	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	24HDubai: 2min06	



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.

At 24HDubai, this will be automatically measured, by the fuel station

In between 2 refuelling sessions the car must have entered the race track. So minimum one out lap combined with an in lap (the start finish line does not necessarily have being passed).

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

Example:

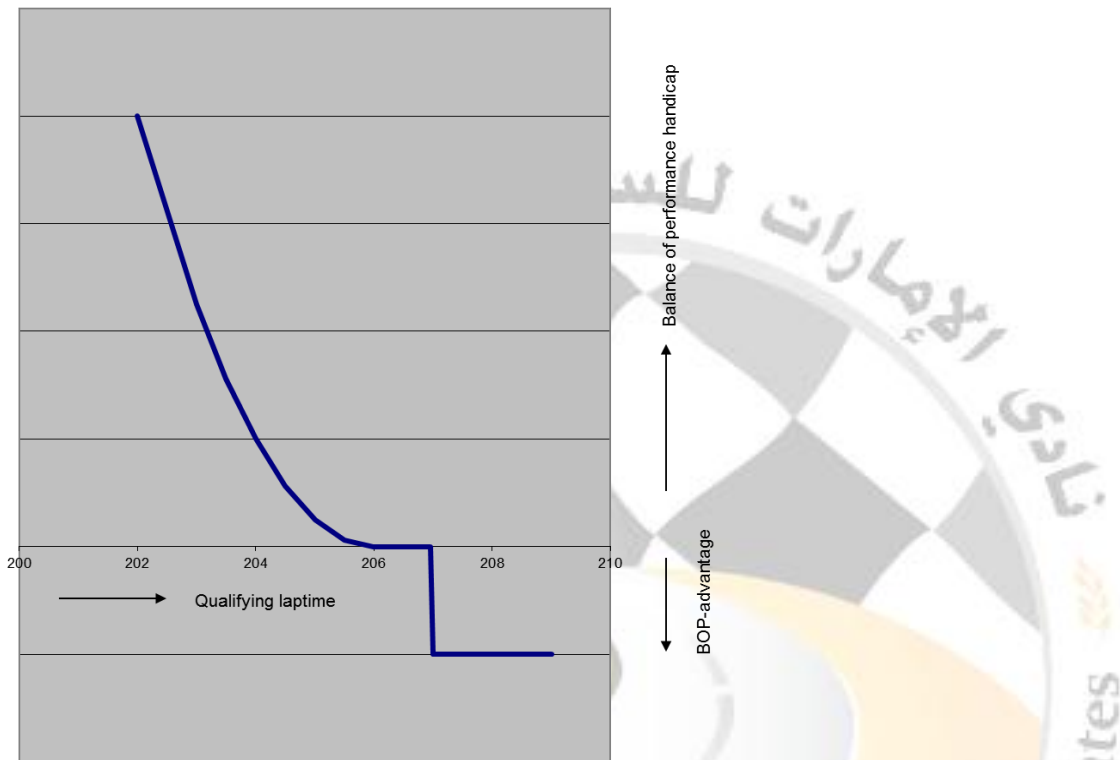
If in the table above in a specific class the max Refuel amount is listed at 90 L
It is not allowed to refuel more than 90 L per refuelling session.

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.

Appendix 4 For class A6 only: BOP- table AND BOP-acceptance form

As mentioned in Appendix 6 (BOP-implementation for class A6) of the Sporting & Technical regulations, the actual BOP-graph and table (as those differs from circuit to circuit) will be published in the supplementary regulations. As well as the specific BOP-acceptance form.

Class A6: BOP-graph applicable for Dubai Autodrome 5,39km Grand Prix circuit



Class A6: BOP-Table applicable for Dubai Autodrome 5,39 Grand Prix circuit

BOP-table only applicable for class A6			
Qualifying Time range	BOP*	Minimum ref lap time**	Remarks
		@ 24h race	
	(kg/mm/L)	(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 3 of these suppl. regulations (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 3 of these suppl. regulations
 ** 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"



Class A6: BOP-ACCEPTANCE FORM

Applicable for Dubai Autodrome 5,39 Grand Prix circuit

Start nr:	Box:	Team name:
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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 were 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:.....or Not Applicable (fill in potential best qualifying time or circle Not Applicable)
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 for Dubai Autodrome 5,39 Grand Prix circuit

BOP-table only applicable for class A6			
Qualifying Time range	BOP*	Minimum ref lap time**	Remarks
		@ 24h race	
	(kg/mm/L)	(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 120Liter.
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 3 of these suppl. regulations (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 3 of these suppl. regulations

** 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"



For Class A6: BOP-ACCEPTANCE FORM Page 2
Applicable for Dubai Autodrome 5,39 Grand Prix circuit

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: