Sumari

SUMARI ........................................................................................................... 1

A. 24H HANKOOK DE DUBAI ................................................................. 3
   A.1. Formulari d’inscripció 2015............................................................. 3
   A.2. Programació 2016........................................................................... 13
   A.3. Peatge camió ................................................................................. 14

B. 12H HANKOOK D’ITÀLIA-MUGELLO ............................................ 15
   B.1. Formulari d’inscripció 2015............................................................. 15
   B.2. Programació 2015........................................................................... 18
   B.3. Transports ....................................................................................... 19
      B.3.1. Furgonetes................................................................................ 19
      B.3.2. Peatges i combustible................................................................. 20
   B.4. Hotels ............................................................................................. 20

C. 12H HANKOOK DE ZANDVOORT .................................................... 22
   C.1. Formulari d’inscripció 2014............................................................. 22
   C.2. Programació 2015........................................................................... 31
   C.3. Transports ....................................................................................... 32
      C.3.1. Avió............................................................................................ 32
      C.3.2. Furgonetes................................................................................ 33
      C.3.3. Peatges..................................................................................... 34
   C.4. Hotels ............................................................................................. 34

D. 24H HANKOOK DEL CIRCUIT PAUL-RICARD ................................ 36
   D.1. Programació 2015........................................................................... 36
   D.2. Transports ....................................................................................... 37
      D.2.1. Furgonetes................................................................................ 37
      D.2.2. Peatges i combustible................................................................. 38
   D.3. Hotels ............................................................................................. 38

E. 24H HANKOOK DE BARCELONA ..................................................... 39
   E.1. Formulari d’inscripció 2014............................................................. 39
   E.2. Programació 2015........................................................................... 44

F. 12H HANKOOK DE BRNO ................................................................. 45
   F.1. Programació 2015........................................................................... 45
F.2. Transports

F.2.1. Avió

F.2.2. Furgonetes

F.2.3. Peatges i combustible

F.3. Hotels

G. COSTOS EXTRES

G.1. Patinets Elèctrics

G.2. Polos Corporatius

G.3. Carpa pels circuits

G.4. Pneumàtics Hankook

H. INTERCANVI D’E-MAILS AMB CREVENTIC

I. TARIFES DELS MITJANS DE COMUNICACIÓ NACIONALS

I.1. Televisió

I.2. Premsa escrita

J. CARTA DE L’EQUIP B_FS ALS PATROCINADORS

K. ENTREVISTA AMB LAIA SANZ

L. NORMATIVA DE LES 24H SERIES
A. 24H Hankook de Dubai

A continuació s’adjuntaran el formulari d’inscripció del 2015, la programació pel 2016 i la normativa suplementària de l’última edició de les 24H Hankook de Dubai.

A.1. Formulari d’inscripció 2015

En aquest apartat s’hi ha adjuntat el formulari d’inscripció de la darrera edició de l’esdeveniment d’on s’han agafat tots els costos relacionats amb la logística de la carrera. Des de les inscripcions fins al transport i l’allotjament.

**ENTRY FORM**

10th edition Hankook 24H DUBAI
8-9-10 JANUARY 2015

Please send this entry form to:

Creventic BV
PO Box 40
5390 AA GENNEP
The Netherlands

**TEAM INFORMATION**

<table>
<thead>
<tr>
<th>TEAM</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Team name (published on the entry list):</td>
<td>Contact person:</td>
</tr>
<tr>
<td>Street:</td>
<td>Mobile phone no.:</td>
</tr>
<tr>
<td>Postal Code:</td>
<td>Phone no.:</td>
</tr>
<tr>
<td>City:</td>
<td>Fax no.:</td>
</tr>
<tr>
<td>Country:</td>
<td>Email address:</td>
</tr>
<tr>
<td>VAT No.:</td>
<td>Remark:</td>
</tr>
</tbody>
</table>

Twitter accounts:

**ENTRANT/COMPETITOR**

(If you don’t have a team entrant license please note that the first driver will be assigned as entrant)

Please send a copy of the license in digital to info@creventic.com

Name Entrants: ASN License No.:

Name of entrant holder licensee: ASN Name/Country:

**TEAM-MANAGER INFORMATION (during event):**

Name: Mobile phone no.:

Email address:

**Figura A.1. Pàgina 1 del formulari d’inscripció a les 24H Hankook de Dubai**
ENTRY FORM

DRIVER INFORMATION

<table>
<thead>
<tr>
<th>DRIVER 1 (entrant*)</th>
<th>DRIVER 2</th>
<th>DRIVER 3</th>
<th>DRIVER 4</th>
<th>DRIVER 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Name</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Last Name</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Postal Code</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Country</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-mail</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date of Birth</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nationality</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passport</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>License Number</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Country</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>License/ASN</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name ASN**</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twitter Account</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* If you don’t have a team entrant license please note that the first driver will be assigned as entrant
** Name ASN e.g. DMSB, KNAF, MSA, FFSA, DASK, RACB, FFSA, CSAI, ATC UAE

The entry must be signed by the Entrant/Competitor and all Drivers. It is mandatory to attach to the original entry form, a copy of the driver license and a copy of passport of each driver, the entrant license and entrant holder. Copies of the driver licenses and passports can also be send by email (info@creventic.com) in JPG format.

I hereby declare that I have taken due notice of the terms of the (Supplementary) Regulations including the liability waiver contained therein, and agree to abide to them. I certify that the particulars given on this Entry Form are correct and that the car entered will comply in all respects and throughout the whole event with the provisions of Appendix "J" of the International Sporting Code and especially with the safety prescriptions. And I acknowledge that I understand the nature and type of the competition (24H race) and the potential risk inherent with the motor sport and fully agree to accept this risk.

Signature Driver 1*

Signature Driver 2*

Signature Driver 3*

Signature Driver 4*

Signature Driver 5*

Signature Entrant*

* in case driver signatures will be collected later, an incomplete entry form can already be send digital or by fax to +31 485 471127. You can fill in the separate drivers form later.

Figura A.2. Pàgina 2 del formulari d’inscripció a les 24H Hankook de Dubai
## ENTRY FORM

![Image of Entry Form]

### CAR INFORMATION

<table>
<thead>
<tr>
<th>CAR DETAILS</th>
<th>TYPE</th>
<th>HOMOLOGATION NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAKE/BRAND</td>
<td></td>
<td></td>
</tr>
<tr>
<td>YEAR OF MANUFACTURE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NF/FIA IDENTITY FORM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(e.g. Wagenpass)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PLEASE ATTACH A COPY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHASSIS NO.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CUBIC CAPACITY (cc)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TURBO (COEFFICIENT 1.7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMPRESSOR (COEFFICIENT 1.4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WANKEL ENG. (COEFFICIENT 1.5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FUEL CAPACITY TANK LTR.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NUMBER SPA01 RACE POSITION DISPLAY (RENTAL AT CIRCUIT IS POSSIBLE)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**If Identity form does not exist in your country, attach a complete description of the car (car owner, 2 photos of the car, motor type, anti-rollbar certification, safety-tank certification, tank-volume liters, power (HP), car is according to cup regulations... Eg. Porsche GT3 cup, participating competition, etc).
** Transponder: Transponder with Drivers ID is obligatory for all classes.
*** SPA01 Race Position Display: SPA01 Race Position Display is obligatory for all classes.

### NOISE LEVEL MAX 110 dB(A)

- Yes, my car has a noise level of LESS THAN 105 dB(A)
- No, my car has a noise level OVER 105 dB(A) (and less than 110 dB(A))

Please fill out dB(A) for your car:

**HANKOOK TYRES**

Hankook will be the single tyre supplier for the Hankook 24H DUBAI:
All participating teams are obligated to run the entire event (free practice, qualifying and 24H race) on Hankook Tyres which are delivered by Hankook in Dubai. Ordering information will be published separately.

### RADIO COMMUNICATION

To get approval to use your radio communication, we have to collect information and forward it to the authorities in Dubai. Please fill in the radio communication you want to use:

<table>
<thead>
<tr>
<th>BRAND</th>
<th>MODEL</th>
<th>TRANSMITTING FREQUENCY (MHz)</th>
<th>RECEIVING FREQUENCY (MHz)</th>
<th>ERP (Watts)</th>
<th>TYPE OF EQUIPMENT</th>
</tr>
</thead>
</table>

---

Figura A.3. Página 3 del formulari d’inscripció a les 24H Hankook de Dubai
### ENTRY FORM

#### CLASSES

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
<th>Please mark</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PETROL TOURING CARS, UP TO 3500cc</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A1</td>
<td>up to 1.300 cc</td>
<td>710 kg</td>
<td>80 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.300 - 1.400 cc</td>
<td>760 kg</td>
<td>80 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.400 - 1.600 cc</td>
<td>820 kg</td>
<td>90 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td>1.600 - 1.800 cc</td>
<td>900 kg</td>
<td>100 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.800 - 2.000 cc</td>
<td>980 kg</td>
<td>100 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supercharged engines up to 1650cc</td>
<td>1000 kg</td>
<td>100 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A3T</td>
<td>1.650 - 1.800 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td>e.g. Seat Leon MK1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.800 - 2.000 cc</td>
<td>1000 kg</td>
<td>90 L</td>
<td>e.g. Seat Leon MK2, Opel Astra</td>
<td></td>
</tr>
<tr>
<td><strong>SUPERCHARGED ENGINES (1.650 - 2.000 cc)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A4</td>
<td>2.000 - 2.500 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 - 3.000 cc</td>
<td>1100 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A5</td>
<td>3.000 - 3.500 cc</td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CUP 1 (BMW M235i Racing Cup)</strong></td>
<td>3.000cc Twin Turbo</td>
<td>According to BMW M235i Cup regulations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DIESEL TOURING CARS, UP TO 3000cc</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D1</td>
<td>Up to 2000cc</td>
<td>1100 kg</td>
<td>100 L</td>
<td>Min ref lap time 2.21 min</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2</td>
<td>2.000 - 2.500 cc</td>
<td>1100 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 - 3.000 cc</td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GT CARS: PORSCHE 996 CUP AND PORSCHE 997 CUP CLASSES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>996</td>
<td>Porsche 996 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>997</td>
<td>Porsche 997 Cup</td>
<td>3.600 cc</td>
<td>1200 kg</td>
<td>90 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.800 cc</td>
<td>1230 kg</td>
<td>90 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.800 cc</td>
<td>1230 kg</td>
<td>90 L</td>
<td></td>
</tr>
<tr>
<td><strong>EXCEPTIONAL CARS, CLASS SP2 GT3-A (Petrol and Diesel)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP2 GT3-A</td>
<td>Minimum reference lap time</td>
<td>Max Refuelling amount</td>
<td>Minimum Weight 750 kg</td>
<td>Minimum Weight 1000 kg</td>
<td>Minimum Weight 1300 kg</td>
</tr>
<tr>
<td></td>
<td>2.05 min</td>
<td>80 L</td>
<td>90 L</td>
<td>100 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.06 min</td>
<td>90 L</td>
<td>100 L</td>
<td>110 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.07 min</td>
<td>100 L</td>
<td>120 L</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td><strong>EXCEPTIONAL CARS, CLASS SP3 GT4-A (Petrol or Diesel)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP3 GT4-A</td>
<td>Minimum reference lap time</td>
<td>Max Refuelling amount</td>
<td>Min. Weight 750 kg</td>
<td>Min. Weight 1000 kg</td>
<td>Min. Weight 1100 kg</td>
</tr>
<tr>
<td></td>
<td>2.11 min</td>
<td>70 L</td>
<td>80 L</td>
<td>90 L</td>
<td>100 L</td>
</tr>
<tr>
<td></td>
<td>2.12 min</td>
<td>80 L</td>
<td>90 L</td>
<td>100 L</td>
<td>110 L</td>
</tr>
</tbody>
</table>

Figura A.4. Pàgina 4 del formulari d’inscripció a les 24H Hankook de Dubai
### ENTRY FORM

**GT CARS (Mainly GT3 cars, also American GT’s are eligible in this class)**

<table>
<thead>
<tr>
<th>Class</th>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>BOP</th>
<th>Remarks</th>
<th>Please mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6-AM</td>
<td>ASTON MARTIN DBRS9</td>
<td>5935cc/12cyl.</td>
<td>1240 kg</td>
<td>110 L</td>
<td>2x59,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ASTON MARTIN VANTAGE GT3</td>
<td>5935cc/12cyl.</td>
<td>1290 kg</td>
<td>115 L</td>
<td>2x34,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AUDI R8 LMS &amp; Ultra</td>
<td>5200cc/10cyl.</td>
<td>1280 kg</td>
<td>110 L</td>
<td>2x44,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BENTLEY CONTINENTAL GT3</td>
<td>4000cc/8cyl.</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BMW Z4 GT3</td>
<td>4400cc/8cyl.</td>
<td>1250 kg</td>
<td>105 L</td>
<td>1x70,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHEVROLET CAMARO GT3</td>
<td>7883cc/8cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x72,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHEVROLET CORVETTE Z06R GT3</td>
<td>7000cc/8cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x59,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHEVROLET CORVETTE C6/C06 LMG1</td>
<td>7000cc/8cyl.</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x31,6mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DODGE VIPER COMP. COUPE</td>
<td>8300cc/10cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>N/A</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DODGE VIPER COUPE SERIES 2</td>
<td>8300cc/10cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>TBA</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FERRARI 430 SCUDERIA GT3</td>
<td>4500cc/8cyl.</td>
<td>1230 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FERRARI 458 ITALIA GT2</td>
<td>4500cc/8cyl.</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x31,7mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FERRARI 458 ITALIA GT3</td>
<td>4500cc/8cyl.</td>
<td>1280 kg</td>
<td>105 L</td>
<td>2x45,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FERRARI F458GT (Videv1)</td>
<td>4500cc/8cyl.</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x56,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FORD GT GT3</td>
<td>5000cc/8cyl.</td>
<td>1230 kg</td>
<td>110 L</td>
<td>1x61,5mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FORD MUSTANG MARC VDS</td>
<td>5300cc/8cyl.</td>
<td>1350 kg</td>
<td>110 L</td>
<td>N/A</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GINETTA G55 GT3</td>
<td>4500cc/8cyl.</td>
<td>1200 kg</td>
<td>100 L</td>
<td>N/A</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LAHORCHI GALLARDO LP560 GT3</td>
<td>5200cc/10cyl.</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x47,2mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LAHORCHI GALLARDO LP560 GT2</td>
<td>5000cc/10cyl.</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LOTUS EXIGE GT3</td>
<td>1800cc/4cyl.</td>
<td>808 kg</td>
<td>TBA</td>
<td>TBA</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MASERATI GRANTURISMO MC GT3</td>
<td>4700cc/8cyl.</td>
<td>1220 kg</td>
<td>105 L</td>
<td>1x65,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>McLaren MP4-12C GT3</td>
<td>3800cc/8cyl.</td>
<td>1275 kg</td>
<td>115 L</td>
<td>2x36,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MERCEDES SLS AMG GT3</td>
<td>6200cc/8cyl.</td>
<td>1350 kg</td>
<td>110 L</td>
<td>2x34,8mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MOSLER MT 900 GT3</td>
<td>7000cc/8cyl.</td>
<td>1200 kg</td>
<td>100 L</td>
<td>2x42,7mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NISSAN GTR GT3</td>
<td>3800cc/6cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>TBA</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PORSCHE 997 GT3 R</td>
<td>4000cc/6cyl.</td>
<td>1225 kg</td>
<td>100 L</td>
<td>1x72,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PORSCHE 997 RSR</td>
<td>4000cc/6cyl.</td>
<td>1225 kg</td>
<td>100 L</td>
<td>1x56,0mm</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PORSCHE 997 &amp; 991 Cup Modified or MY 2010 or later</td>
<td>3800cc/6cyl.</td>
<td>1200 kg</td>
<td>120 L</td>
<td>N/A</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PORSCHE 997 CUP S</td>
<td>3600/3800cc /6cyl.</td>
<td>1170 kg</td>
<td>120 L</td>
<td>N/A</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SRT VIPER GT3-R</td>
<td>8400cc/10cyl.</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td>□</td>
<td></td>
</tr>
</tbody>
</table>

**FOR ALL CLASSES**

**FUEL TANK CAPACITY VERSUS REFUELLING AMOUNT**

Note: The maximum fuel tank capacity for all cars is 120 Litre. (unless explicitly specified otherwise or homologated)
The Max Refuel Amount mentioned in the tables above for all classes (unless explicitly specified otherwise) is the maximum refuelling amount (Litres) per refuelling session.

---

Figura A.5. Pàgina 5 del formulari d’inscripció a les 24H Hankook de Dubai
ENTRY FORM

TRANSPORT

The entry fee is included standard transport of the race car and limited equipment from Rotterdam (The Netherlands) to Dubai and vice versa. (Two euro pallets 0,8x1,20 meter, maximum weight is 500kg for each pallet).

Transport dates:
• ± November 2014: All containers (40ft) will be shipped by sea freight to Dubai.
• ± February 2015: The cars will be back in Rotterdam (place and date subject to change).
• Teams should deliver and pick up their race cars to Rotterdam (place and date subject to change).

| Service                                      | Price in EUR | Quantity | Please mark
|----------------------------------------------|--------------|----------|--------------
| ADDITIONAL TRANSPORT OPTIONS SEA FREIGHT     |              |          |              |
| Euro pallet Additional (0,8x1,2m)            | 300,00       |          |              |
| Shared 40ft container for TWO cars           | 1500,00      |          |              |
| Container shared with team:                  |              |          |              |
| Exclusive 40ft container for ONLY ONE car    | 3500,00      |          |              |
| TRUCKING OPTIONS | SHIPMENT OTHER PORTS |        |          |              |
| Shipment container from other ports:         |              |          |              |
| We can arrange shipment of your race car and equipment, from other ports (worldwide) at additional costs. Please send me (without obligation) a quotation for this extra service: |              |          |              |
| Name of Port:                                |              |          |              |
| Trucking home location container:            |              |          |              |
| Please send me (without obligation) a quotation for trucking (pick up the container at home location and transport this to the port): |              |          |              |
| Pick up address/ workshop address:           |              |          |              |
| TRANSPORT INSURANCE OPTIONS                  |              |          |              |
| Remark: We want to inform you explicitly that Creventic and the shipping company are NOT taking any liability in case of damage, fire, sinking of the vessel or any others that will be covered by the transport insurance. Creventic can offer you a transport insurance for the following rates, (optional) |              |          |              |
| NO, I DON'T NEED TRANSPORT INSURANCE AND I FULLY UNDERSTAND THE RISK |              |          |              |
| YES, We like to make use of your offer Below the details for the transport insurance for our car and equipment filled in: |              |          |              |
| Value Race Car:                              |              |          |              |
| Transport Insurance All Risk:                |              |          |              |
| Value in EUR of the race car x 0,6%          | EUR:         |          |              |
| Value Car EUR:                               | EUR:         |          |              |
| Costs Insurance car:                         | EUR:         |          |              |
| Value in EUR x 0,6%:                         | EUR:         |          |              |
| Value Equipment:                             |              |          |              |
| Transport Insurance All Risk:                |              |          |              |
| Value in EUR of the equipment x 0,6%         | EUR:         |          |              |
| Value Equipment EUR:                         | EUR:         |          |              |
| Costs Insurance Equipment:                   | EUR:         |          |              |
| Value in EUR x 0,6%:                         | EUR:         |          |              |
| Transport Insurance Inspection + Administration costs | EUR:     |          |              |
| Total transport insurance costs in EUR       | EUR: 130,00  |          |              |

Figura A.6. Página 6 del formulari d’inscripció a les 24H Hankook de Dubai
## ENTRY FORM

### FINANCIAL

<table>
<thead>
<tr>
<th>Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENTRY FEE</strong></td>
</tr>
<tr>
<td>(including: transport, 1x rent a car ride, 15x BBQ tickets, 2x pit box banner, shared pit box 3 cars, parking and entrance tickets)</td>
</tr>
<tr>
<td>Reduced Entry Fee cars less than &lt;2000cc (with or without turbo)</td>
</tr>
<tr>
<td>Regular Entry Fee (excluding A6-Pro and A6-AM cars)</td>
</tr>
<tr>
<td>Regular Entry Fee A6 cars</td>
</tr>
<tr>
<td>Without transport</td>
</tr>
</tbody>
</table>

*Payment before 15.09.2014, after the 15th of September Entry Fee will be 1000 EUR more.

### ADMINISTRATION COSTS

Administration costs for any amendment in the entry form concerning the carry and/or the crew announced (including adding new drivers or changes of drivers) after 1st of December 2014 and before 1st of January 2015 costs per change

| Charges after 1st of January 2015 costs per change | 75,00 |

### DEPOSIT SERVICE

New this year is our deposit service. Instead of many separate deposits on spot at the race we ask you to transfer 750EUR deposit. Within this deposit are deposits for SPAA05, GPS Auge, transponder etc. This service is obligated. After receiving everything at the circuit in correct order the money will be refunded by bank within 14 days after the race.

| Deposit Service | 750,00 |

### IBAN number

**IBAN**

**Name Bank holder**

**FIXED FUEL PRICES**

<table>
<thead>
<tr>
<th>Total fuel costs including fuel station services, FP, Q and 24H race</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol Up to 2,000 cc (8 Turbo up to 1,600cc)</td>
</tr>
<tr>
<td>Petrol Over 2,000 and Up to 3,000 cc (8 Turbo 1,600-1,800cc)</td>
</tr>
<tr>
<td>Petrol Over 3,000 cc and Up to 3,600 cc (8 Turbo 1,800 - 2,500cc)</td>
</tr>
<tr>
<td>Petrol Over 3,600 cc and Up to 5,000 cc (8 Turbo 2,500 - 3,000cc)</td>
</tr>
<tr>
<td>Petrol Over 5,000 cc and Up to 6,000 cc (8 Turbo 3,000 - 3,500cc)</td>
</tr>
<tr>
<td>Petrol Over 6,000 cc and Up to 10,000 cc (8 Turbo 3,500 - 5,000cc)</td>
</tr>
<tr>
<td>Diesel/ Gas Oil Up to 2,000 cc</td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 2,000 cc and Up to 3,000 cc</td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 3,000 cc</td>
</tr>
</tbody>
</table>

### PIT-BOX ALLOCATION

<table>
<thead>
<tr>
<th>Team 1:</th>
<th>Preferred team 2:</th>
<th>Preferred team 3:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PIT-BOXES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Pit box with 3 cars – FREE OF CHARGE</td>
<td><strong>FREE</strong></td>
<td></td>
</tr>
<tr>
<td>Shared Pit box with 2 cars – price per car</td>
<td>1250,00</td>
<td></td>
</tr>
<tr>
<td>Exclusive Pit box 1 car (on request and availability) only in combination with additional sponsor package (not included, price on request)</td>
<td>7500,00</td>
<td></td>
</tr>
<tr>
<td>I would like to enter my pit-box already on Monday 5th of January from 12:00 o’clock (optional)</td>
<td>500,00</td>
<td></td>
</tr>
<tr>
<td><strong>DATA-LOGGER FOR CLASS A6 (A6-PRO AND A6-AM)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>According the technical and sporting regulations all cars in class A6 (A6-Pro and A6-Am) must be equipped with a data-logger (AIM-evo4 is obligatory). If not already available in your car, the AIM-evo4 data-logger can be rented (or purchased) at Memotec GmbH.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car is already equipped with data-logger type AIM-evo4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I will arrange myself the data-logger type AIM-evo4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I will rent data-logger type AIM-evo4 at Memotec</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>deposit included in deposit service</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I would buy at Memotec datalogger type AIM-evo4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Source of supply: Memotec GmbH, Beuwaldstr.1, D-75031 Eppingen-Elsenz</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phone: (+49) 072 60 / 920 440, Fax: (+49) 072 60 / 920 444 E-Mail: <a href="mailto:info@me-mo-tec.de">info@me-mo-tec.de</a></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

Figura A.7. Pàgina 7 del formulari d’inscripció a les 24H Hankook de Dubai
<table>
<thead>
<tr>
<th>Service</th>
<th>Price in EUR</th>
<th>Quantity</th>
<th>Please mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>24H DUBAI Charity: Fighting cancer lap by lap</td>
<td>1,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes: Our team and drivers will support the KWF, Dutch Cancer Society</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>by donating and offer 1,00 EUR per completed lap!!</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thanks in advance for your help.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paddock tickets price per package of 20pcs.</td>
<td>100,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(10x team, 5x pit wall and 5x driver pit wall passes included in entry fee)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental SPA005 Race position display receiver-control unit</td>
<td>150,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Required according regulations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>*deposit included in deposit service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buying SPA005 Race Position Display receiver-control unit</td>
<td>500,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPAA05 LED-displays Required according regulations</td>
<td>250,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental Transponder including 5-ID driver identification</td>
<td>250,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Required according regulations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>*deposit included in deposit service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buying Transponder including 5-ID driver identification</td>
<td>750,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illuminated back panels for the start numbers-a complete set of two illuminated back panels (including power supply) at a special price. Required according regulations on left and right door. These panels will light up both start numbers, left and right door. Selling price complete set</td>
<td>300,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DHL shipment Illuminated back panels, SPAA01 Race Position Display, transponder and sticker set (including start numbers) in advance of the race</td>
<td>49,50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WiFi Internet Connection at the Dubai Autodrome (also in pit box)</td>
<td>75,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Please note: For one device only</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxi Ride - driving around with guests in race car (extra seat necessary)</td>
<td>250,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 hour extra driving possibility (90% speed) costs per car</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rent a Car ride - INCLUDED IN THE ENTRY FEE FOR ONE CAR</td>
<td>FREE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wednesday 7 January 10:45 - 12:15</td>
<td>1.5 hour driving with your rental car.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rent a Car ride - 1.5 hour driving with your rental car. 7 January 10:45 - 12:15</td>
<td>150,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Learning the track and showing sponsors the track (speed 60km costs per car)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rent a tent</td>
<td>500,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tent including side panels. Dimension: 6 x 4 meters including paddock space (No furniture included). Limited availability.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Own Pit box Banner</td>
<td>FREE*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To present your team on the track. Included in the entry fee 2 huge banners which fits above the pit boxes (1m x 1,5m) * when you deliver photo &amp; team information before 1 November 2014. After this date costs for 2 banners (200 EUR)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPTIONAL ADDITIONAL TEST OPPORTUNITY WEDNESDAY 7 JANUARY 2015</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Test Session Wednesday Diesel cars and Petrol cars up to 3500cc (including turbo 2,000cc)</td>
<td>750,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Test Session Wednesday Petrol cars above 3500cc (+cars turbo above 2,000cc)</td>
<td>1,000,00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figura A.8. Pàgina 8 del formulari d’inscripció a les 24H Hankook de Dubai
<table>
<thead>
<tr>
<th>Service</th>
<th>Price in EUR</th>
<th>Quantity</th>
<th>Please mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>**CATERING</td>
<td>HOSPITALITY</td>
<td>VIP**</td>
<td></td>
</tr>
<tr>
<td>Luxury five star Catering:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To support the philosophy and atmosphere we prefer to have one catering area, which all teams can use of. This should add to a good atmosphere and make it affordable for all. We offer team catering packages per person per day. Each team can buy such a personal five star catering package for drivers, crew, family, sponsors, etc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Welcome BBQ Party Wednesday 18.00-21.00 - CELEBRATION</td>
<td>FREE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To celebrate the Hankook 24H DUBAI’s 10th anniversary each team will receive 15 tickets for free. You have to book these tickets. Please fill out the quantity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Welcome BBQ Party Wednesday 18.00-21.00</td>
<td>35,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BBQ at the circuit (Including non- and alcoholic drinks) Price per person</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Team Catering Tuesday</td>
<td>lunch (Including soft drinks - coffee+ tea)</td>
<td>30,00</td>
<td></td>
</tr>
<tr>
<td>Team Catering Wednesday</td>
<td>lunch + BBQ (Including soft drinks – coffee and tea)</td>
<td>55,00</td>
<td></td>
</tr>
<tr>
<td>Team Catering Thursday</td>
<td>lunch + dinner (Including soft drinks – coffee and tea)</td>
<td>55,00</td>
<td></td>
</tr>
<tr>
<td>Team Catering Friday</td>
<td>lunch + dinner (Including soft drinks – coffee and tea)</td>
<td>55,00</td>
<td></td>
</tr>
<tr>
<td>Team Catering Saturday</td>
<td>Night meal + breakfast + lunch (Including soft drinks – coffee and tea)</td>
<td>55,00</td>
<td></td>
</tr>
<tr>
<td>Team Catering Saturday</td>
<td>Special Dinner (Including soft drinks – coffee and tea)</td>
<td>30,00</td>
<td></td>
</tr>
<tr>
<td>Team Catering complete package Special offer: All the above catering + Welcome BBQ included price per person</td>
<td>250,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>**TRAVEL PACKAGES</td>
<td>RENT A CAR**</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Budget Team Travel packages</td>
<td>899,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incl. indirect flight from Airport in Europe and 5 nights 3 star hotel. (limited availability) price per person</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car rental Sunny Cars</td>
<td>149,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Experience a truly carefree holiday with a rental car from Sunny Cars. With our all-in rates, you can! Sunny Cars charges a fixed rate, so there’s no need to worry about additional surcharges. Keep it plain and simple: rent with Sunny Cars! Prices from EUR149,00 all-inclusive for 5 days. Please visit our website and book: <a href="http://www.24hdubai.com/Car-Rental">http://www.24hdubai.com/Car-Rental</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>For other attractive Travel packages and/or hotels Please visit our website <a href="http://www.24HDubai.com">www.24HDubai.com</a></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**BANK TRANSFERS TO BE MADE AS FOLLOWING:**

Name Account Holder: Creventic BV
Banker: Rabobank Land van Cuijk en Maasdruinen, The Netherlands
Bank account | IBAN-number: NL82 RABO 0192 3133 98
Swift code: RABONL2UXXX

Do not forget to mention your customer no. and invoice no. in the payment details.

Version: 4-8-2014 (subject to changes)

Figura A.9. Página 9 del formulari d’inscripció a les 24H Hankook de Dubai
ENTRY FORM

LIABILITY WAIVER

I hereby agree to my car:

<table>
<thead>
<tr>
<th>Make</th>
<th>Type</th>
<th>Chassis-No.</th>
</tr>
</thead>
</table>

To participate in the 10th edition of the Hankook 24H Dubai, 8-9-10 January 2015

Name of Entrant/Competitor:

Name of Car Owner:

I explicitly declare to renounce any right to proceed or have recourse against

- the FIA, the KNAF, the ATC-UAE, the membership organizations of the KNAF, its Presidents, organs, managing directors, general secretaries
- the promoter; Creventic B.V. in association with Dubai Autodrome.
- the organizer; D.N.R.T. In association with the KNAF and their marshals
- administrative authorities, racing services and any other person being involved in the organization of the event,
- the road construction authorities as far as any damage is caused by the condition of the roads used during the event
- 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;

For any kind of damage or accident suffered in connection with the event, with the exception of damages arising out of a deliberate or negligent breach of duty.

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

Place and date:

Car Owner Name and Signature:

Entrant Name and Signature:
A.2. Programació 2016

TIME SCHEDULE ROUND 1
Hankook 24H DUBAI
Dubai Autodrome

Monday 11 January 2016
13:00 – 18:00 OPTIONAL (on request) Unloading the containers and preparing the pit-boxes
Please note: from Tuesday 10.00 o’clock you are welcome in welcome centre

Tuesday 12 January 2016
10:00 – 18:00 Welcome centre open
10:00 – 18:00 Unloading the containers and preparing the pit-boxes
10:00 – 18:00 Administrative checks and scrutineering
11:00 Press event to preview the Hankook 24H DUBAI (location: Kartdrome)
12:00 – 18:00 Drivers allowed to do a track walk

Wednesday 13 January 2016
09:00 – 17:30 Welcome centre open
09:00 – 17:30 Unloading the containers and preparing the pit-boxes
09:00 – 17:30 Administrative checks and scrutineering
10:00 – 10:30 Briefing team managers 24H teams
10:43 – 11:25 Rent a Car ride 1 (24H Teams Start ar. 1 to 73)
11:35 – 12:15 Rent a Car ride 2 (24H Teams Start ar. 76 to 930)
12:15 – 13:00 Break
13:00 – 17:00 OPTIONAL PRIVATE TEST Hankook 24H DUBAI
17:05 – 17:45 Taxi ride (driving a round with Guests in your race car) 24H teams
18:00 – 21:00 The welcome party of the Hankook 24H DUBAI on the paddock, incl. BBQ
09:00 – 10:00 Drivers allowed to do a track walk

Thursday 14 January 2016
10:15 – 10:30 Drivers briefing 24H room open (attendance check)
10:30 – 11:00 Drivers briefing 24H
11:30 – 12:15 Hankook 24H DUBAI Free practice 1
12:15 – 13:15 Break
13:15 – 14:45 Hankook 24H DUBAI Free practice 2
15:00 – 16:00 Hankook 24H DUBAI Qualification 1: All Classes
16:15 – 16:45 Hankook 24H DUBAI Qualification 2: Class A1 up to A5, D1, D2, A3T, SP3-GT4A
17:00 – 17:30 Hankook 24H DUBAI Qualification 3: Class A6, SP2-GT3A, 997
18:00 – 20:00 Hankook 24H DUBAI Night practice
20:00 – 20:45 Extra briefing team managers CLASS A6 ONLY
08:00 – 09:30 Drivers allowed to do track walk

Friday 15 January 2016
10:30 – 11:00 Hankook 24H DUBAI Warming up
11:00 – 12:45 Break
12:45 – 14:30 Start grid of the Hankook 24H DUBAI
14:00 hours Start of the Hankook 24H DUBAI
20.00 Fireworks

Saturday 10 January 2010
14:00 Finish of the Hankook 24H DUBAI
14:15 Publication of results
14:15 Podium ceremony (ALL CLASS WINNERS)
14:30 – 17:00 Loading of the containers
16:00 – 19.00 International buffet (optional)
00.00 All containers must be loaded

Version: 26 January 2015 (subject to changes)

Figura A.11. Programació d’activitats de les 24H Hankook de Dubai
A.3. Peatge camió

En aquest apartat s'hi adjuntarà la despesa aproximada pel que fa al peatge que haurà de pagar el camioner quan transporti els vehicle i el material fins al port de Rotterdam. Aquesta s'ha calculat a través de la Via Michelin suposant el cost que aquesta dona extrapolable als costos reals que paguen els camions.

Figures A.12. i A.13. Detall del cost dels peatges entre Barcelona i Rotterdam
B. 12H Hankook d’Itàlia-Mugello

Tot seguit s’adjuntaran el formulari d’inscripció i la programació de la carrera pel que fa a la seva última edició al març de 2015. A més a més, també es detallaran els costos de transport i allotjament així com la normativa suplementaria del circuit.

B.1. Formulari d’inscripció 2015

En aquest apartat s‘hi adjunta el formulari d’inscripció de la darrera edició de les 12H Hankook d’Itàlia on s‘hi poden trobar serveis addicionals que ofereix l’empresa organitzadora i tots els preus d’entrada.
## ADDITIONAL SERVICES
### HANKOOK 12H ITALY-MUGELLO

### TEAM
- **Team name**
- **Entrant contact person**
- **Mobile phone no.**
- **E-mail address**

### Service | Price in EUR | Quan-tity | Please mark
--- | --- | --- | ---
**ENTRY FEE**
- Regular Entry Fee <2000cc
  - 4000,00* ✔
- Regular Entry Fee >2000cc
  - 4500,00* ✔
* If you pay your entry fee before the early entry closing date, 14 February, you will receive €1000,- discount on the entry fee.

### ADMINISTRATION COSTS
Administration costs for any amendment in the entry form concerning the car and/or the crew announced (including adding new drivers or changes of drivers) after March 7th cost per change

- **150,00** ✔

### DEPOSIT SERVICE
Instead of many separate deposits on spot at the race we ask you to transfer 500EUR deposit. Within this deposit are deposits for SPA A05, transponder etc. This service is obligated. After receiving everything at the circuit in correct order the money will be refunded by bank within 14 days after the race.

- **500,00** ✔

### Name Bank holder

### IBAN number

### FIXED FUEL SERVICE
(including fuel station services, FP, Q and 12H race. Private test not included)

- Petrol Up to 2.000 cc (& Turbo up to 1.600cc)
  - **1220,00** ✔
- Petrol Over 2.000 and Up to 3.000 cc (& Turbo 1.600-1.800cc)
  - **1586,00** ✔
- Petrol Over 3.000 cc and Up to 3.600 cc (& Turbo 1.800 - 2.500cc)
  - **2318,00** ✔
- Petrol Over 3.600 cc and Up to 5.000 cc (& Turbo 2.500 - 3.000cc)
  - **2928,00** ✔
- Petrol Over 5.000 cc and Up to 6.000 cc (& Turbo 3.000 - 3.500cc)
  - **3294,00** ✔
- Petrol Over 6.000 cc and Up to 10.000 cc (& Turbo 3.500 - 5.000cc)
  - **4026,00** ✔
- Diesel/ Gas Oil Up to 2.000 cc
  - **976,00** ✔
- Diesel/ Gas Oil Over 2.000 cc and Up to 3.000 cc
  - **1464,00** ✔
- Diesel/ Gas Oil Over 3.000 cc
  - **1830,00** ✔

### PIT-BOX ALLOCATION

| Team 1 | Preferred team 2 |
--- | --- |

### PIT BOXES from Thursday March 12th 18:30
- Shared Pit box with 2 cars – FREE OF CHARGE
  - Dimensions: 6x12m
- Exclusive Pit box 1 car (on request and availability)
  - Dimensions: 6x12m
  - Limited availability. First come, first pay principle
  - Assigned and confirmed by email by Creventic

### PIT BOXES from Wednesday March 11th 17:30 till Thursday March 12th 18:30 (optional)
Limited pit boxes available, due to private test 10 pit boxes are rented by a third party.

- **Teams attending the private test have priority**
- **Shared pit box**
  - **100,00** ✔
- **Exclusive pit box**
  - **200,00** ✔

---

*Figura B.1. Página 1 del formulari d’inscripció a les 12H Hankook de Mugello*
<table>
<thead>
<tr>
<th>Service</th>
<th>Price in EUR</th>
<th>Quantity</th>
<th>Please mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rental SPA05 Race position display receiver-control unit</td>
<td>150,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*deposit included in deposit service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buying SPA05 Race Position Display receiver-control unit</td>
<td>500,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPA05 LED-displays Required according regulations</td>
<td>250,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental Transponder including 5-ID driver identification.</td>
<td>150,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*deposit included in deposit service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buying Transponder including 5-ID driver identification</td>
<td>750,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illuminated back panels for the start numbers-a complete set of two</td>
<td>300,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>illuminated back panels (including power supply) at a special price.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>These panels will light up both start numbers, left and right door.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Selling price complete set. Compulsory for 24H races, recommended for 12H races.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DHL shipment Illuminated back panels, SPA05 Race Position Display</td>
<td>49,50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Display, transponder and sticker set (including start numbers) in</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>advance of the race</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WIFI Internet Connection at Mugello circuit (paddock, pit lane, boxes)</td>
<td>FREE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rent a tent</td>
<td>500,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tent including side panels. Dimension: 6 x 4 meters including paddock</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>space (No furniture included). Limited availability.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Own Pit box Banner</td>
<td>125,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To present your team on the track we offer a huge personalized banner</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>which will be hang in front of your pit box (1m x 1,5m)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPTIONAL ADDITIONAL TEST OPPORTUNITY THURSDAY March 12th 2015</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Including fuel service and track time</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Up to 2.000 cc ( &amp; Turbo up to 1.600cc)</td>
<td>1050,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 2.000 and Up to 3.000 cc (&amp; Turbo 1.600-1.800cc)</td>
<td>1125,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 3.000 cc and Up to 3.600 cc (&amp; Turbo 1.800 - 2.500cc)</td>
<td>1200,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 3.600 cc and Up to 5.000 cc (&amp; Turbo 2.500 - 3.000cc)</td>
<td>1350,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 5.000 cc and Up to 6.000 cc (&amp; Turbo 3.000 - 3.500cc)</td>
<td>1500,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 6.000 cc and Up to 10.000 cc (&amp;Turbo 3.500 - 5.000cc)</td>
<td>1650,00</td>
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<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Up to 2.000 cc</td>
<td>900,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 2.000 cc and Up to 3.000 cc</td>
<td>1050,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 3.000 cc</td>
<td>1125,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TEAM CATERING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thursday</td>
<td>Lunch + Dinner</td>
<td>47,50</td>
<td></td>
</tr>
<tr>
<td>Friday</td>
<td>Lunch + Dinner</td>
<td>47,50</td>
<td></td>
</tr>
<tr>
<td>Saturday</td>
<td>Lunch + Dinner</td>
<td>47,50</td>
<td></td>
</tr>
</tbody>
</table>

Figura B.2. Pàgina 2 del formulari d’inscripció a les 12H Hankook de Mugello
B.2. Programació 2015

TIME SCHEDULE ROUND 2
Hankook 12H ITALY-MUGELLO
Circuit Mugello
13-14 March 2015

Wednesday 11 March 2015
17:00 - 19:00  Circuit entrance and paddock open (no access to pit garage)
17:00 - 19:00  Optional access to pit garage (on request only)

Thursday 12 March 2015
09:00 - 19:00  Circuit entrance and paddock open (no access to pit box)
09:00 - 18:30  Optional access to pit box (on request only)
09:58 - 10:53  Optional private test
11:54 - 12:49
14:38 - 15:33
16:34 - 17:19
18:30 - 19:00  Access to pit boxes (all teams)
10:00 - 19:00  Welcome centre open
10:00 - 18:00  Administrative checks and scrutineering (please note: this does not automatically gives access to the pit box)

Friday 13 March 2015
07:00  Circuit entrance and Paddock open
07:00 - 11:00  Unloading the trucks and preparing the Pit-Boxes
07:00 - 19:30  Welcome Centre Open
07:00 - 08:30  Administrative checks/registration and Scrutineering
08:15 - 08:30  Attendance check Drivers and Team managers Briefing
08:30 - 09:00  Drivers and Team managers Briefing
09:13 - 10:45  Free practice Hankook 12H ITALY-MUGELLO
11:00 - 11:45  Qualifying Hankook 12H ITALY-MUGELLO (All Classes)
11:45 - 12:45  Break
12:00  Extra Briefing Team Managers CLASS A6 ONLY
12:45  Start grid Hankook 12H ITALY-MUGELLO
13:00  Pit lane exit closed
13:30  Start of the Hankook 12H ITALY-MUGELLO
17:20  Pit entry closed
17:30  Intervention* all cars to Parc Fermé Hankook 12H ITALY-MUGELLO

* Intervention rules, see supplementary regulations

Saturday 14 March 2015
08:30  Start grid Hankook 12H ITALY-MUGELLO
09:30  Re-Start of the Hankook 12H ITALY-MUGELLO
17:30  Finish of the Hankook 12H ITALY-MUGELLO
17:45  Publication of Results
17:45  Podium ceremony (OVERALL WINNERS & ALL CLASSES)
18.00 - 24:00  Loading of the trucks
24:00  ALL TRUCKS AND CARS MUST HAVE LEFT THE PADDOCK TO AN ASSIGNED PARKING AREA
24:00  Closing of the Hankook 12H ITALY-MUGELLO 2015

Version: 7 February 2015 (Subject to changes!)

Figura B.3. Programació d’activitats de les 12H Hankook de Mugello
B.3. Transports

En aquest apartat es mostra com s’han trobat els costos relacionats amb el transport de l’equip i el vehicle fins a Mugello. S’hauran de llogar furgonetes per una banda i comptabilitzar la despesa en combustible i peatges per l’altra.

B.3.1. Furgonetes

A continuació es mostren els preus que s’han trobat al buscador Rental Cars a dia 05/03/2015 relacionats amb el lloguer de furgonetes a l’aeroport de Barcelona des del dimarts 8 de març del 2016 fins al diumenge 13 per anar a Mugello. S’han escollit aquests dies aleatòriament sense saber del cert quin cap de setmana es competirà a Itàlia el 2016. El lloguer es faria a l’aeroport de Barcelona perquè és el lloc més proper al taller i facilitaria molt la mobilitat de l’equip.

Figures B.4. i B.5. Detall del cost del lloguer d’una furgoneta
B.3.2. Peatges i combustible

Per altra banda, també s'ha buscat la despesa aproximada que aquestes furgonetes haurien de fer en peatges i gasolina per viatjar des de Barcelona a Mugello. Per a fer-ho s'ha utilitzat la Via Michelin.

![Resumen del itinerario](image)

**Figura B.6. Detall del cost dels peatges i el combustible entre Barcelona i el circuit de Mugello**

El preu dels peatges que hauran de pagar les furgonetes s'han equiparat amb el que haurà de pagar el camioner per realitzar el mateix viatge transportant el vehicle i el material.

B.4. Hotels

Tot seguit es mostra un mapa amb alguns dels hotels que hi ha a prop del circuit de Mugello i de la localitat de Scarperia i el preu aproximat d’alguns d’ells a dia 05/03/2015 per a les quatre nits que haurà de passar l’equip allà. El preu és d’habitació doble amb esmorzar. El buscador utilitzat es Booking.

![Mapa d'hotels propers al circuit de Mugello](image)

**Figura B.7. Mapa d'hotels propers al circuit de Mugello**
Estudi de la viabilitat econòmica d’un equip per competir al campionat mundial de les 24H SERIES

Figures B.8 i B.9. Detall del cost dels hotels propers al circuit de Mugello
C. 12H Hankook de Zandvoort

A continuació es mostraran el formulari d’inscripció i la programació per la cursa de Zandvoort així com els costos detallats del transport i els hotels.

C.1. Formulari d’inscripció 2014

En aquest apartat s’hi adjunta el formulari d’inscripció de les 12H Hankook de Zandvoort, aconseguit a traves de l’empresa organitzadora de l’esdeveniment. Dins d’aquest s’hi poden trobar gran part dels costos de logística de la carrera detallats.
# ENTRY FORM

1st edition Hankook 12H ZANDVOORT 30-31 MAY 2014

Please send this entry form to:
Creventic BV
PO Box 40
6590 AA GENNEP
The Netherlands

Receipt Stamp:
Class: |
Start Number: |
Debt. Nr.: |
Do not fill this part

## TEAM INFORMATION

<table>
<thead>
<tr>
<th>Team name (Published on the entry list):</th>
<th>Contact person:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street:</td>
<td>Mobile phone no.:</td>
</tr>
<tr>
<td>Postal Code:</td>
<td>Phone no.:</td>
</tr>
<tr>
<td>City:</td>
<td>Fax no.:</td>
</tr>
<tr>
<td>Country:</td>
<td>E-mail address:</td>
</tr>
<tr>
<td>VAT No:</td>
<td>Remark:</td>
</tr>
<tr>
<td>Twitter account:</td>
<td></td>
</tr>
</tbody>
</table>

## ENTRANT/COMPETITOR

(If you don’t have a team entrant license you have to choose one of the drivers as the entrant)
Please send a copy of the license in digital to info@creventic.com

<table>
<thead>
<tr>
<th>Name Entrant:</th>
<th>ASN License No.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of entrant holder license:</td>
<td>ASN Name/Country:</td>
</tr>
</tbody>
</table>

## TEAM-MANAGER INFORMATION (during event):

<table>
<thead>
<tr>
<th>Name:</th>
<th>Mobile phone no.:</th>
</tr>
</thead>
</table>

## ENTRY FEE

<table>
<thead>
<tr>
<th>Entry fee for ALL teams paid before (early closing date) 28-02-2014:</th>
<th>EUR 3500,00*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entry fee for ALL teams paid after (early closing date) 28-02-2014:</td>
<td>EUR 4500,00*</td>
</tr>
</tbody>
</table>

* Entry fee VAT is not applicable for teams with a valid VAT-ID-number (with exception of Dutch companies with a VAT number). Otherwise entry fee is exclusive 21% VAT.

## ADMINISTRATION COSTS

Administration costs for any amendment in the entry form concerning the car and/or the crew announced (including adding new drivers or changes of drivers) after May 23rd costs per change

EUR 150,00

## BANK TRANSFERS TO BE MADE AS FOLLOWING:

Name Account Holder: Creventic BV
Banker: Rabobank Land van Cuijk en Maasduinen, The Netherlands
Bank account | IBAN-number: NL82 RABO 0192 3133 98
Swift code: RABONL2U000

Do not forget to mention: "12H ZANDVOORT 2014 and TEAM NAME" in the payment details.

Figura C.1. Pàgina 1 del formulari d’inscripció a les 12H Hankook de Zandvoort
# ENTRY FORM

## DRIVER INFORMATION

<table>
<thead>
<tr>
<th>DRIVER 1</th>
<th>DRIVER 2</th>
<th>DRIVER 3</th>
<th>DRIVER 4</th>
<th>DRIVER 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Name</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Last Name</td>
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<td></td>
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</tr>
<tr>
<td>Address</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Postal Code</td>
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<td></td>
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<tr>
<td>City</td>
<td></td>
<td></td>
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<td>Country</td>
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<tr>
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</tr>
<tr>
<td>Mobile</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Date of Birth</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Nationality</td>
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</tr>
<tr>
<td>Passport</td>
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<td></td>
</tr>
<tr>
<td>License Number</td>
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<tr>
<td>Country</td>
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</tr>
<tr>
<td>License/ASN</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name ASN*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twitter Account</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

*Name ASN e.g. DMSB, KNAP, MSA, FFSA, DASSO, RACE, FFSA, CSAC, ATC UAE

The entry must be signed by the Entrant/Competitor and all Drivers. It is mandatory to attach to the original entry form, a copy of the driver license and a copy of passport of each driver, the entrant license and entrant holder. Copies of the driver licenses and passports can also be send by email (info@revscstc.com) in JPG format.

I hereby declare that I have taken due notice of the terms of the (Supplementary) Regulations including the liability waiver contained therein, and agree to abide to them. I certify that the particulars given on this Entry Form are correct and that the car entered will comply in all respects and throughout the whole event with the provisions of Appendix "J" of the International Sporting Code and especially with the safety prescriptions. And I acknowledge that I understand the nature and type of the competition (12H race) and the potential risk inherent with the motor sport and fully agree to accept this risk.

*Signature Driver 1*  *Signature Driver 2*  *Signature Driver 3*

*Signature Driver 4*  *Signature Driver 5*  *Signature Entrant*

* In case driver signatures will be collected later, an incomplete entry form can already be send digital or by fax to +31 485 471127. You can fill in the separate drivers form later.

---

**Figura C.2. Pàgina 2 del formulari d’inscripció a les 12H Hankook de Zandvoort**
### ENTRY FORM

<table>
<thead>
<tr>
<th>TEAM NAME*</th>
<th>CLASS*</th>
<th>START NUMBER*</th>
<th>REMARKS*</th>
</tr>
</thead>
</table>

*DO NOT FILL IN THIS PART (ONLY FOR ORGANISATION)*

### CAR INFORMATION

#### CAR DETAILS

<table>
<thead>
<tr>
<th>Make/Brand</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>YEAR OF MANUFACTURE</td>
<td>Homologation No.</td>
</tr>
</tbody>
</table>
| **FIA Identity Form.**
  - *e.g. Wagenpass*.
  - Please attach a copy | Engine brand |
| Chassis No. | No. of Cylinders |
| Cubic Capacity (cc) | Weight (kg) |
| Turbo (coefficient 1.7) | Super (unleaded) |
| Compressor (coefficient 1.4) | Gas oil (Diesel) |
| Wankel Eng. (coefficient 1.5) | Other (electrical hybrid etc) |

**Transponder with Drivers ID:**
- I would like to rent: Fuel Capacity tank ltr. Ltr
- I have my own Number own Driver ID transponder:

* If Identity form does not exist in your country, attach a complete description of the car (car owner, 2 photos of the car, motor type, anti-rollbar certification, safety-tank certification, tank-volume (liters), power (HP), car is according to cup regulations... Eg. Porsche GT3 cup, participating competition, etc)

** Transponder: Transponder with Drivers ID is obligated for all Classes.

#### NOISE LEVEL MAX 110 dB(A)

- Yes, My car has a noise level of LESS THAN 105 dB(A)
- No, My car has a noise level OVER 105 dB(A) (and less than 110 dB(A))

Please fill out dB(A) for your car:

<table>
<thead>
<tr>
<th>dB(A)</th>
</tr>
</thead>
</table>

#### TYRES

Hankook will be the single tyre supplier for the Hankook 12H ZANVOORT:

All participating teams are obligated to run the entire event (private tests, free practice, qualifying and 12H race) on Hankook tyres which are delivered by Hankook in Zandvoort. Ordering information will be published separately.

Please fill in:

<table>
<thead>
<tr>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rim size</td>
<td></td>
</tr>
<tr>
<td>Tyre size</td>
<td></td>
</tr>
</tbody>
</table>

#### RADIO COMMUNICATION

To use communication equipment >0.5 Watt during events, teams need to apply an Application Form for temporary use of radio equipment in the Netherlands. This application needs to be done by the team itself. Please note this need to be done 4 weeks before the start of the event. We advise to do this as soon as possible.

### ENTRY FORM

#### CLASSES

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
<th>Please mark</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PETROL TOURING CARS, UP TO 3500cc</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A1 (up to 1600cc)</td>
<td>up to 1.300 cc</td>
<td>710 kg</td>
<td>80 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.300 - 1.400 cc</td>
<td>760 kg</td>
<td>80 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.400 - 1.600 cc</td>
<td>820 kg</td>
<td>90 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2 (1.600 - 2000 cc)</td>
<td>1.600 - 1.800 cc</td>
<td>900 kg</td>
<td>100 L</td>
<td>Min ref lap time TBA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.800 - 2.000 cc</td>
<td>980 kg</td>
<td>100 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supercharged engine up to 1800cc</td>
<td>1000 kg</td>
<td>100L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A3T (Supercharged engine (1.600 - 2.000 cc))</td>
<td>1.600 - 1.800 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td>e.g. Seat Leon MK1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.800 - 2.000 cc</td>
<td>1100 kg</td>
<td>100 L</td>
<td>e.g. Seat Leon MK2, Opel Astra</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A4 (2.000 - 2.500 cc)</td>
<td>2.000 - 2.500 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 - 3.000 cc</td>
<td>1100 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A5 (3.000 - 3.500 cc)</td>
<td>3.000 - 3.500 cc</td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DIESEL TOURING CARS, UP TO 3000cc</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D1 (Up to 2000cc)</td>
<td></td>
<td>1100 kg</td>
<td>100 L</td>
<td>Min ref lap time TBA</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2 (2.000 - 3.000cc)</td>
<td>2.000 - 2.500 cc</td>
<td>1100 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 - 3.000 cc</td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GT CARS: PORSCHE 996 CUP AND PORSCHE 997 CUP CLASSES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>996 Porsche 996 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td>Models 2009...2009</td>
<td></td>
</tr>
<tr>
<td>997 Porsche 997 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td>Models 2010...2013</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3.800 cc</td>
<td>1200 kg</td>
<td>90 L</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EXCEPTIONAL CARS, CLASS SP2 GT3-A (Petrol and Diesel)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP2 GT3-A cc</td>
<td>Minimum reference lap time</td>
<td>Max Refuelling amount</td>
<td>Minimum Weight 750 kg</td>
<td>Minimum Weight 1000 kg</td>
<td>Minimum Weight 1300 kg</td>
</tr>
<tr>
<td>N/A TBA</td>
<td></td>
<td>80 L</td>
<td>90 L</td>
<td>100 L</td>
<td></td>
</tr>
<tr>
<td>TBA</td>
<td></td>
<td>90 L</td>
<td>100 L</td>
<td>110 L</td>
<td></td>
</tr>
<tr>
<td>TBA</td>
<td></td>
<td>100 L</td>
<td>120 L</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td><strong>EXCEPTIONAL CARS, CLASS SP3 GT4-A (Petrol or Diesel)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP3 GT4-A cc</td>
<td>Minimum reference lap time</td>
<td>Max Refuelling amount</td>
<td>Minimum Weight 750 kg</td>
<td>Minimum Weight 1000 kg</td>
<td>Minimum Weight 1200 kg</td>
</tr>
<tr>
<td>N/A TBA</td>
<td></td>
<td>70 L</td>
<td>80 L</td>
<td>90 L</td>
<td>100 L</td>
</tr>
<tr>
<td>TBA</td>
<td></td>
<td>80 L</td>
<td>90 L</td>
<td>100 L</td>
<td>110 L</td>
</tr>
</tbody>
</table>

---

**Figura C.4. Pàgina 4 del formulari d'inscripció a les 12H Hankook de Zandvoort**
<table>
<thead>
<tr>
<th>Clase</th>
<th>Marca &amp; Tipo</th>
<th>Capacidad Cilíndrica</th>
<th>Peso Mínimo</th>
<th>Peso Máximo</th>
<th>BOP</th>
<th>Notas</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6</td>
<td>ASTON MARTIN DBRS9</td>
<td>5935cc/12cyl.</td>
<td>1240 kg</td>
<td>110 L</td>
<td>2x39,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ASTON MARTIN VANTAGE GT3</td>
<td>5935cc/12cyl.</td>
<td>1290 kg</td>
<td>115 L</td>
<td>2x34,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AUDI R8 LMS Ultra</td>
<td>5200cc/10cyl.</td>
<td>2800 kg</td>
<td>110 L</td>
<td>2x44,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BENTLEY CONTINENTAL GT3</td>
<td>4000cc/8cyl.</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BMW Z4 GT3</td>
<td>4400cc/8cyl.</td>
<td>1250 kg</td>
<td>105 L</td>
<td>1x70,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHEVROLET CAMARO GT3</td>
<td>7883cc/8cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x72,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHEVROLET CORVETTE Z06R GT3</td>
<td>7000cc/8cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x59,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHEVROLET CORVETTE CS/204 LMGT1</td>
<td>7000cc/8cyl.</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x31,6mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DODGE VIPER COMP. COUPE</td>
<td>8300cc/10cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DODGE VIPER COUPE SERIES 2</td>
<td>8300cc/10cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>TBA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FERRARI 430 SCUDERIA GT3</td>
<td>4500cc/8cyl.</td>
<td>1230 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FERRARI 458 ITALIA GT2</td>
<td>4500cc/8cyl.</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x31,7mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FERRARI 458 ITALIA GT3</td>
<td>4500cc/8cyl.</td>
<td>1280 kg</td>
<td>105 L</td>
<td>2x45,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FERRARI F430GT (Videv1)</td>
<td>4500cc/8cyl.</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x56,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FORD GT GT3</td>
<td>5000cc/8cyl.</td>
<td>1230 kg</td>
<td>110 L</td>
<td>1x61,5mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FORD MUSTANG MARC VDS</td>
<td>5300cc/8cyl.</td>
<td>1350 kg</td>
<td>110 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GINETTA G55 GT3</td>
<td>4350cc/8cyl.</td>
<td>1200 kg</td>
<td>100 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LAMBORGHINI GALLARDO LP560 GT3</td>
<td>5200cc/10cyl.</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x47,2mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LAMBORGHINI GALLARDO LP560 GT3</td>
<td>5000cc/10cyl.</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LOTUS EXIDE GT3</td>
<td>1800cc/4cyl.</td>
<td>808 kg</td>
<td>TBA</td>
<td>TBA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MASERATI GRANTURISMO MC GT3</td>
<td>4700cc/8cyl.</td>
<td>1220 kg</td>
<td>105 L</td>
<td>1x65,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>McLAREN MP4-12C GT3</td>
<td>3800cc/8cyl.</td>
<td>1275 kg</td>
<td>115 L</td>
<td>2x36,0mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MERCEDES SLS AMG GT3</td>
<td>6200cc/8cyl.</td>
<td>1350 kg</td>
<td>110 L</td>
<td>2x34,8mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MOSLER MT 900 GT3</td>
<td>7000cc/6cyl.</td>
<td>1200 kg</td>
<td>100 L</td>
<td>2x42,7mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NISSAN GTR GT3</td>
<td>3800cc/6cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>TBA</td>
<td>Max boost TBA</td>
</tr>
<tr>
<td></td>
<td>PORSCHE 997 GT3 R</td>
<td>4000cc/6cyl.</td>
<td>1225 kg</td>
<td>100 L 1x72,0mm</td>
<td>MY2012 or older</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PORSCHE 997 RSR</td>
<td>4000cc/6cyl.</td>
<td>1225 kg</td>
<td>100 L 1x56,0 mm</td>
<td>MY2013</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PORSCHE 997 &amp; 991 Cup Modified or MY 2010 or later</td>
<td>3800cc/6cyl.</td>
<td>1200 kg</td>
<td>120 L</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>PORSCHE 997 CUP S</td>
<td>3600/3800cc /8cyl.</td>
<td>1170 kg</td>
<td>120 L</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>SRT VIPER GT3-R</td>
<td>8400cc/8cyl.</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td></td>
</tr>
</tbody>
</table>

**For All Classes**

**Combustible de Tanque de Combustible Versus Recarga de Combustible**

Nota: El máximo volumen de combustible para todos los modelos es 120 litros. (a menos que se especifique explícitamente en otro lugar o homologado).

El máximo volumen de combustible mencionado en la tabla anterior para todas las categorías (a menos que se especifique explícitamente) es el máximo volumen de combustible (litros) por recarga de combustible.

Figura C.5. Página 5 del formulario de inscripción a las 12H Hankook de Zandvoort
## ENTRY FORM

### FINANCIAL

<table>
<thead>
<tr>
<th>Service</th>
<th>Price in EUR</th>
<th>Quan-ti-ty</th>
<th>Please mark: Y</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENTRY FEE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entry fee for ALL teams paid before (early closing date) 28-02-2014</td>
<td>3500,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entry fee for ALL teams paid after (early closing date) 28-02-2014</td>
<td>4500,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ADMINISTRATION COSTS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administration costs for any amendment in the entry form concerning the car and/or the crew announced (including adding new drivers or changes of drivers) after May 23rd costs per change</td>
<td>150,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FIXED FUEL PRICES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(total fuel costs including fuel station services, FP, Q and 12H race) * prices are including 21% Dutch VAT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Up to 2,000 cc (8 Turbo up to 1,600cc)</td>
<td>1200,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 2,000 and Up to 3,000 cc (8 Turbo 1,600-1,800cc)</td>
<td>1600,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 3,000 cc and Up to 3,600 cc (8 Turbo 1,800 - 2,500cc)</td>
<td>2300,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 3,600 cc and Up to 5,000 cc (8 Turbo 2,500 - 3,000cc)</td>
<td>3000,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 5,000 cc and Up to 6,000 cc (8 Turbo 3,000 - 3,500cc)</td>
<td>3300,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 6,000 cc and Up to 10,000 cc (8 Turbo 3,500 - 5,000cc)</td>
<td>4000,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Up to 2,000 cc</td>
<td>1000,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 2,000 cc and Up to 3,000 cc</td>
<td>1450,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 3,000 cc</td>
<td>1850,00*</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **PIT-BOX ALLOCATION**                       |              |            |                |
| Team 1:                                      | Preferred 2: | Preferred 3: |                |

| **PIT-BOXES**                                |              |            |                |
| Shared Pit-box with 3 cars – FREE OF CHARGE | FREE         |           |                |
| Dimensions of the pit-boxes are 5m x 15m and will be extended by an easy setup tent | | | |
| Shared Pit-box with 2 cars WITH extension - costs per car | 500,00 | | |
| Approx. 5 shared pit boxes with 2 cars with extension available | | | |
| Exclusive Pit-box 1 car                      | 10000,00     |           |                |
| In total 1 exclusive pit-box available       |              |           |                |
| Included:                                    |              |           |                |
| 5x Banners at the track (5x1 meter provided by team), Logo sticker (40x10cm) on all cars (Sticker to be delivered by team), full page advertorial in the 12H Magazine, Your company logo on website: www.12HZandvoort.com with link to Company | | | |
| Additional paddock space 17 x 10m (Limited availability) | 1000,00 | | |
| Located in the Tarzan corner;                |              |           |                |
| 1 truck (2.5 x 17 meter) behind the pit-box or at the Tarzan corner is included in the entry fee. Not all trucks can be placed behind the pit-box. Teams that have no truck behind the garage, because of limited space, will be placed in the Tarzan corner close to the pit-boxes. Free paddock space for your team available on the Heineken Paddock. | | | |
| Length truck:                                | Width truck: | | |
| Mobile home paddock parking space – 1 PER TEAM FREE OF CHARGE | FREE | | |
| Location: Heineken paddock; Only by pre-order, excluding paddock tickets | | | |
| License plate truck:                         |              |           |                |
| Paddock parking space for 2nd mobile home    | 100,00       |           |                |
| Location: Heineken paddock; Limited availability, excluding paddock tickets Only by pre-order | | | |
| License plate truck:                         |              |           |                |

---

Figura C.6. Pàgina 6 del formulari d’inscripció a les 12H Hankook de Zandvoort
## ENTRY FORM

<table>
<thead>
<tr>
<th>Service</th>
<th>Price in EUR</th>
<th>Quantity</th>
<th>Please mark</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OPTIONAL REQUESTS &amp; SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paddock tickets</td>
<td>10.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Friday Pre-order</td>
<td>10.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weekend Pre-order</td>
<td>15.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rent a Car ride Thursday 29 May 14:30-15:30 - costs per car</td>
<td>150.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 hour driving with your rental car, Learning the track and showing sponsors the track (speed 60km)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental Transponder inclusive 5-ID driver identification. Rental at the circuit for the complete event.</td>
<td>150.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* deposit 500EUR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buying Transponder inclusive 5-ID driver identification</td>
<td>650.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Own Pit box Banner</td>
<td>125.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To present your team on the track. We offer you a huge personalized banner which fits above the pit boxes (1m x 1.5m).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Team catering Thursday</td>
<td>Lunch + Dinner</td>
<td>75.00</td>
<td></td>
</tr>
<tr>
<td>Team catering Friday</td>
<td>Lunch + Dinner</td>
<td>75.00</td>
<td></td>
</tr>
<tr>
<td>Team catering Saturday</td>
<td>Lunch + Dinner</td>
<td>75.00</td>
<td></td>
</tr>
<tr>
<td>Podium ceremony Beach Party Saturday after the race</td>
<td>TBA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location: Paviljoen strand 21</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>VIP Hospitality suite (excluding catering)</strong></td>
<td>3500.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catering to be ordered by Creventic</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### THURSDAY – OPTIONAL ADDITIONAL TEST OPPORTUNITY – FUEL INCLUDED

<table>
<thead>
<tr>
<th>Service</th>
<th>Price per session in EUR</th>
<th>Session 1: Thursday 29 May 10:00-16:00</th>
<th>Session 2: Thursday 29 May 16:30-18:30</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol Up to 2.000 cc (! Turbo up to 1.600cc)</td>
<td>350.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 2.000 and Up to 3.000 cc (! Turbo 1.600-1.800cc)</td>
<td>375.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 3.000 cc and Up to 3.600 cc (! Turbo 1.800 - 2.500cc)</td>
<td>400.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 3.600 cc and Up to 5.000 cc (! Turbo 2.500 - 3.000cc)</td>
<td>450.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 5.000 cc and Up to 6.000 cc (! Turbo 3.000 - 3.500cc)</td>
<td>500.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petrol Over 6.000 cc and Up to 10.000 cc (! Turbo 3.500 - 5.000cc)</td>
<td>550.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Up to 2.000 cc</td>
<td>300.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 2.000 cc and Up to 3.000 cc</td>
<td>350.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 3.000 cc</td>
<td>375.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### FRIDAY – OPTIONAL ADDITIONAL TEST OPPORTUNITY – FUEL INCLUDED

<table>
<thead>
<tr>
<th>Service</th>
<th>Price per session in EUR</th>
<th>Session 1: Friday 30 May 10:00-18:00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol Up to 2.000 cc (! Turbo up to 1.600cc)</td>
<td>875.00</td>
<td></td>
</tr>
<tr>
<td>Petrol Over 2.000 and Up to 3.000 cc (! Turbo 1.600-1.800cc)</td>
<td>940.00</td>
<td></td>
</tr>
<tr>
<td>Petrol Over 3.000 cc and Up to 3.600 cc (! Turbo 1.800 - 2.500cc)</td>
<td>1000.00</td>
<td></td>
</tr>
<tr>
<td>Petrol Over 3.600 cc and Up to 5.000 cc (! Turbo 2.500 - 3.000cc)</td>
<td>1125.00</td>
<td></td>
</tr>
<tr>
<td>Petrol Over 5.000 cc and Up to 6.000 cc (! Turbo 3.000 - 3.500cc)</td>
<td>1250.00</td>
<td></td>
</tr>
<tr>
<td>Petrol Over 6.000 cc and Up to 10.000 cc (! Turbo 3.500 - 5.000cc)</td>
<td>1375.00</td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Up to 2.000 cc</td>
<td>750.00</td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 2.000 cc and Up to 3.000 cc</td>
<td>875.00</td>
<td></td>
</tr>
<tr>
<td>Diesel/ Gas Oil Over 3.000 cc</td>
<td>940.00</td>
<td></td>
</tr>
</tbody>
</table>

Excluding the fuel VAT is not applicable for teams with a valid VAT-ID-number (with exception of Dutch companies with a VAT number). Otherwise the prices are exclusive 21% VAT.

---

Figura C.7. Página 7 del formulari d’inscripció a les 12H Hankook de Zandvoort
ENTRY FORM

LIABILITY WAIVER

I hereby agree to my car:

<table>
<thead>
<tr>
<th>Make</th>
<th>Type</th>
<th>Chassis-No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

To participate in the 1st edition of the Hankook 12H ZANDVOORT, 30-31 MAY 2014

Name of Entrant/Competitor:

Name of Car Owner:

I explicitly declare to renounce any right to proceed or have recourse against

- the FIA, the KNAF, the membership organizations of the KNAF, its Presidents, organs, managing directors, general secretaries
- the promoter; Creventic B.V. in association with Circuit Park Zandvoort.
- the organizer; D.N.R.T. in association with the KNAF and their marshals
- administrative authorities, racing services and any other person being involved in the organization of the event,
- the road construction authorities as far as any damage is caused by the condition of the roads used during the event
- 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;

For any kind of damage or accident suffered in connection with the event, with the exception of damages arising out of a deliberate or negligent breach of duty.
This liability renunciation comes into force for all persons involved at the moment the entry application is submitted.

Place and date:  

Car Owner Name and Signature:

Entrant Name and Signature:

Figura C.8. Página 8 del formulari d'inscripció a les 12H Hankook de Zandvoort
C.2. Programació 2015

Figura C.9. Programació d'activitats de les 12H Hankook de Zandvoort
C.3. Transports

En aquest apartat es detallaran els costos relacionats amb el transport de l’equip a Holanda. Com es podrà observar, s’han escollit els operadors més barats de la xarxa. La cerca es va realitzar el dia 6/03/2015.

C.3.1. Avió

A continuació es mostaran els preus que s’han obtingut a través dels operadors Vueling i Ryanair per volar des de Barcelona a Amsterdam (ciutat més propera al circuit).

Tot seguit es mostren els preus que proporciona l’operador Vueling. La primera imatge mostra un preu per tot el grup i la segona imatge el preu individual. Com es pot observar, el preu individual es més barat degut a que és més senzill trobar un seient lliure per una persona sola que no pas per un grup de 19.

Figures C.10 i C.11. Detall del cost dels bitllets d’avió Barcelona-Amsterdam amb Vueling
A continuació es mostren els preus proporcionats per la línia aèria Ryanair els mateixos dies i en els mateixos horaris.

<table>
<thead>
<tr>
<th>Data</th>
<th>IDA</th>
<th>Vuelta</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 May</td>
<td>18:45 Barcelona El Prat</td>
<td>18:30 Amsterdam Schiphol</td>
</tr>
<tr>
<td>19 May</td>
<td>07:05 Barcelona El Prat</td>
<td>07:00 Amsterdam Schiphol</td>
</tr>
<tr>
<td>30 May</td>
<td>12:30 Barcelona El Prat</td>
<td>12:30 Amsterdam Schiphol</td>
</tr>
<tr>
<td>1 Jun.</td>
<td>08:00 Barcelona El Prat</td>
<td>08:00 Amsterdam Schiphol</td>
</tr>
<tr>
<td>2 Jun.</td>
<td>15:35 Barcelona El Prat</td>
<td>15:35 Amsterdam Schiphol</td>
</tr>
<tr>
<td>03 Jun.</td>
<td>13:05 Barcelona El Prat</td>
<td>13:05 Amsterdam Schiphol</td>
</tr>
</tbody>
</table>

Preu de billet: 259,99 €

Precio total del vuelo: 205,08 €

Com es pot observar, l’empresa Vueling ofereix els preus més barats i per tant serà la que s’escollierà per viatjar a Amsterdam.

### C.3.2. Furgonetes

Un cop a Amsterdam s’hauran de llogar tres furgonetes al mateix aeroport per tal de mobilitzar tot l’equip entre el circuit, l’hotel i l’aeroport. Per a fer-ho s’ha utilitzat el buscador Rental Cars amb els següents resultats:

![Search for Car Hire](image-url)
C.3.3. Peatges

En aquest apartat es mostren els peatges que haurà de pagar el camioner per portar el material des de Barcelona fins a Zandvoort.

![Imagen de peatges](image_url)

Figura C.16. Detall del cost dels peatges entre Barcelona i el circuit de Zandvoort

C.4. Hotels

Pel que fa a l’allotjament, es va utilitzar el buscador Booking per tal de trobar els millors preus per habitacions dobles amb esmorzar a hotels de dins la població de Zandvoort. La cerca es va realitzar també a dia 6/03/2015.
Figures C.17 a C.19. Detall del cost dels hotels propers al circuit de Zandvoort
D. 24H Hankook del circuit Paul-Ricard

Tot seguit es mostrarà la programació del circuit Paul-Ricard per aquest 2015 i es detallaran els costos de transport i allotjament.

D.1. Programació 2015

![TIME SCHEDULE ROUND 4](image_url)

**TIME SCHEDULE ROUND 4**
**HANKOOK 24H Circuit PAUL RICARD 2015**
**Circuit Paul Ricard**
**10-11-12 July 2015**

<table>
<thead>
<tr>
<th>Day</th>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wednesday 8 July 2015</td>
<td>10:00 - 12:00</td>
<td>Access to the circuit and pit boxes participating teams</td>
</tr>
<tr>
<td>Thursday 9 July 2015</td>
<td>09:00</td>
<td>Welcome centre open</td>
</tr>
<tr>
<td></td>
<td>09:00 - 12:00</td>
<td>Access to the circuit and pit boxes participating teams</td>
</tr>
<tr>
<td></td>
<td>11:00</td>
<td>Administrative checks and scrutineering</td>
</tr>
<tr>
<td></td>
<td>13:00</td>
<td>Team managers briefing</td>
</tr>
<tr>
<td></td>
<td>14:00</td>
<td>Private test (optional)</td>
</tr>
<tr>
<td>Friday 10 July 2015</td>
<td>08:00</td>
<td>Administrative checks and scrutineering</td>
</tr>
<tr>
<td></td>
<td>14:00</td>
<td>Drivers briefing</td>
</tr>
<tr>
<td></td>
<td>15:00-17:00</td>
<td>Free Practice 1 24H Circuit PAUL RICARD</td>
</tr>
<tr>
<td></td>
<td>16:00-19:00</td>
<td>Free Practice 2 24H Circuit PAUL RICARD</td>
</tr>
<tr>
<td></td>
<td>17:00-19:00</td>
<td>Qualifying practice 24H Circuit PAUL RICARD</td>
</tr>
<tr>
<td></td>
<td>21:00-23:00</td>
<td>Night practice 24H Circuit PAUL RICARD</td>
</tr>
<tr>
<td>Saturday 11 July 2015</td>
<td>10:30-11:00</td>
<td>Warming up 24H Circuit PAUL RICARD</td>
</tr>
<tr>
<td></td>
<td>12:45</td>
<td>Start grid 24H Circuit PAUL RICARD</td>
</tr>
<tr>
<td></td>
<td>14:00</td>
<td>Start 24H Circuit PAUL RICARD</td>
</tr>
<tr>
<td>Sunday 12 July 2015</td>
<td>14:00</td>
<td>Finish 24H Circuit PAUL RICARD</td>
</tr>
<tr>
<td></td>
<td>14:15</td>
<td>Publication of the results</td>
</tr>
<tr>
<td></td>
<td>14:15</td>
<td>Podium ceremony (overall and all class winners)</td>
</tr>
<tr>
<td></td>
<td>14:30-17:00</td>
<td>Loading of the trailers</td>
</tr>
</tbody>
</table>

*Version: 12 December 2014 (subjects to changes)*

Figura D.1. Programació d’activitats de les 24H Hankook del circuit Paul-Ricard
D.2. Transports

En aquest apartat, es mostra d'on han sortit els costos relacionats amb el transport de l'equip fins al circuit i, un cop allà, entre el circuit i l'hôtel. Inclourà els peatges que s'hauran de pagar de Barcelona al circuit.

D.2.1. Furgonetes

Per buscar els costos, s'ha utilitzat el cercador Rental Cars. Tot seguit es mostra el cost de llogar una furgoneta entre els dies 8 i 12 de Juliol de 2015. La cerca s'ha realitzat el dia 8/03/2015.

![Image showing car hire details](image_url)

*Figura D.2. i D.3. Detall del cost del lloguer d'una furgoneta*
D.2.2. Peatges i combustible

Pel que fa a les despeses en peatges i combustible, s'ha utilitzat la Via Michelin obtenint els següents resultats:

![Figura D.4. Detall del cost dels peatges i el combustible entre Barcelona i el circuit Paul-Ricard](image)

Tot i saber que es costos dels peatges són diferents per camions i furgonetes, s'han assimilat iguals dins del treball suposant que la variació seria molt petita en comparació a als costos totals de logística.

D.3. Hotels

En aquest apartat es mostrarà el preu d'un Hotel proper al circuit Paul-Ricard per tot l'equip aquest 2015. Els preus són per habitació doble amb esmorzar i la cerca s'ha realitzat a dia 11/03/2015. S'ha cercat amb el buscador Booking i degut a la gran demanda no s'han trobat molts hotels lliures per aquest 2015. Aquest no serà un problema important ja que es competirà a França a partir del 2016 i per aquelles dates serà més senzill trobar hotels si es busquen amb la suficient antelació.

![Figura D.5. Detall del cost d'un hotel proper al circuit Paul-Ricard](image)
E. 24H Hankook de Barcelona

A continuació s'han adjuntat el formulari d'inscripció de l'any 2014 i la programació per aquest 2015 de la carrera de Montmeló.

E.1. Formulari d'inscripció 2014

En aquest apartat s'hi mostra el formulari d'inscripció de l'última edició de l'esdeveniment de les 24H Hankook de Barcelona. Aquest ha servit per determinar la totalitat dels costos de logística de la carrera.
APPLICATION ENTRY FORM

The Competitors, the Team Managers and the Drivers, by the fact of doing their entry, assume the perfect knowledge of the Supplementary Regulations, as well as his total acceptation, being submit to all decisions and sanctions adopted by the Federative Authorities, the Stewards, the Clerk of the Course and the Organisation.

* The entry must be signed by the competitor, team manager and all drivers, and we need the original entry form by post. Previously, you can send the form by email or fax.

* It’s necessary to accompanied to the original entry form one photo of the team manager and drivers. Also, you can send the photos by email (.jpg format).

* Forms will not be accepted unless correctly completed.

TEAM

<table>
<thead>
<tr>
<th>Name</th>
<th>Contact Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>Postal Code - City</td>
<td>Country</td>
</tr>
<tr>
<td>Phone</td>
<td>E-mail</td>
</tr>
</tbody>
</table>

INVOICE DETAILS (compulsory)

<table>
<thead>
<tr>
<th>Name</th>
<th>VAT No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>Postal Code - City</td>
<td>Country</td>
</tr>
<tr>
<td>Phone</td>
<td>E-mail</td>
</tr>
</tbody>
</table>

TEAM MANAGER

<table>
<thead>
<tr>
<th>Name</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>Code - City</td>
<td>Country</td>
</tr>
<tr>
<td>E-mail</td>
<td>Mob. Phone</td>
</tr>
<tr>
<td></td>
<td>Passport</td>
</tr>
</tbody>
</table>

ENTRANT / COMPETITOR

<table>
<thead>
<tr>
<th>Name</th>
<th>Holder License</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASN</td>
<td>License No. *</td>
</tr>
</tbody>
</table>

Figura E.1. Pàgina 1 del formulari d'inscripció a les 24H Hankook de Barcelona
Figura E.2. Página 2 del formulari d’inscripció a les 24H Hankook de Barcelona
Figura E.3. Pàgina 3 del formulari d’inscripció a les 24H Hankook de Barcelona
### ADDITIONAL SERVICES

#### TEAM INFORMATION

<table>
<thead>
<tr>
<th>Team name:</th>
<th>Contact person:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Email address:</th>
<th>Mobile phone no.:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### OPTIONAL REQUESTS & SERVICES

<table>
<thead>
<tr>
<th>Service</th>
<th>Price in EUR</th>
<th>Quantity</th>
<th>Please mark ✓</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rental Transponder inclusive 5-ID driver identification.</td>
<td>250,00*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental at the circuit for the complete event.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* deposit 400EUR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buying Transponder inclusive 5-ID driver identification.</td>
<td>650,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illuminated back panels for the start numbers-a complete set of two illuminated back panels (including power supply) at a special price. Required according regulations on left and right door. These panels will light up both start numbers, left and right door. Selling price complete set.</td>
<td>300,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DHL shipment illuminated back panels and transponder in advance of the race (WK46) we will send them with DHL (shipping costs EUR49,50)</td>
<td>49,50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GUESTS’ TRACK LAPS – Friday 5th September 13:00-14:00</td>
<td>160,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 hour driving with your rental car. Learning the track and showing sponsors the track (speed 60km) costs per car</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rent a tent</td>
<td>500,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dimension: 5 x 7 meters including paddock space</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(No furniture included)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Own Pit box Banner</td>
<td>125,00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To present your team on the track. We offer you a huge personalized banner which fits above the pit boxes (1m x 1,5m)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### PRIVATE TEST SESSIONS

* Fuel not included

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Price in EUR</th>
<th>Please mark ✓</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRIDAY 29 AUGUST 2014</td>
<td>From 09:00 to 13:00 and from 14:00 to 18:00</td>
<td>630,00*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>From 14:00 to 18:00</td>
<td>370,00*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>From 17:00 to 18:00</td>
<td>115,00*</td>
<td></td>
</tr>
<tr>
<td>THURSDAY 4 SEPTEMBER 2014</td>
<td>From 09:00 to 13:00 and from 14:00 to 18:00</td>
<td>630,00*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>From 14:00 to 18:00</td>
<td>370,00*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>From 17:00 to 18:00</td>
<td>115,00*</td>
<td></td>
</tr>
<tr>
<td>FRIDAY 5 SEPTEMBER 2014 - INCLUDED IN THE ENTRY FEE</td>
<td>11:00-13:00</td>
<td>FREE*</td>
<td></td>
</tr>
</tbody>
</table>

#### HOTEL OFFER | IBIS MONTMÉLÔ-GRANOLLERS

<table>
<thead>
<tr>
<th>Room Type</th>
<th>Price per night</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single</td>
<td>79,00</td>
</tr>
<tr>
<td>Double</td>
<td>87,00</td>
</tr>
</tbody>
</table>

Version: 20-06-2014 (subject to changes)

Figura E.4. Página 4 del formulari d’inscripció a les 24H Hankook de Barcelona
E.2. Programació 2015

TIME SCHEDULE round 5
24H BARCELONA
Circuit de Barcelona Catalunya
4-5-6 September 2015

Wednesday 2 September 2015
09:00–18:00 Access to the circuit participating teams

Thursday 3 September 2015
09:00–18:00 Access to the circuit participating teams
09:00–18:00 Private test session
09:00–13:00 Documentation delivery
14:00–18:00 Optional sporting checks
14:30–18:30 Optional scrutineering

Friday 4 September 2015
08:30–13:00 Documentation delivery and sporting checks
08:30–13:30 Scrutineering
11:00–13:00 Private test session
13:10–14:10 Guest track laps
14:15 Team managers briefing
15:00 Drivers briefing
15:15–16:15 Authorised refuelling
16:00 Publication of teams authorised for practice sessions
16:30–18:30 Official practice 24H BARCELONA
19:00–19:45 Qualifying practice 24H BARCELONA
20:20–20:40 Authorised refuelling
20:45–22:15 Night practice
22:30 Maximum time limit for teams formation (if there are changes)
22:45 Publication of provisional starting grid

Saturday 5 September 2015
09:20–10:20 Authorised refuelling
10:30 Publication of the starting grid
10:30–11:00 Pit Walk
11:15 Pit lane opens
11:30 Pit lane closes
12:00 Start 24H BARCELONA

Sunday 6 September 2015
12:00 Finish 24H BARCELONA 2015
12:15 Podium ceremony
12:30 Publication official classification

(Subject to changes)
Revision: 12 December 2014

Figura E.5. Programació d’activitats de les 24H Hankook de Barcelona
### F. 12H Hankook de Brno

#### F.1. Programació 2015

**Time schedule round 6**  
**Hankook 12H EPILOG BRNO**  
**9-10 October 2015**

<table>
<thead>
<tr>
<th>Day</th>
<th>Events</th>
</tr>
</thead>
</table>
| **Thursday 8 October 2015** | 13:00-20:00 Paddock Open  
Unloading trucks and preparing pit boxes |
| **Friday 9 October 2015**     | 08:00-20:30 Paddock Open  
08:00-18:00 Unloading the trucks and preparing the pit boxes  
08:30-20:30 Welcome Centre Open  
09:00-12:00 OPTIONAL PRIVATE TEST  
09:00-13:00 Administrative checks/registration  
09:00-13:00 Scrutineering  
12:15-13:45 Czech Drift Series  
12:45-13:00 Attendance check drivers and team managers briefing  
13:00-13:30 Drivers and team managers briefing  
14:00-15:30 Free practice Hankook 12H EPILOG BRNO  
15:45-17:15 Qualifying Hankook 12H EPILOG BRNO  
17:15-18:00 Break  
18:00-19:00 Night Practice Hankook 12H EPILOG BRNO  
20:15-20:30 Extra Briefing Team Managers CLASS A6 ONLY |
| **Saturday 10 October 2015** | 09:00-10:30 Czech Drift Series Free practice  
10:30-11:15 Sprint tuning cars  
11:00 Start grid Hankook 12H EPILOG BRNO  
11:30 Pit lane exit closed  
12:00 Start Hankook 12H EPILOG BRNO  
24:00 Finish Hankook 12H EPILOG BRNO  
24:15 Publication results  
24:15 Podium ceremony overall winners and all classes |
| **Sunday 11 October 2015**    | 08:00 All trucks have left the paddock |

*(Subject to changes)*  
*Revision: 12 December 2014*

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**Figura F.1. Programació d'activitats de les 12H Hankook de Brno**
F.2. Transports

En aquest apartat es mostrarà d’on han sortit els costos relacionats amb el transport de l’equip fins a Brno. Degut a la distància que separa Brno de Praga (l’únic ciutat amb Aeroport comercial), un cop allà s’haurà de llogar furgonetes per facilitar la mobilitat de l’equip entre aeroport, circuit i hotel.

F.2.1. Avió

Per decidir quina companyia s’escolliria per viatjar s’ha comparat entre les companyies low cost Ryanair i Vueling.

Tot seguit es mostra el preu dels bitllets marcat per l’operadora Ryanair:

Figures F.2. i F.3. Detall del cost dels bitllets d’avió Barcelona-Praga amb Ryanair

A continuació trobem els preus que proporciona la companyia Vueling els mateixos dies i en els mateixos horaris. En la primera imatge es mostra el preu per persona i en la segona el
preu per grup. Com en el cas de Amsterdam, el preu per grup surt més car ja que es més difícil trobar seients per un grup de 19 persones que no per una de sola.

Després de comparar les dues companyies s’ha decidit escollir Vueling ja que proporciona els bitllets més be de preu.

**F.2.2. Furgonetes**

Com s'ha comentat anteriorment, un cop a Praga, l’equip haurà de llogar tres furgonetes al mateix aeroport per poder-se traslladar fins a Brno. Els preus que es mostraran a continuació són per una furgoneta i s’han trobat al cercador Rental Cars.
Figures F.6. a F.9. Detall del cost del lloguer d’una furgoneta
F.2.3. Peatges i combustible

Finalment, s’ha de tenir en compte els peatges i el combustible que haurà de pagar l’equip de l’aeroport fins a l’hotel per una banda, i els peatges que haurà de pagar el camió que transporta el vehicle i material des de Barcelona per l’altra.

Figures F.10. i F.11. Detall del cost del combustible entre Praga i Brno i mapa del trajecte

Figura F.12. Detall del cost dels peatges entre Barcelona i Brno

F.3. Hotels

A continuació es mostren els diferents hotels on s’ha buscat allotjament amb habitació doble i esmorzar a prop del circuit de Brno durant els dies de la competició. El cercador utilitzat ha estat Expedia i la cerca s’ha realitzat a dia 16/03/2015.
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<td>Kaskáda Hotel</td>
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<td>A-Sport Hotel</td>
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<td>9.95 km</td>
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**Figures F.13. i F.14. Detall del cost dels hotels propers al circuit de Brno**
G. Costos extres

Tot seguit es mostraran els diferents preus que s’han trobat en varis proveïdors de productes relacionats amb els costos extres de la competició.

G.1. Patinets Elèctrics

En aquest apartat es mostren els preus actuals dels patinets elèctrics oferts per diferents proveïdors.

Figura G.1. i G.2. Detall del cost d’un patinet elèctric
G.2. Polos Corporatius

En aquest apartat es mostra el pressupost en forma de factura per als polos corporatius d’un equip que es podrien considerar iguals que els que compraria l’equip d’estudi.

![Factura](image)

**Figura G.3. Factura real del cost d’uns polos corporatius**
G.3. Carpa pels circuits

A continuació es mostra la carpa que comprarà l’equip per utilitzar en tots els circuits a prop del Pit Box. És la mateixa que actualment té l’equip Black Motorsport. Tindrà unes dimensions de 96 metres quadrats, amb 12 metres de llarg per 8 d’amplà i un preu aproximat de 18.900€.

Figura G.4. Imatge de l’estil de carpa que l’equip comprarà
G.4. Pneumàtics Hankook

En aquest apartat s’hi adjunten els preus dels pneumàtics que la marca Hankook posarà a disposició de tots els equips que comparteixin les 24H SERIES.

**Figura G.5. Detall dels preus dels pneumàtics Hankook**
H. Intercanvi d’e-mails amb CREVENTIC

Durant el transcurs del projecte, s’ha mantingut un contacte constant amb alguns dels membres de l’empresa organitzadora de les 24H SERIES. Gràcies a ells s’ha pogut disposar de molta informació i dels formularis d’inscripció d’alguns dels esdeveniments.

Tot seguit es mostren alguns dels e-mails intercanviats amb CREVENTIC ordenats temporalment:

Information for a new possible 24H SERIES team

Maurici Camprubi <mauriciocc@gmail.com> 10/12/14
para roukens, gengler, natalsha, willers

Hello,

I am Maurici Camprubi, a student from Barcelona who is working in a final career project about the 24H SERIES competition. The aim of the project is to study the economic viability for a catalan team in order to compete in this competition during the next years.

At this early stage of the project, I am trying to know more about the competition and the company that organizes it so that I can put the project into context. That is why I would be pleased if you could give some of the following information.

First of all, I would like to know a little bit of history about the competition itself. When, where, how and why it started, which were the first races done, how it grew and if there are going to be changes or if it is going to grow even more in the future.

Then, I would be really thankful if you could give me some information about Creventic such as the mission, the vision and corporate values as well as some description, location, structure and history of the company.

Thank you very much for your attention,

Hope to hear from you soon and greetings from Barcelona.

Maurici

Support Creventic <support@creventic.com> 12/12/14

Dear Maurici,

Of course we will provide you with the information needed. I will send you the info’s you asked for next week. Please remind me if you haven’t received it until Thursday.

Good luck and thank you for your interest in the 24H SERIES

Kind regards,

Ole Dörlemann
Creventic BV

Phone: +31 60485 4711
Email: support@creventic.com
Web: www.24hseries.com
Hi Maurici,

Nice to hear you are doing a project about the 24H SERIES.

You can find detailed information about our company at [http://www.24hseries.com/series/about-creventic](http://www.24hseries.com/series/about-creventic)

Please let me know if you need any other information. We are now very busy with our upcoming event, Hankook 24H DUBAI in January but after Dubai I am happy to help you.

Kind regards,

Natasha Mark
Creventic BV

Phone: +31 (0)485 471166
Email: natasha@creventic.com
Web: [www.24hseries.com](http://www.24hseries.com)

---

Maurici Camprubi <mauricicc@gmail.com>
para Natasha ☺

Hello Natasha,

First of all, thank you very much for answering my e-mail and giving me some information. I am sorry that I couldn't say anything to you until today. I have been really busy with my master degree but now I am again working hard on the 24H SERIES project.

I have been surfing your website and it has helped me a lot, it is amazing and very well organized. Nevertheless, now that I am focused on transport facilities, travel arrangements and catering costs for each race, I suppose that as you say in the "About Creventic" link on the site, you could help me a bit on that.

As I told you, my project consists on making an accurate analysis of costs for a team here in Barcelona so that they could compete in the whole 24H SERIES in the following years. For doing so, I will focus on 2015 races in order to have an idea of how much can it cost. In Dubais’ case I can also handle with the past 2015 edition info (I know that in 2016 some races can probably change but I have to set some hypothesis and I have decided to focus on 2015 competition).

That is why I would appreciate a lot if you could give me some advice or even treat me as if I was going to be a new team for this year. Therefore, how do you, as organization, help teams with all these issues about travels, catering and transports? Do you give them several options to choose or how you manage it? It would be perfect if you could send me a document with all this options so that I could include them in my project.

I know that you may probably need some information about me or about the team involved in my project in order to give me all the information I require so don’t hesitate to ask me.

Thank you very much and my best wishes for the 12H Italy-Mugello race.

Kind regards,

Maurici Camprubi

---

Figures H.1. a H.4. Conjunt d’e-mails intercanviats amb l’empresa organizadora
Dear Maurici,

The costs for the 24H BARCELONA 2015 are not set yet, but you can expect them to be in a similar range as the costs last year. I attached the entry form including all costs for the 24H DUBAI 2015 and the 24H BARCELONA 2014 for you.

Let me know if you need any more info.

Kind regards,

Ole Dörlemann
Creventic BV

Phone: +31 (0)485 471166
Email: support@creventic.com
Web: www.24hSeries.com

Maurici Camprubi <mauricicco@gmail.com>

Dear Ole,

Thank you very much again. The information you have sent to me will be really useful for my the project, specially the one about Dubai 2015 that has all costs including catering and travel packages.

Now, if you could send me the same information for the rest of the races (Italy, Zandvoort, Paul Ricard and Brno) it would be perfect!

Greetings from Barcelona.

Maurici

Hello Maurici,

Regarding you questions below I would like to give you some information about how we deal with these services.

Every race a team needs to fill in an entry form with the details of the team, drivers and car. The costs to participate in our races are on the website and I think you already found them right? Regarding the additional services such as the cost for catering, fuel and extra opportunities to use the track (for private test) are all together in a form that we will send to the teams. Attached you will find this document for Dubai and Mugello. The prices differ per race (especially in Dubai the services are more extended because this is our biggest event) but I hope that with this you get an indication of the prices.

Regarding the hotels, we tend to use hotels close to the circuits. We send teams an email if they want us to order rooms for them and if they do we make sure they get a hotel.

I hope that this will be useful for you. If you have more questions feel free to ask!

Kind regards,

Koen Wiesman
Creventic BV

Phone: +31 (0)485 471166
Email: support@creventic.com
Web: www.24hSeries.com
Thank you very much for the information.

My last question is if the VAT is included or excluded in the services prices such as transponders, SPA AD05 devolvers, deposit services, fixed fuel prices, exclusive pit box price, catering, etc.

Kind regards,

Maurici

Hello Maurici,

The VAT for these services is reversed. So teams with a valid VAT number can ask it back. Can you give me more information about the team you are doing this project for?

Kind regards,

Koen Wiesman
Creventic BV

Hello Koen,

Thanks again for your fast answer to my question. The team that I am doing this project for is Beyond Formula Student. It is a new team that made its debut last year in the 24H race in Barcelona. I hope you will remember it.

As you now, the biggest problem for new teams is how to finance the whole competition and I am trying to help our team on that by making an accurate costs and feasibility study. If we are lucky we will repeat in Barcelona this year and why not start thinking on more races in 2016.

As a final wish, I was wondering if you as promoters may have a study or an historical list where I could find the accident rates for each event of the whole 24H SERIES in within the last years. That would be perfect for me in order to prepare more accurately the maintenance costs, which are always the most variable ones.

Thank you very much again for your attention and for the information provided. I would be eternally grateful to you if you could send me the information I have requested.

Kind regards,

Maurici
Beyond Formula Student

Hello Maurici,

Yes we know that team. And regarding your question, do you mean the crashes in the races or also things like engine failures for teams? The last one is of course very dependent on the car you are driving because some have more failures than others.

Kind regards,

Koen Wiesman
Creventic BV

Figures H.5 a H.10. Conjunt d’e-mails intercanviats amb l’empresa organitzadora
Hi Koen,

Actually, if I could have both it would be awesome. As more information I have, more accurate will the study be and more happy will my boss be with me. If engine failures for teams is to much or to difficult for you to send me or collect, it would be perfect to know the crashes in the last 5-10 races, for example, or the reasons why the teams that pulled out had to do so. Nevertheless, having engine failures and all this issues too would be amazing.

Thank you again and again, its a pleasure to have so nice attention from promoters.

Kind regards,

Maurici
Beyond Formula Student

---

Hello Maurici,

I am sorry for my late answer but I was not in the office the last few days. I hope I am still in time with my answer. We don’t have all the crash reports available but if you check the results on our website you can see how long a team was in the race. For example in Dubai, if a team was less than 24 hours in the race this means that they did not finish.


For all the other races you can check previous races. This will at least give you an indication of the teams that did not finish for some reason.

I hope this will help you a bit. Good luck with your project!

Can you maybe send it to us when it is finished? We would love to see it!

Kind regards,

Koen Wiesman
Creventic BV

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I. Tarifes dels mitjans de comunicació nacionals

I.1. Televisió

En aquest apartat es mostren les tarifes de preus que les cadenes de televisió cobren a totes aquelles empreses que vulguin emetre un espot publicitàri de vint segons a través d’elles. Els preus s’han aconseguit a través de la pàgina web de l’agència publicitària Oblicua per aquest 2015.

### Figura I.1. Detall de les tarifes matinals de Telecinco

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<th>Miércoles</th>
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**INFORMATIVOS MAÑANA**

- **850 - 100**

**MAÑANA**

- **2.500 - 200**

**MEDIODIA**

- **2.700 - 300**

**MEDIODIA PREMIUM**

- **4.600 - 400**

**NOTICIAS 1**

- **7.000 - 600**

**MAÑANA FS**

- **650 - 150**

**MEDIODIA FS**

- **2.000 - 300**

**MATINAL**

- **850 - 100**

**PARRILLA DE PUBLICIDAD Y TARIFAS - TARIFA SPOT 20’ CANARIAS**

*Península y Baleares*
Figura I.2. Detall de les tarifes de tardes i nits de Telecinco

Figura I.3. Detall de les tarifes matinals de TV3
Figura I.4. Detall de les tarifes de tardes i nits de TV3

Figura I.5. Detall de les tarifes matinals de Cuatro
Figura I.6. Detall de les tarifes de tardes i nits de Cuatro

Figura I.7. Detall de les tarifes matinals d’Antena 3
Figura I.8. Detall de les tarifes de tardes i nits d’Antena 3

Figura I.9. Detall de les tarifes matinals de La Sexta
I.2. Premsa escrita

A continuació es mostren les tarifes pel que fa a la premsa escrita de diaris esportius i generalistes:

**Publicidad en prensa**

<table>
<thead>
<tr>
<th>Publicitats en premsa</th>
<th>Anuncis 1 PÀGINA</th>
<th>Anuncis 1/2 PÀGINA</th>
<th>AUDIENCIA [nº lectores]</th>
<th>Tarifes Publicitat [PDF]</th>
</tr>
</thead>
<tbody>
<tr>
<td>El País</td>
<td>41.100 €</td>
<td>25.370 €</td>
<td>1.812.000</td>
<td></td>
</tr>
<tr>
<td>El Mundo</td>
<td>29.600 €</td>
<td>15.800 €</td>
<td>1.107.000</td>
<td></td>
</tr>
<tr>
<td>La Vanguardia</td>
<td>15.900 €</td>
<td>11.500 €</td>
<td>752.000</td>
<td></td>
</tr>
<tr>
<td>ABC</td>
<td>22.995 €</td>
<td>15.325 €</td>
<td>543.000</td>
<td></td>
</tr>
<tr>
<td>La Razón</td>
<td>15.602 €</td>
<td>9.009 €</td>
<td>293.000</td>
<td></td>
</tr>
</tbody>
</table>

**Publicidad en premsa deportiva**

<table>
<thead>
<tr>
<th>Publicitats en premsa deportiva</th>
<th>Anuncis 1 PÀGINA</th>
<th>Anuncis 1/2 PÀGINA</th>
<th>AUDIENCIA [nº lectores]</th>
<th>Tarifes Publicitat [PDF]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marco</td>
<td>16.070 €</td>
<td>9.750 €</td>
<td>2.779.000</td>
<td></td>
</tr>
<tr>
<td>As</td>
<td>18.150 €</td>
<td>8.705 €</td>
<td>1.346.000</td>
<td></td>
</tr>
<tr>
<td>El Mundo Deportivo</td>
<td>6.330 €</td>
<td>3.800 €</td>
<td>607.000</td>
<td></td>
</tr>
<tr>
<td>Sport</td>
<td>4.930 €</td>
<td>2.958 €</td>
<td>608.000</td>
<td></td>
</tr>
</tbody>
</table>

Figures I.11 i I.12. Detall de les tarifes per anuncis en diaris generalistes i esportius
J. Carta de l’equip B_FS als patrocinadors

En aquest apartat s’adjunta la carta que el Team Manager de l’equip Beyond Formula Student ha creat per enviar a tots els possibles futurs patrocinadors de l’equip.

Figura J.1. Carta del Dr. Emilio Hernández als possibles patrocinadors
SPONSORS ECONOMICAL PROPOSALS

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount (€)</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master</td>
<td>30.000</td>
<td>Each option included + big logo on staff t-shirt</td>
</tr>
<tr>
<td>Platinum</td>
<td>20.000</td>
<td>2,3,4, 6,8,9, 10</td>
</tr>
<tr>
<td>Gold</td>
<td>10.000</td>
<td>2,3,4,5,8,9,10</td>
</tr>
<tr>
<td>Silver</td>
<td>5.000</td>
<td>2,4,5,7</td>
</tr>
<tr>
<td>Bronze</td>
<td>2.000</td>
<td>4,5,7</td>
</tr>
<tr>
<td>Friends for ever (2 years)</td>
<td>1.000</td>
<td>11</td>
</tr>
</tbody>
</table>

1. Advertising tent in Barcelona racetrack
2. Event guided Entrance to the team box
3. Dinner group with organization staff during racetrack events
4. Logo on board during interviews in Barcelona racetrack
5. Up to 2 total sponsor banners at the NISSAN JUKE NISMO
6. Up to 4 total sponsor banners at the NISSAN JUKE NISMO
7. Own logos from [www.beyondformulastudent.eu](http://www.beyondformulastudent.eu) sponsors page linked to your website
8. Own small logos on staff t-shirts
9. Own logos from beyondformulastudent.eu in homepage linked to your website also in sponsors page
10. Two laps in co-driver seat at the Barcelona racetrack
11. Own banners on Friends for ever space at the NISSAN JUKE NISMO

Figura J.2. Propostes econòmiques per als possibles patrocinadors
K. Entrevista amb Laia Sanz

El darrer dia 17 de març de 2015 vaig tenir la oportunitat de entrevistar a la Laia Sanz a Barcelona. Cal explicar que la Laia ha corregut quatre vegades ja les 24h de Montmeló i que en la darrera edició va alçar-se amb un sorprenent triomf en la seva categoria al mateix temps que feia història al ser el primer equip que completava les 24h de Barcelona amb únicament dos pilots.

Tot seguit es mostra un recull de les preguntes més interessants que em va contestar:

- **Quantes vegades has participat a les 24H de Montmeló?**

   3 vegades

- **Havies guanyat alguna edició?**

   Bé, el primer any ens vam proclamar campions de la nostra categoria però el segon va ser tot un fracàs ja que no vam ni acabar. Com ve saps aquest 2014 vam tornar a guanyar en la nostra categoria.

- **Com va sorgir perquè us decidíssiu a competir a les 24H de Montmeló amb només dos pilots?**

   D'alguna manera, va ser culpa del Francesc Gutiérrez, que va ser qui va crear aquest projecte amb l'afany d'aconseguir un resultat mediàticament important. De seguida que m'ho va proposar em va semblar una idea genial, tot i que una mica arriscada.

- **Quantes hores seguides vas estar conduint?**

   El màxim per pilot es de dues hores seguides. En el nostre cas corríem amb relleus de 115 minuts cadascun aproximadament.

- **Quants relleus vau realitzar cadascun?**

   Jo en vaig fer 6 i el Francesc 7.

- **Quin va ser el moment de la carrera en que ho vas passar pitjor?**

   Es curiós però el pitjor moment va ser en el primer relleu ja que vam tenir un problema amb la beguda i entre això i la calor va ser duríssim. Vaig baixar del cotxe deshidratada i em va preocupar molt el fet que pugues ser així tota la carrera. Per sort ho vam solucionar i tot va anar millorant durant el transcurs de la cursa.
- Vau tenir algun problema mecànic important durant la cursa?

Per sort no vam patir cap problema rellevant en cap moment. El cotxe va respondre sempre a un alt nivell i els únics espants que vam tenir van ser dos copets que vam rebre als laterals del cotxe per part d’alguns rivals.

- Tenieu clar des d’un principi que lluitaríeu per guanyar la categoria?

La veritat es que no, la intenció era acabar la carrera cosa que semblava molt difícil ja que és molt complicat acabar una cursa d’aquestes característiques amb tan sols dos pilots.

- Com expliques que poguéssiu proclamar-vos guanyadors de la categoria?

No ho explico, es cert que vam gaudir d’un gran equip de mecànics i d’un cotxe que va demostrar un gran nivell però tot i això no hauria dit mai que guanyariem. Val a dir que el gran esforç i sacrifici que vam viure en aquelles 24 hores va valer la pena. A més a més la dotzena posició de la general va ser un resultat increïble.

- Com es presenta la nova edició de les 24 hores de Barcelona?

Doncs encara no ho se s’està treballant en alguns projectes però encara no hi ha res del cert. A mi m’agradaria tornar-les a còrrer.

*Figura K.1. Imatge d’un servidor al costat de la Laia Sanz després de realitzar-li la entrevista*
L. Normativa de les 24H SERIES

A continuació s’adjunten de manera consecutiva totes les normatives originals de les 24H SERIES:

- Resum de classes i cotxes aptes per a competir.
- Normatives tècniques i legals.
- Normativa suplementaria de les 24H Hankook de Dubai.
- Normativa suplementaria de les 12H Hankook de Mugello.
# Class Overview and Eligible Cars

**Version:** 12 December 2014 (Subject to changes, there might be differences between races. Regulations for each race are valid.)

Applicable for:
- Hankook 24H DUBAI (8-9-10 January 2015)
- Hankook 12H ITALY-MUGELLO (13-14 March 2015)
- Hankook 12H ZANDVOORT (29-30 May 2015)
- Hankook 24H PAUL RICARD (10-11-12 July 2015)
- Hankook 24H BARCELONA (4-5-6 September 2015)
- Hankook 12H EPILOG BRNO (9-10 October 2015)

## Petrol Touring cars, up to 3500cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Petrol Touring Cars: up to 1600cc</td>
</tr>
<tr>
<td>A2</td>
<td>Petrol Touring Cars: 1600 up to 2000cc &amp; Supercharged up to 1650cc</td>
</tr>
<tr>
<td>A3T</td>
<td>Petrol Touring Cars: Supercharged 1650 up to 2000cc</td>
</tr>
<tr>
<td>A4</td>
<td>Petrol Touring Cars: 2000 up to 3000cc</td>
</tr>
<tr>
<td>A5</td>
<td>Petrol Touring Cars: 3000 up to 3500cc</td>
</tr>
<tr>
<td>CUP1</td>
<td>Petrol Touring Cars: BMW M235i Racing Cup: 3000cc Twin Turbo</td>
</tr>
</tbody>
</table>

## Diesel Cars, up to 3000cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>Diesel Touring Cars: up to 2000cc</td>
</tr>
<tr>
<td>D2</td>
<td>Diesel Touring Cars: 2000 up to 3000cc</td>
</tr>
</tbody>
</table>

## GT cars

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>996</td>
<td>Porsche 996 Cup Cars</td>
</tr>
<tr>
<td>997</td>
<td>Porsche 997 Cup Cars* (models 2007..2013 &amp; 991 Cup &amp; Cup S)</td>
</tr>
<tr>
<td>A6-Am</td>
<td>mainly GT Cars (including American GT's)</td>
</tr>
<tr>
<td>A6-Pro</td>
<td>mainly GT Cars (including American GT's)</td>
</tr>
</tbody>
</table>

*If less than 12 (twelve) A6 cars will participate, class A6-Am & A6-Pro will be combined to one Class A6.*

## Special cars (petrol and diesel)

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP2</td>
<td>Special Cars (e.g. GT-, Silhouette and cars which are not accepted in any other class)</td>
</tr>
<tr>
<td>SP3</td>
<td>Special Cars (mainly GT4 cars and cars which are not accepted in any other class)</td>
</tr>
<tr>
<td>SP4</td>
<td>Electrical &amp; Hybrid cars</td>
</tr>
</tbody>
</table>

**Note:** For detailed information per class, see following pages.
24H SERIES powered by Hankook | Class Overview and Eligible Cars

Applicable for:
- Hankook 24H DUBAI (8-9-10 January 2015)
- Hankook 12H ITALY-MUGELLO (13-14 March 2015)
- Hankook 12H ZANDVOORT (29-30 May 2015)
- Hankook 24H PAUL RICARD (10-11-12 July 2015)
- Hankook 24H BARCELONA (4-5-6 September 2015)
- Hankook 12H EPILOG BRNO (9-10 October 2015)

Class overview:

Petrol Touring cars, up to 3500cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 (up to 1.600cc)</td>
<td>up to 1.300 cc</td>
<td>710 kg</td>
<td>80 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.300 - 1.400 cc</td>
<td>760 kg</td>
<td>80 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.400 - 1.600 cc</td>
<td>820 kg</td>
<td>90 L</td>
<td></td>
</tr>
<tr>
<td>A2 (1.600 - 2.000 cc) &amp; Supercharged engines (up to 1.850cc)</td>
<td>1.600 - 1.800 cc</td>
<td>900 kg</td>
<td>100 L</td>
<td>Min ref lap time* 2min21 (Dubai)</td>
</tr>
<tr>
<td></td>
<td>1.800 - 2.000 cc</td>
<td>980 kg</td>
<td>100 L</td>
<td>Min ref lap time* 2min09 (Italy)</td>
</tr>
<tr>
<td></td>
<td>Supercharged engines up to 1.650cc</td>
<td>1000 kg</td>
<td>90 L</td>
<td>Min ref lap time* 1min56 (Zandvoort)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Min ref lap time* Tba (Paul Ricard)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Min ref lap time* 2min07 (Barcelona)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Min ref lap time* 2min06 (Hungary)</td>
</tr>
<tr>
<td>A3T Supercharged engines (1.650 - 2.000 cc)</td>
<td>1.650 – 1.800 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td>e.g. Seat Leon MK1</td>
</tr>
<tr>
<td></td>
<td>1.800 – 2.000 cc</td>
<td>1000 kg</td>
<td>90 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1100 kg</td>
<td>100 L</td>
<td>e.g. Seat Leon MK2, Opel Astra</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>A4 (2.000 - 3.000 cc)</td>
<td>2.000 - 2.500 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 - 3.000 cc</td>
<td>1100 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>A5 (3.000 - 3.500 cc)</td>
<td>3.000 - 3.500 cc</td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>CUP 1 BMW M235i Cup</td>
<td>3.000 cc Twin Turbo</td>
<td>Remarks</td>
<td>Remarks</td>
<td>According to BMW M235i Cup regulations</td>
</tr>
</tbody>
</table>

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

* A2 Touring cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. A3T or A4

Diesel Touring Cars, up to 3000cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1 Up to 2000cc</td>
<td>Up to 2000cc</td>
<td>1.100 kg</td>
<td>100L</td>
<td>Min ref lap time* 2min21 (Dubai)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.200 kg</td>
<td>120L</td>
<td>Min ref lap time* 2min09 (Italy)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Min ref lap time* 1min56 (Zandvoort)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Min ref lap time* Tba (Paul Ricard)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Min ref lap time* 2min07 (Barcelona)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Min ref lap time* 2min06 (Hungary)</td>
</tr>
<tr>
<td>D2 (2.000 – 3.000cc)</td>
<td>2.000 – 2.500 cc</td>
<td>1.100 kg</td>
<td>120L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 – 3.000 cc</td>
<td>1.200 kg</td>
<td>120L</td>
<td></td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>Class</th>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 996</td>
<td>Porsche 996 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>Class 997</td>
<td>Porsche 997 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td>Models 2007 .. 2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.800 cc</td>
<td>1200 kg</td>
<td>100L</td>
<td>Models 2010 .. 2013</td>
</tr>
<tr>
<td></td>
<td>Porsche 997 Cup S</td>
<td>3.600 cc</td>
<td>1200 kg</td>
<td>100L</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.800 cc</td>
<td>1230 kg</td>
<td>100L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Porsche 991 Cup</td>
<td>3.800 cc</td>
<td>1230 kg</td>
<td>100L</td>
<td></td>
</tr>
</tbody>
</table>
**GT cars** (Mainly GT cars, also American GT’s are eligible in this class)

**Class A6-Am & Class A6-Pro** *(revised: 6 November 2014)*

Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Determined by the best qualifying lap. If less than 12 (twelve) A6 cars will participate, for this event, class A6-Am & A6-Pro will be combined to one Class A6.

<table>
<thead>
<tr>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>BOP</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASTON MARTIN DBRS9</td>
<td>5900cc/12cyl.</td>
<td>1240 kg</td>
<td>110 L</td>
<td>2x59,0mm</td>
<td></td>
</tr>
<tr>
<td>ASTON MARTIN VANTAGE GT3</td>
<td>5900cc/12cyl.</td>
<td>1290 kg</td>
<td>115 L</td>
<td>2x34,0mm</td>
<td></td>
</tr>
<tr>
<td>AUDI R8 LMS &amp; Ultra</td>
<td>5200cc/10cyl</td>
<td>1280 kg</td>
<td>110 L</td>
<td>2x44,0mm</td>
<td></td>
</tr>
<tr>
<td>BENTLEY CONTINENTAL GT3</td>
<td>4000cc/8cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>2x38,0mm</td>
<td>Max Boost(barA/rpm)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,00 / 4000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,90 / 4500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,80 / 5000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,70 / 5500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,60 / &gt; 6000</td>
</tr>
<tr>
<td>BMW Z4 GT3</td>
<td>4400cc/8cyl.</td>
<td>1250 kg</td>
<td>105 L</td>
<td>1x70,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CAMARO GT3</td>
<td>7900cc/8cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x72,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CORVETTE Z06R GT3</td>
<td>7000cc/8cyl.</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x59,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CORVETTE C6/Z06 LGMT1</td>
<td>7000cc/8cyl.</td>
<td>1270 kg</td>
<td>95 L</td>
<td>2x31,6mm</td>
<td>Chas #C6R-006#</td>
</tr>
<tr>
<td>DODGE VIPER COUPE SERIES 2</td>
<td>8400cc/10cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>Tba</td>
<td>Chas # VCC-C113#-GT3-002/GT3-020</td>
</tr>
<tr>
<td>DODGE VIPER COMP. COUPE</td>
<td>8300cc/10cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>FERRARI 430 SCUDERIA GT3</td>
<td>4500cc/8cyl.</td>
<td>1230 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI 458 ITALIA GT2</td>
<td>4500cc/8cyl.</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x31,7mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI 458 ITALIA GT3</td>
<td>4500cc/8cyl.</td>
<td>1280 kg</td>
<td>105 L</td>
<td>2x45,0mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI F458GT (VdeV1)</td>
<td>4500cc/8cyl.</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x56,0mm</td>
<td>Chas #2850#</td>
</tr>
<tr>
<td>FORD GT GT3</td>
<td>5000cc/8cyl.</td>
<td>1230 kg</td>
<td>110 L</td>
<td>1x61,5mm</td>
<td></td>
</tr>
</tbody>
</table>
| FORD MUSTANG MARC VDS | 5300cc/8cyl. | 1350 kg | 110 L | N/A | *
| GINETTA G55 GT3 | 4350cc /8cyl. | 1200 kg | 100 L | N/A | OSK GT3-062012 *
| LAMBORGHINI GALLARDO LP560 GT3 | 5200cc/10cyl | 1225 kg | 100 L | 2x47,2mm | |
| LAMBORGHINI GALLARDO LP520 GT3 | 5000cc/10cyl | 1225 kg | 100 L | 2x53,0mm | |
| LOTUS EXIGE GT3 | 1800cc/4cyl. | 808 kg | Tba | Tba | |
| MASERATI GRANTURISMO MC GT3 | 4700cc/8cyl. | 1220 kg | 105 L | 1x65,0mm | |
| McLaren MP4-12C GT3 | 3800cc/8cyl. | 1275 kg | 115 L | 2x36,0mm | Max Boost(barA/rpm) |
| | | | | | 1,82/4000 |
| | | | | | 1,78/5000 |
| | | | | | 1,72/6000 |
| | | | | | 1,65/>7500 |
| | | | | | 1,59/7000 |
| | | | | | 1,53/>7500 |
| McLaren 650S GT3 | 3800cc/8cyl. | Tba | Tba | Tba | Max Boost Tba |
| MERCEDES SLS AMG GT3 | 6200cc/8cyl. | 1350 kg | 105 L | 2x34,8mm | |
| MOSLER MT 900 GT3 | 7000cc/8cyl. | 1200 kg | 100 L | 2x42,7mm | |
| NISSAN GT-R GT3 | 3800cc/6cyl. | 1335 kg | 115 L | 2x40,0mm | Max Pboost 2,05 barA (all rpm) |
| PORSCHE 997 GT3 R | 4000cc/6cyl. | 1225 kg | 100 L | 1x72,0mm | MY2012 or older |
| PORSCHE 997 RSR | 4000cc/6cyl. | 1225 kg | 100 L | 1x60,0mm | MY2013 |
| SRT VIPER GT3-R | 8400cc/10cyl | Tba | Tba | Tba | New |

*Your (GT) 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 (Petrol and Diesel)

Group Special cars (cars which do not fit or are not accepted in any other class)
based on minimum reference lap time (guide-line is approx. 3,0kg/hp or more)

The performance level, regulated by minimum lap time, is approximately comparable with the Porsche 997 Cup car and basically not as fast as class A6.

This SP2-GT3A class is meant for the following range of cars:
- Cars which fits from performance point of view, to the minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

(e.g. Holden V8, Toyota Lexus, Chevrolet Corvette, BMW 140 GTR, BMW E46 V10, BMW M3 E92, Aston Martin Vantage N24, Aston Martin Vantage V12, Lotus, Nissan Z33, Audi TT RS, Audi RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1, Ferrari F458 Challenge, Ginetta G55, P4/5 Competizione)

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Dubai: 2min05</td>
<td>80 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Italy: 1min55</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Zandvoort: 1min45</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Barcelona: 1min54</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Paul Ricard: Tba</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Hungary: 1min52</td>
<td></td>
</tr>
<tr>
<td>SP2*</td>
<td>N/A</td>
<td>24H Dubai: 2min06</td>
<td>90 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Italy: 1min56</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Zandvoort: 1min46</td>
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</tr>
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<td></td>
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<td>24H Barcelona: 1min55</td>
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<td></td>
<td>24H Paul Ricard: Tba</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Hungary: 1min53</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Dubai: 2min07</td>
<td>100 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Italy: 1min57</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Zandvoort: 1min47</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Paul Ricard: Tba</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Barcelona: 1min56</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Hungary: 1min54</td>
<td></td>
</tr>
</tbody>
</table>

*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 (Petrol or Diesel)

Group Special cars, a class generally meant for GT4 cars, based on minimum reference lap time. The performance level, regulated by minimum lap time (guide-line is approx. 3.5kg/hp or more)

This is approximately comparable with GT4 cars.

This SP3 class is meant for the following range of cars:
- Cars which fits from performance point of view, to the minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

*Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2*

(e.g. Aston Martin V8 Vantage N24/GT4, BMW Z4M Coupe, BMW M3 GT4, Nissan 350Z, Nissan 370Z, Maserati GT MC GT4, Chevrolet Camaro, Lotus Evora, Lotus Exige GT4, Porsche Cayman, Donkervoort D8 GT, Corvette C6 GT4, Ginetta G50 Cup/GT4, Lotus 2/Eleven, Peugeot 207 Spider, Saker sports car, Solution F Silhouette, Gomez Competition GC10.2 Silhouette)

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
<td>Minimum Weight 1000 kg</td>
</tr>
<tr>
<td>SP3*</td>
<td>N/A</td>
<td>24H Dubai: 2min10 12H Italy: 1min59 12HZandvoort: 1min49 24H Paul Ricard: Tba 24HBarcelona: 1min58 12HHungary: 1min56</td>
<td>70 L 80 L 90 L 100 L 110 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Dubai: 2min11 12H Italy: 2min00 12HZandvoort: 1min50 24H Paul Ricard: Tba 24HBarcelona:1min59 12HHungary: 1min57</td>
<td>80 L 90 L 100 L 110 L 120 L</td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>Class</th>
<th>Minimum reference lap time</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP4</td>
<td>Electrical &amp; Hybrid cars</td>
<td></td>
</tr>
<tr>
<td></td>
<td>24H Dubai: 2min05 12H Italy: 1min55 12HZandvoort: 1min45 24H Paul Ricard: Tba 24HBarcelona: 1min54 12HHungary: 1min52</td>
<td></td>
</tr>
</tbody>
</table>

Silhouette Cars, will be assigned to most suitable class

<table>
<thead>
<tr>
<th>Class</th>
<th>Silhouette car</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Solution F (3.500cc)</td>
<td>Solution F Silhouettes will assigned to class SP3</td>
</tr>
<tr>
<td>Gomez Competition GC10.1 (3.500cc/V8)</td>
<td>GC10.1 will be assigned to class Tba</td>
<td></td>
</tr>
<tr>
<td>Gomez Competition GC10.2 (3.500cc/V6)</td>
<td>GC10.2 will be assigned to class SP3</td>
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</tr>
<tr>
<td>Renault Megane Trophy (3.500cc/V6)</td>
<td>Renault Megane Trophy will be assigned to class SP2</td>
<td></td>
</tr>
<tr>
<td>Brokernet Silversting (3.600cc/V6)</td>
<td>Brokernet Silversting will be assigned to class SP2</td>
<td></td>
</tr>
<tr>
<td>Brokernet Goldsting (3.600cc/V6)</td>
<td>Brokernet Goldsting will be assigned to class SP2</td>
<td></td>
</tr>
</tbody>
</table>

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 or homologated).
The Max Refuel amount mentioned in the tables above for all classes (unless explicit specified otherwise) is the maximum refuelling amount (Litres) per refuelling session.

At all 24H SERIES races, this will be automatically measured, at the fuel station.

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

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 still allowed to have a fuel tank with a capacity of 120 L.
At the start of the race, it is allowed to start with 120 L fuel.
At each following pit stop it is allowed to refuel maximum 90 L.
So in case you make a pit stop after your tank is only half empty, it is allowed to refuel again maximum 90 L. This means you can have a completely filled tank again.
Sporting & Technical Regulations
24H SERIES powered by Hankook
2015

REVISED VERSION 13 December 2014

Approved under Permit No.: 0314.14.314
## Contents

**Chapter I – Sporting Regulations**

<table>
<thead>
<tr>
<th>Article</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. General</td>
<td>4</td>
</tr>
<tr>
<td>2. Events</td>
<td>4</td>
</tr>
<tr>
<td>3. Status of Event</td>
<td>4</td>
</tr>
<tr>
<td>4. Promoter</td>
<td>4</td>
</tr>
<tr>
<td>5. Conditions</td>
<td>5</td>
</tr>
<tr>
<td>6. Organisation and officials</td>
<td>5</td>
</tr>
<tr>
<td>7. Calendar and Timetable</td>
<td>6</td>
</tr>
<tr>
<td>8. Entries /Participants</td>
<td>6</td>
</tr>
<tr>
<td>9. Entries / Entry Confirmation</td>
<td>7</td>
</tr>
<tr>
<td>10. Entry Fees, Additional Costs and Fees</td>
<td>8</td>
</tr>
<tr>
<td>11. Entry list</td>
<td>8</td>
</tr>
<tr>
<td>12. Entry Closing Date</td>
<td>8</td>
</tr>
<tr>
<td>13. Marketing, TV, Compulsory Advertising and Merchandising</td>
<td>9</td>
</tr>
<tr>
<td>14. Administrative Checks</td>
<td>9</td>
</tr>
<tr>
<td>15. Scrutineering</td>
<td>10</td>
</tr>
<tr>
<td>16. Weighing and Weights</td>
<td>11</td>
</tr>
<tr>
<td>17. Cars’ Distinguishing Marks and Personal Passes</td>
<td>11</td>
</tr>
<tr>
<td>18. Eligible Cars and Division into Classes</td>
<td>12</td>
</tr>
<tr>
<td>19. Drivers’ Equipment</td>
<td>16</td>
</tr>
<tr>
<td>20. Paddock Organisation</td>
<td>16</td>
</tr>
<tr>
<td>21. Pits, Refuelling, Pit Stops, Race Services</td>
<td>18</td>
</tr>
<tr>
<td>22. Tyres</td>
<td>21</td>
</tr>
<tr>
<td>23. Publications and Communications</td>
<td>22</td>
</tr>
<tr>
<td>24. Two-Way Radio Communication</td>
<td>22</td>
</tr>
<tr>
<td>25. Responsibility and Liability Renunciation of Participants</td>
<td>23</td>
</tr>
<tr>
<td>26. Flights</td>
<td>23</td>
</tr>
<tr>
<td>27. Accommodation</td>
<td>23</td>
</tr>
<tr>
<td>28. Interpretation of the Regulations</td>
<td>24</td>
</tr>
<tr>
<td>29. General Code of Driving Conduct</td>
<td>25</td>
</tr>
<tr>
<td>30. Flag Signals</td>
<td>26</td>
</tr>
<tr>
<td>31. Neutralizing of the race by means of a Safety code-60 Procedure (purple code-60 flag)</td>
<td>26</td>
</tr>
<tr>
<td>32. Practice, Driving Time, Change of Drivers, Qualification</td>
<td>27</td>
</tr>
<tr>
<td>33. Drivers’ Briefing</td>
<td>28</td>
</tr>
<tr>
<td>34. Starting Grid</td>
<td>28</td>
</tr>
<tr>
<td>35. Start</td>
<td>28</td>
</tr>
<tr>
<td>36. Leaving the Track, Repairs and Outside Assistance</td>
<td>30</td>
</tr>
<tr>
<td>37. Stopping the race or practice (Red Flag)</td>
<td>31</td>
</tr>
<tr>
<td>38. Finish of the Race</td>
<td>31</td>
</tr>
<tr>
<td>39. Parc Fermé and Final Scrutineering</td>
<td>31</td>
</tr>
<tr>
<td>40. Classification, podium and championship</td>
<td>32</td>
</tr>
<tr>
<td>41. Classification Penalties</td>
<td>36</td>
</tr>
<tr>
<td>42. Time Penalties – Procedure</td>
<td>37</td>
</tr>
<tr>
<td>43. Protests</td>
<td>38</td>
</tr>
</tbody>
</table>
# Contents Continued

## Chapter II – Technical Prescriptions for all cars

<table>
<thead>
<tr>
<th>Article</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. General Prescriptions for all Cars</td>
<td>39</td>
</tr>
<tr>
<td>2. Noise Limitation</td>
<td>39</td>
</tr>
<tr>
<td>3. Special Technical Regulations and Safety regulations for all Cars</td>
<td>40</td>
</tr>
<tr>
<td>4. Cars’ Identification Marks (Start numbers, Transponder, Back panels, RPD-Display and GPS)</td>
<td>42</td>
</tr>
<tr>
<td>5. Ballast, Maximum Permitted Weight</td>
<td>44</td>
</tr>
</tbody>
</table>

## Chapter III – Technical Regulations for each division

### Division 1 – Group DIESEL

- Touring Cars of FIA Group A and Group N
- Group “24h-Special” Touring & GT-cars
  - Art. 2.1 Touring Cars of FIA Group A/N/DA | 47   |
  - Art. 2.2.1 Class 996                     | 47   |
  - Art. 2.2.2 Class 997                     | 48   |
  - Art. 2.2.3 Class A6-Pro & A6-Am         | 50   |
- Group “Silhouette” cars                                               | 53   |
- Group “Exceptional” cars                                              | 53   |
- Group “Electrical & Hybrid” cars                                      | 53   |

### Division 2 – Touring Cars of FIA-Group A, group N,

- Art. 2.1 Touring Cars of FIA Group A/N/DA
- Art. 2.2.1 Class 996
- Art. 2.2.2 Class 997
- Art. 2.2.3 Class A6-Pro & A6-Am

### Appendix 1 – Technical Regulations Group 24h-Special

1. Eligible Vehicles                                                   | 54   |
2. General                                                            | 55   |
3. Minimum Weights and Additional Weights or Ballast                  | 55   |
4. Engine                                                            | 56   |
5. Exhaust System/Noise Limitation                                    | 57   |
6. Transmission                                                      | 57   |
7. Wheels and Tyres                                                   | 58   |
8. Ground Clearance                                                   | 58   |
9. Braking System                                                     | 58   |
10. Steering                                                          | 58   |
11. Suspension                                                        | 59   |
12. Cockpit                                                           | 59   |
13. Electrical System                                                 | 60   |
14. Fuel Tanks                                                        | 61   |
15. Bodywork                                                          | 63   |
16. Glass Surfaces and Material                                       | 64   |
17. Safety regulations                                                | 64   |
18. Handicap Regulations                                              | 65   |

### Appendix 2 – Technical Regulations Group Silhouette cars, SP1-Silhouette

### Appendix 3 – Technical Regulations Group Exceptional cars, SP2

### Appendix 4 – Technical Regulations Group Exceptional cars, SP3

### Appendix 5 – Technical Regulations Group Electrical & Hybrid cars, SP4-E

### Appendix 6 – MAY THE BEST TEAM WIN: BOP-implementation class A6-Pro & A6-Am

### Appendix 7 – To the Technical Regulations Eligible Cars and Class Overview

84
Chapter I
Sporting Regulations

1. Introduction

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

24HSERIES is a series for basically 12hour and 24hour endurance races and offers a platform for amateur drivers and teams to do their hobby (racing for fun), with a wide variety of cars brands and models and based on simple but safe technical regulations.

Although this 24HSERIES is basically for amateur drivers, also semi- and even some professional drivers are welcome. However the pros have to adapt to 24HSERIES format and have to respect the amateur drivers on the track.

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

Teams and drivers can participate with a wide variety of cars, like Touring cars, silhouette cars and GT-cars.

The 24HSERIES is not open for formula cars.

Drivers can participate with minimum an International D-licence. (And pending on approval of assignment of the FIA in for the 24HSERIES 2015, some of the events can be entered with a National (EU) licence. Where this is applicable, this will be described in the supplementary regulations for each event.)

The basis of 24HSERIES is to organise events on FIA approved circuits, in cooperation with DNRT foundation. These regulations are applicable for those events.

The 24HSERIES is registered as a FIA International Series Level 4 “Bronze” status series.

2. General

This document describes the Sporting & Technical Regulations for the above mentioned 24HSERIES endurance events.

Additionally Supplementary Regulations will be published for each event.

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

3. Status of the Event

The 24HSERIES is registered as a FIA International Series Level 4 “Bronze” status series.

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 and Helen Roukens
Phone: +31 (0)485-471166
E-Mail: info@creventic.com
Internet: www.24Hseries.com

4.3 Organisers
Creventic in cooperation with DNRT
Creventic
PO Box 40
6590 AA Gennep
The Netherlands

DNRT
Joop den Uyllaan 107
3119 VJ Schiedam
The Netherlands

4
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. The local Organiser must be an ASN approved Organiser which holds the necessary permit for the competition. For details of the local organiser see the Supplementary Regulations of the said event.

Insurance

The organiser of the event has concluded a third party insurance, for all competitors, their personnel and drivers. Drivers taking part in the Event are not third parties with respect to one another.

5. Conditions

5.1 General Conditions

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

5.2 Specific Conditions

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

- FIA International Sporting Code (ISC) and its appendices
- 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 and officials

6.1 Organising Committee

- Helen Roukens
- Gernie Willems
- Huub Vermeulen
- Ria Waterreus

If required, (e.g. for races abroad) to be amended and/or completed with local organiser according art.4.3 See Supplementary Regulations of each event.

6.2 Officials

The following permanent officials, who may have assistance, will be appointed.

- Race director: Martin van de Pavert (lic. 22314)
- Secretary of the meeting: Ria Waterreus (lic. 4000)
- Chief Scrutineer: Armin Kolmsee (lic. 1046249)

With respect to these Sporting & Regulations the race director has overriding authorities upon the Clerk of the Course. For this purpose where Clerk of the Course is written, it should be read as Clerk of the Course/Race Director. Other officials: See Supplementary Regulations of each event.
7. Calendar and Timetable
Provisional calendar 24HSERIES 2015*

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Event Details</th>
</tr>
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<tbody>
<tr>
<td>9-10 January 2015</td>
<td>Hankook 24H DUBAI</td>
</tr>
<tr>
<td></td>
<td>Dubai Autodrome (UAE)</td>
</tr>
<tr>
<td>13-14 March 2015</td>
<td>Hankook 12H ITALY-MUGELLO</td>
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<tr>
<td></td>
<td>Autodromo Internazionale del Mugello (Italy)</td>
</tr>
<tr>
<td>29-30 May 2015</td>
<td>Hankook 12H ZANDVOORT</td>
</tr>
<tr>
<td></td>
<td>Circuit Park Zandvoort (Netherlands)</td>
</tr>
<tr>
<td>10-11-12 July 2015</td>
<td>Hankook 24H CIRCUIT PAUL RICARD</td>
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<td>Circuit Paul Ricard (France)</td>
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<td>4-5-6 September 2015</td>
<td>Hankook 24H BARCELONA</td>
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<td>Circuit de Barcelona-Catalunya (Spain)</td>
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<td>9-10 October 2015</td>
<td>Hankook 12H EPILOG BRNO</td>
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<td>Brno Circuit (Czech Republic)</td>
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* Subject to amendment

Timetable:
See Supplementary Regulations of each event.

8. Entries / Participants

8.1 Competitors/Entrants

Competitors/Entrants
Any person or legal entity holding an International competitor/entrant or driver’s licence.
Foreign competitors must submit the authorization of their ASN (see Art. 3.9 ISC 2014).

According to International Sporting Code (art. 9.1.2 of ISC 2014) if a team does not have a team entrant-competitor licence, the entrant-competitor will become (automatically) the first driver in the entry form (entry list).

Participants/competitors
In every entry form, the Competitor must appoint a Team Manager who, in his/her absence, shall assume all of his/her rights and obligations.
The Competitor or the Team Manager must be available throughout the event.
Amongst others, the Competitor or Team Manager will be attributed the following tasks:
- To carry out the steps for Administrative Checks and scrutineering.
- To sign the acknowledgement of communications and sanctions.
- To attend the Briefing.

8.2 Drivers Eligibility

Drivers Eligibility
The minimum age for a driver is 16 year.
The events will be open for any driver (minimum age 18 years) holding a current and valid International licence (minimum grade D).
The events will be open for any driver (minimum age 16 years) holding a current and valid International licence (minimum grade C).

All competitors must submit the authorization of their ASN (according Art. 3.9 ISC 2014).

And pending on approval of assignment of the FIA in for the 24HSERIES 2015, some of the events can be entered with a National (EU) licence. Where this is applicable, this will be described in the supplementary regulations of the specific 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 licence and ASN authorisation are drawn up in a language, which makes verification impossible, the competitor/driver must submit an authenticated copy in English or in German language.
9. Entries / Entry Confirmation
9.1 Entries
9.1.1 The opening date and closing dates for both full-season as well as race by race entries will be published in the Supplementary Regulations of the specific event.

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

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

9.1.3 Competitors are themselves responsible to 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 race car, 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.

9.1.10 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.

9.1.11 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 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 event. There will be an attractive reduction for season entries. See website (www.24HSeries.com) for (season) entry forms.

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 TEAM NAME” in the payment details.

10.3.2
Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees including all additional costs and fees have not been paid completely are regarded null and void and will be returned to the sender – see also Article 9.1.2.

10.3.3
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.

10.4 Entry Fee – Reimbursement
The entry fees will only be refunded in the following cases:
- Refusal of the entry,
- Withdrawal of the entry with foundation before the entry closing date – reimbursement of the total entry fees paid.
If the entry is withdrawn after the entry closing date, there is no claim to the refund of the entry fee.

11. Provisional Entry List
All (accepted) 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, Merchandising rights and all other Intellectual Property rights regarding 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 XXXXXXX, up to 20 cm high
- Upper rear window XXXXX, up to 20 cm high
- Front and rear regisration plate area XXXXX, 40x10 cm large
- Front left and right mudguards XXXXX, 40 x 15 cm large
- Rear left and right mudguards XXXXX, 40 x 10cm large
- Any other advertising, published separately. (e.g. tyre brand on all four corners of the car, sticker-on dashboard, etc.)

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 current and valid licences
- Competitor/Entrants and all drivers much have their passport available for verification.*
- ASN approval for foreign competitors and drivers, if applicable
- Eventual signature/s by crewmembers.

14.3 Drivers' equipment, clothing, helmets and Frontal Head Restraint (HANS) system
- This might be checked by the promoter as an additional service. It is explicitly expressed that this service does not affect the responsibility of the entrant and drivers of having and wearing the obligatory drivers equipment's as per regulations.

14.4 At the WELCOME Centre / Race Administration, 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 Transponder, Illuminated start numbers, Spaa05 RPD-Display, GPS Tracking system and data logger

- Each car must be equipped with the correct timekeeping transponder. See chapter II
- The start number on the right and left doors must be illuminated with illuminated back panels. See chapter II
- Each car must be equipped with SPAA05 Race Position Display. See chapter II
- All cars in class A6 (A6-Pro & A6-Am) must be equipped with a data-logger. See Art. 2.2.3 Class A6-Pro & A6-Am in Chapter III. Unless otherwise stated in the Supplementary Regulations.
- The promoter might provide (free of charge) a GPS tracking system for each car. See chapter II

15.4 The following has to be presented at scrutineering:

- Car with empty* fuel tank (less than 2 litres). Not complying this rule, will be reported to the Clerk of the Course who will impose a penalty at his discretion.
- The roll cage certificate (if applicable).
- The FIA-safety tank certificate (if applicable).
- Car registration papers (e.g. DMSB car pass, or other respectively a corresponding foreign certificate) (if applicable).
- Homologation papers (if applicable).

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

15.5 The race car entered by the competitor must comply with the following requirements:

- Compliance with the Sporting Regulations applicable for the car (2015 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 weighted 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: 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. Additional or alternatively a penalty might be given at discretion of the Clerk of the Course.

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 windscrenn. 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: (unless otherwise described in the Supplementary Regulations)
- 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)
  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 of Appendix 1
- Group “24h-Special” Touring & GT-cars
  In compliance with the Appendix 1 of the present Regulations
- Group “Silhouette” cars (diesel engines and petrol engines)
  In compliance with the Appendix 2 of the present Regulations
- Group “Exceptional cars SP2” (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” (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
  In compliance with Appendix 1 of the present Regulations or in compliance with the specific cup regulations.
18.2 Division into Classes
18.2.1.1
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 or in SP3)

* “Minimum reference lap time” introduction for class D1
Diesel cars which are faster than the prescribed minimum reference lap time (to the judgement of the organisers) will be assigned to the most suitable class, e.g. A2, D2 or A3T. The “Minimum reference lap time” rule will be explained below: In such a case the Clerk of the Course can decide to adjust the BOP of the specific car.
The reason to add this rule is: In interest of the sportive character (for the faster D1 cars, as well as for the less fast D1 cars) it has been decided to assign the faster D1 cars to another suitable class. By doing this both categories will again have their competition in their final class.

Please note:
The “minimum reference lap time rule” is added to increase competition and explicit not to slow down the cars in this class. Therefore it is the right of the organiser (in order of the sportive character of the event), to adjust the “minimum reference lap time” to a more appropriate level, if the performance of the cars in this class require this.
If there are important reasons to do so, this can be even done during the event, e.g. after qualifying.

“Minimum reference lap time” rule for class D1
Because it has been experienced that there can be exceptional differences in performance (lap time) in class D1: In interest of the sportive character (for the faster D1 cars, as well as for the less fast D1 cars) it has been decided to assign the faster D1 cars to another, most suitable, class (e.g. class D2 or A3T). By doing this both categories will again have their competition in their final class.
This so called “minimum reference lap time” has been chosen after critical analysis of the results of previous races. Looking at the results of previous races, it will be noticed that with the currently set “minimum reference lap time” that all cars (or at least the majority) who will stay in class D1 will not be slowed down by this rule. This “minimum lap time” will be different for each circuit and will be specified in Appendix 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 PRACTICE/ QUALIFYING/ NIGHT PRACTICE
In case a car will be faster than the so called “minimum reference lap time” the penalty will be decided by the 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: Time penalty of 30 seconds
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
(note: for class A2, the minimum reference lap time rule is applicable, see art. 18.2.1.2)

Class CUP1: is a cup class for BMW M235i Racing Cup
Class 996: is a cup class for Porsche Cup 996
Class 997: is a cup class for Porsche Cup 997 & Cup 991 & Cup S
Class A6-Am: is a class for GT-cars regulated by weight, tank capacity and other Balance of Performance parameters (e.g. GT cars).
Class A6-Pro: is a class for GT-cars regulated by weight, tank capacity and other Balance of Performance parameters (e.g. GT cars).

Group “Silhouette” cars*:
“Silhouette” cars like Solution F-, Renault Megane Silhouette or Brokernet will be assigned to the most suitable class

Class SP2**: 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***: 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 “Exceptional cars” in compliance with Appendix 3 of the present regulations
***Cars of division 2, Group SP3 “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

18.2.1.2
“Minimum reference lap time” introduction for class A2
Cars in this class which are faster than the prescribed minimum reference lap time (to the judgement of the organisers) will be assigned to the most suitable class, e.g. D1, A3T or A4. The “Minimum reference lap time” rule will be explained below. In such a case the Clerk of the Course can decide to adjust the BOP of the specific car.

The reason to add this rule is: In interest of the sportive character (for the “too fast A2 cars”, as well as for the “average fast A2 cars”) it has been decided to assign the “too fast A2 cars” to another suitable class. By doing this both categories will again have their competition in their final class.

Please note:
The “minimum reference lap time rule” is added to increase competition and explicit not to slow down the cars in this class. Therefore it is the right of the organiser (in order of the sportive character of the event), to adjust the “minimum reference lap time” to a more appropriate level, if the performance of the cars in this class require this.
If there are important reasons to do so, this can be even done during the event, e.g. after qualifying.
“Minimum reference lap time” rule for class A2
Because it has been experienced that there can be exceptional differences in performance (lap time) in class A2:
In interest of the sportive character (for the faster A2 cars, as well as for the average fast A2 cars) it has been decided
to assign the faster A2 cars to another, most suitable, class (e.g. class A3T or A4). By doing this both categories will
again have their competition in their final class.
This so called “minimum reference lap time” has been chosen after critical analysis of the results of from previous
races. Looking at the results of previous races, it will be noticed that with the currently set “minimum reference lap time”
that all cars (or at least the majority) who will stay in class A2 will not be slowed down by this rule.
This “minimum lap time” will be different for each circuit and will be specified in Appendix 7: Eligible Cars and Class
Overview and/or Supplementary Regulations of the specific race.

“Minimum reference Lap time” and Penalties for class A2
As mentioned before, the lap times will be measured by the official timekeeping.
In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:

FREE PRACTICE/ QUALIFYING/ NIGHT PRACTICE
In case a car will be faster than the so called “minimum reference lap time” the penalty will be decided by the 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: Time penalty of 30 seconds

FOR ALL CLASSES
18.2.2
Should the number of cars entered in one of the classes of Divisions 1 – 2 be below 5 at the entry closing date, the
class concerned might be amalgamated to the next higher one of the same division or most suitable class.
The highest class will also exist if there should be less than 5 cars participating.
The organiser, may, for special reasons, decide to maintain a class with less than 5 cars.
For the minimum number of cars in class A6 there is a different rule, see art. 2.2.3 (Class A6-Pro & A6-Am) of chapter
III of these regulations.

18.2.3
The final division into classes will be published with the entry confirmation.

18.2.4
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 current ISC Appendix L.

Note to art.1.4 (Appendix L Chapter III) Drivers’ Equipment / Maximum weight and communication systems:
This article is interpreted as: it is not allowed to mount radio speakers (earplug-type transducers are allowed) into any helmet which is not is originally equipped with a radio-speaker by the helmet manufacturer. So a FIA-approved helmet with radio speakers mounted by the manufacturers on the FIA-list is allowed.

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

19.2
Frontal Head Restraint (HANS) system is compulsory.
Please ensure that all components including the helmet comply with the regulations and FIA technical lists No: 25, 29, 33, 36, and 41.

20. Paddock Organisation
20.1
The allocation of spaces by the 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, some spaces is available for each crew. See supplementary regulations.
This is included in the entry fee.

20.3
If space permits, the teams may rent additional paddock space (e.g. for an extra vehicle, tents, mobile homes or caravans). The fees for the additional space 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.

20.5
The special requests must in all cases be submitted together with the entry application form.
Otherwise, no space will be reserved.

20.6
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.

20.7
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.

20.8
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.

20.9
Illegally parked vehicles will be towed away at the owner’s costs.

20.10
Walking speed is compulsory in the entire paddock area.
20.11
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.

20.12
Any storage of material, vehicles (including motorbikes and quads), bicycles etc. in the area of rescue escape routes are prohibited.

20.13
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.

20.14
With the signature on the entry form, all the competitors and drivers accept these provisions.

20.15
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 standard pit stop: A standard pit stop is defined as:
- driver change
- tyre change
- tyre pressure check and adjustment
- windshield cleaning
- readout/collection data logger

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 during the entire pit stop.
c. No work on the car is allowed, except as is described for a standard pit stop above. For any other maintenance, e.g. oil level check, adding engine oil, changing brake pads, etc. the engine must be stopped.

(i) 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 the official practices, qualification and the race it is compulsory to use the fuel provided by the promoter. There will be a central fuel station with standard commercial fuel pumps with minimum:
• 4x Petrol pumps (Octane 98)
• 1x Diesel pump
The location of the fuel pumps will be mentioned in the Supplementary Regulations
So teams do NOT need to (and should not) bring their own refuelling rigs.

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

Important recommendation:
Please make sure your fuel-inlet (inlet, design, hoses) is capable of refuelling with 50 litres per minute easily. Same as is applicable for a commercial fuel-pump, for safety reasons, the fuel automatically stops as soon it there is any obstruction and/or fuel flows against inlet-pipe or hose.
To avoid any delay in refuelling it strongly recommended the have a very smooth fuel-inlet design. E.g. no angles greater than 20 degrees.

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

21.3.1
The following general refuelling rules apply:
• A team member must refuel the car.
• In the refuelling area, any vehicle that wishes to refuel must be attended, in addition to the driver himself, by minimum one and maximum two responsible representatives of the team. This team member may instruct the driver and must push the car away in case the engine will not start and/or may carry an eventually Vent-bottle.
• THESE TEAM MEMBER(S) MUST WEAR FLAMEPROOF CLOTHING (SUITE, BALACLAVA, GLOVES AND CLOSED FOOTWEAR)
• Refuelling will take place under the procedure, first car first refuelled. A team or team member cannot make a reservation or hold any fuel pump occupied.
• It is compulsory to cover the upper part of the rear tyre located below the filler neck with a wet towel or a tyre cover.
• It is only allowed to refuel the maximum amount indicated in Appendix 7 of these Regulations for specific class at every refuelling procedure. It will be the responsibility of the team to control that the amount refuelled is not more than allowed. For this purpose the team member must check the amount of refuelling on the digital-display of the fuel-installation.
• Any infringement will be penalised.
21.3.2
The frequency of refuelling is free, and it is authorised as long as there is activity on the track, apart from what is specified in the event timetable as "authorised refuelling".

- In the refuelling area the speed limit is 20 km/h.
- The driver must remain inside the vehicle and must have his seat belts FASTENED.
- The windows and doors on both sides (left and right) need to be closed.
- It is strictly forbidden to change the driver.
- Except turbo* powered cars (with Turbo sticker), the engines of all cars must be stopped.
- All cars (also with turbo engines) should preferable switch the lights off.
- No service or repairing is allowed. (Even NO windshield cleaning).

*Turbo cars with a "Turbo sticker" need to have one crew member with an operational fire extinguisher (also wearing flameproof clothing).

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

Re-fuelling in front of the team’s own pit box or in the team’s pit box is strictly forbidden. Please pay attention: To empty the fuel tank of the car the car has to be moved to the refuelling area. Only at the refuelling area it is allowed to empty the fuel tank and dispose the fuel into (team owns) 20 litre steal jerry cans. Only before or during the first free practise sessions this fuel can be refuelled into the car again.

21.3.3
After refuelling: (Seat belt, and/or in case of arm restraint, still fastened)
If the vehicle does not start after refuelling, the two responsible representative(s) of the team must push the vehicle to the emergency exit of the refuelling area using the shortest route possible. Once they have left the refuelling area, they may be helped by the mechanics of the team, wearing a tabard, to reach their pit garage.

21.3.4
Any modification of the prescribed fuel is prohibited. No substances may for example be added, removed or changed in their concentration. Any mixture with other fuel is prohibited. Unless approved by the 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 race cars may lead to a penalty up to 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
For the 24HSERIES powered by Hankook, Hankook, as title sponsor, will be the exclusive and single tyre supplier for all events. (Unless otherwise described in the Supplementary Regulations of the specific event.)

All participating teams are obligated to run the entire event (free practices, qualifying and race) on Hankook tyres. Only Hankook tyres may be used which are delivered by Hankook in one of the 24HSERIES events (those tyres can be recognized by a special decal/marking.)

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

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

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

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

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

Hankook Tire will supply the tyres through their Service provider:

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

22.1
Any mechanical or chemical modification or heat-treatment, such as cutting, applying solvents or other products on either wet-weather or dry-weather tyres is absolutely forbidden.

22.2
It is forbidden to use and/or the mere presence of tyre-warmers or any other method to artificially increase the tyre temperature throughout the event.

22.3
The 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 a penalty up 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. Two-Way Radio Communication – Race control and Participants
24.2 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 KNAT
- Creventic B.V., DNRT foundation 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 race car, they must ensure that the waiver, which is printed on the entry form, is signed by the car owner.
- If the above-mentioned declaration was not signed by the car owner, the entrant and driver discharge all persons and posts mentioned in Art. 25 “Liability Renunciation” from any claim by the car owner, with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared;

With regard to claims against the other participants (competitors, drivers), their assistants, the owners and proprietors of the other cars, the owner competitor, the owner driver(s), (any other agreement among proprietor, competitor, drivers have priority) and own assistants, this release refers to damages arising in connection with the event (un-timed, timed practice, warm-up, race). With regard to claims against other persons or posts, this release refers to damages arising in connection with the event as a whole. Tacit liability renunciations are not affected by the above liability renunciation provision.

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

26. Flights
See www.24HSeries.com

27. Accommodation
See www.24HSeries.com
28. Interpretation of the Regulations

28.1 Only the Race Director 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 Race Director after consultation with the Stewards of the Meeting.

28.3 No claims can be raised from any decision taken by the Race director, 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 Race Director, 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 and/or practise sessions 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 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.
Any failure to respect these conditions/ prescriptions will result in a penalty up to exclusion at discretion of the Clerk of the Course.

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: 20 km/h.
The penalty for speeding, see article 42 Time Penalties Procedure

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

31.1 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 used 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 Race Director, may allow drivers to start which have not achieved the qualification minima as a result of special circumstances.

The Race Director, will take the final decision about the admission.
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. (Pole position will be described in the Supplementary Regulations of the specific event) The starting grid will have two cars in each row, side by side.

The night practice is not counting for qualification.

34.2
The pit lane will be closed 30 minutes before the start of the race. (Unless otherwise stated in the Supplementary Regulations) Any car failing to appear in the starting grid and having taken up its grid position when the pit lane is closed, will have to start the race from the pit lane after the last vehicle has past the exit of the pit lane and a green light is given. Free grid positions in the start group will not be occupied.

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 The course car may not be overtaken before the signal to start is given. Any failure to respect these conditions/ prescriptions will result in a penalty at discretion of the Clerk of the Course.

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 Course 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 Course car. The first lap behind the Car it is allowed to warm up the tyres. The second lap behind the Course Car is meant to format a smooth 2x2 formation. During this second lap behind the Course 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 Course Car to withdraw. When the Course Car has pulled away the Pole Position car will be responsible for maintaining the speed towards the start/finish line (approx. 60 km/h). The signal for the start of the race can be given from this moment on. The leading cars will remain their speed (of approx. 60 km/h) until the RED start-light is switched OFF. No vehicle may overtake another vehicle until having first crossed the start/finish line, this after the RED light has been switched off. When the RED start-light is OFF, and you have crossed the start/finish line you may overtake.

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 Course Car will enter the track and at the end of the pit lane and collect the leading car (s) they will then follow the Course 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 (except turbo charged engines) must be stopped during a pit stop (see also 21.2.2).

36.8
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 Race Director 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 penalty at discretion of the Clerk of the Course.
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 penalty at discretion of the Clerk of the Course.
38.4 The pit lane will be closed once the chequered flag is displayed.
38.5 While the chequered flag is shown at the finish line, it's NOT allowed to finish the race in the pit lane. Teams who finish in the pit lane will receive a time penalty.

39. Parc Fermé and Final Scrutineering
Parc Fermé at the end of the race will be on the main straight, under the Parc Fermé regulations.
Parc Fermé after the qualifying practice will be in the pit lane, where the Parc Fermé rules will apply. As soon as the chequered flag is shown all cars must line up in the pit lane in front of their own pit garage, in the midsection, in between the fast and the slow lane. Cars already in the pit lane or inside the pit garage while the chequered flag is shown, must park here as well from this moment onwards. Only in case there is a lack of space in the midsection, it is allowed to place a car behind another car. The cars in front may never obstruct the fast lane. All instructions of marshals and/or officials have to be followed strictly. A message on the timing monitors will inform you when Parc Fermé has ended.

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, podium and championship

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. There will be a class and an overall classification.

40.2 All participating cars will be classified.

40.3 Prize giving on the Podium

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

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.

It is highly appreciated if all drivers on the podium wear their race suit.

40.4 Scoring, DRIVER and TEAM-PREPARATOR ranking

There will be the following rankings for the 24HSERIES powered by Hankook

- Team-preparator ranking per class
- Team-preparator overall ranking (see example of ranking in table below)
- Drivers ranking per class
- Drivers overall ranking
- Ladies Cup overall ranking

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

24Hour race

Position (in class): 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th
Number of points*: 30 27 24 21 18 15 12 9 6 4

12Hour race

Position (in class): 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th
Number of points*: 20 18 16 14 12 10 8 6 4 2

*See detailed scoring rules. (below in this article)

Definition of Team-preparator

A team-preparator is defined as a unique team according to the team entrant licence or driver* entrant licence of the entered team.

* Please note: According to art. 8.1 of these regulations if a team does not have a team entrant-competitor licence, the entrant-competitor will become (automatically) the first driver in the entry form (entry list).

In the ranking a team-preparator will be shown including:
- Car brand and model*
- Drivers-line up*

*Car brand and model

The entered car of a team for each event is free of choice (brand and model). (Therefor also the applicable class can be different).

However, as long as the team is driving the same brand, this brand name will be published in the ranking. The same is applicable for the model. E.g. Mercedes SLS AMG, Porsche 997, BMW M235i, Renault Clio, etc.

In case the team switches to another model of the same brand, only the brand will be published in the ranking.

In case the team switches to another brand, “multi brand” will be published in the ranking.

*Drivers-line up

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

However every driver which has participated within the same team in every entered event so far, will also by published in the ranking. So all fixed drivers of a team will be published in the ranking.

In case the team switches all drivers, “various drivers” will be published in the ranking.

In case the team switches some drivers, only the fixed drivers will be published including the notification “and various” drivers.
Team-preparator name (alias)
A team (entrant) can additionally be registered as an alias (e.g. sponsor name or preferable team name).
E.g. entrant is: driver Gianluca De Lorenzi: Team-Preparator (alias) is Team GDL 1.
Or E.g. entrant is: Car Collection: Team-Preparator (alias) is Car Collection 1.
Once registered, this alias name cannot be changed during the season (The promoter can decide upon eventually waivers). An alias is a unique name and any team cannot register an exciting name. The organizer can refuse alias names at their discretion.
A team with more entries (cars) with only one entrant licence can register more aliases.
E.g. Entrant is Car Collection:
Alias 1 is Car Collection 1
Alias 2 is Car Collection 2

TEAM-PREPARATOR RANKING PER CLASS
The team-preparator ranking per class will be the result of adding the awarded points of each team in each race in the specific class.

Season winner Team-preparator per class
The team-preparator with the highest number of points in their class will become the WINNER of the class with the title: e.g.
- WINNER TEAM-PREPARATOR 24H SERIES powered by Hankook TOURING CARS CLASS A2 or
- WINNER TEAM-PREPARATOR 24H SERIES powered by Hankook GT CARS CLASS A6 or
- WINNER TEAM-PREPARATOR 24H SERIES powered by Hankook SPECIAL CARS CLASS SP2

Example of:
Team-preparator ranking per class
GT CARS CLASS A6

<table>
<thead>
<tr>
<th>A6</th>
<th>Team-Preparator (entrant)</th>
<th>Car brand</th>
<th>Drivers-line up</th>
<th>Points race 1</th>
<th>Points race 2</th>
<th>Total points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6</td>
<td>Team Car Collection 1 (Car Collection)</td>
<td>Mercedes SLS AMG</td>
<td>Peter Schmidt and various drivers</td>
<td>20</td>
<td>4</td>
<td>24</td>
</tr>
<tr>
<td>A6</td>
<td>Team GDL 1 (Gianluca De Lorenzi)</td>
<td>Multi Brand</td>
<td>Gianluca De Lorenzi and various drivers</td>
<td>10</td>
<td>12</td>
<td>22</td>
</tr>
<tr>
<td>A6</td>
<td>Speedlover (Andre van hoof)</td>
<td>Porsche</td>
<td>Various drivers</td>
<td>6</td>
<td>10</td>
<td>16</td>
</tr>
</tbody>
</table>
TEAM-PREPARATOR OVERALL RANKING

The overall team-preparator ranking will be the result of combining the rankings per class. If a Team-preparator has participated in different classes (in different events), the points awarded will be added in the overall ranking.

Season Overall winner Team-preparator

The team-preparator with the highest number of points overall will become the:
- OVERALL WINNER TEAM-PREPARATOR 24HSERIES powered by Hankook 2015

Example: Overall Team-preparator ranking

<table>
<thead>
<tr>
<th>Team-Preparator (entrant)</th>
<th>Car brand</th>
<th>Drivers-line up</th>
<th>Points race 1</th>
<th>Points race 2</th>
<th>Total points</th>
</tr>
</thead>
<tbody>
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<td>4</td>
<td>24</td>
</tr>
<tr>
<td>(Car Collection)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Team GDL 1</td>
<td>Multi Brand</td>
<td>Gianluca De Lorenzi and various drivers</td>
<td>10</td>
<td>12</td>
<td>22</td>
</tr>
<tr>
<td>(Gianluca De Lorenzi)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Team HM Motorsport</td>
<td>Peugeot RCZ</td>
<td>Jens H. Hansen, Jens E. Hansen, Rene Hagedorn, Nick Reimersø</td>
<td>8</td>
<td>10</td>
<td>18</td>
</tr>
<tr>
<td>(HM Motorsport)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speedlover</td>
<td>Porsche</td>
<td>Various drivers</td>
<td>6</td>
<td>10</td>
<td>16</td>
</tr>
<tr>
<td>(Andre van hoof)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

DRIVERS RANKING PER CLASS

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

Season Class winners

The driver with the highest number of points in his or her class will become the WINNER of the class with the title: e.g.
- WINNER 24HSERIES powered by Hankook TOURING CARS CLASS A2 or
- WINNER 24HSERIES powered by Hankook GT CARS CLASS A6 or
- WINNER 24HSERIES powered by Hankook SPECIAL CARS CLASS SP2

DRIVERS OVERALL RANKING

The overall drivers ranking will be the result of combining the rankings per class. If a driver has participated in different classes (in different events), the points awarded will be added in the overall ranking.

Season Overall winners

The driver with the highest number of points overall will become the:
- OVERALL WINNER 24HSERIES powered by Hankook 2015

LADIES OVERALL RANKING

There will be a Ladies Cup overall ranking, which will be derived from the drivers overall ranking. The lady driver with the highest number of points overall will become the:
- LADIES CUP OVERALL WINNER 24HSERIES powered by Hankook 2015
Detailed scoring rules

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

Condition to be awarded with points
A participant (team and driver) points will only be awarded, if the team has started the race.

Driver, driving on 2 cars
In case a driver is driving on 2 cars, the driver can only receive points for one car. In this case the points awarded will be that of the car with the most received points in the specific event.

Scratch result
There will be one scratch result. So from the 6 races, the 5 best results will count to the year-end result.
So for a team-preparator their 5 best results will count.
And for a driver his or her best 5 results will count.

Amalgamation of classes
A team-preparator and driver will receive the points according the position in their class.
In case a team is assigned to another class, due to amalgamation of classes (art. 18.2.2 of these regulations) the points awarded by the team and driver will be added to the initial class of the specific team. E.g. if a class A3T car is assigned to class A5, for this reason, and the team and drivers have been awarded with 18 points (5th in class in a 24h race), these 18 points will be added to this team and drivers in their initial class A3T.

In case a team is assigned to another class (e.g. A2 -> A5) for any other reason (e.g. too fast according the applicable minimum reference lap time) the awarded points will be added to the assigned class (in this example class A5).

Class A6-Pro & A6-Am
There will be only one class ranking, which is class A6.
This means the ranking of class A6-Pro & A6-Am will be combined into one class, A6.
To have a more fair awarding system in class A6 (first in class A6-Pro is a better achievement compared to first in class A6-Am, due to different BOP), the points awarded to teams and drivers in class A6-Am will be:
Awarded points in class A6-Pro minus 4 points.
While the points awarded to teams and drivers in class A6-Pro will be according the points distribution as described above. (at the beginning of this art.)
Referring to the overall ranking (teams and drivers), this is also more fair compared to other classes, as for a team and driver in class A6-Am it is less difficult to become first in class A6-Am rather than to become first in class A6-Pro.

Publication
Only for publication: Participants (teams and drivers) who join less than 3 events, although they will receive points, may not be included in the ranking publications. This does not influence the points achieved by the other participants.

In case of not described or unforeseen or miss interpreted situations in the awarding of points and or rankings, the promoter will make a final decision.
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 will be penalized with a time penalty.

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 Race Director 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 Race Director 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.

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

- 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), 1st offence, 10 sec; 2nd offence 20 sec, etc.
- Taking a short cut will result in penalty of 1 lap deduction. Or cancellation of lap during qualification.
- Finishing in the pit lane (20 seconds)
- Referring to the applicable ‘minimum reference lap time’ for classes A2, D1, SP2, SP3, SP4 and A6-Am: each offence 30 seconds
- In the case of (small) technical deviations (e.g. weight of the car), with reference to the technical regulations, described in these regulations, the Clerk of the Course may give a time penalty for this infringement. This time penalty will be at least twice of the advantage the team may have gained.
- All other penalties, like false start, failure to observe flag signals, 1st offence 1 minute, 2nd 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 been 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.

*Clarification of “Time penalties must always be settled by a team within 2 hours”
During the last period of the race and after the team have made their final pit stop any time penalties incurred (after this pit stop) will be processed by the official timekeeper of the event and not by the team.
Time penalties must always be settled by a team within 2 hours after having received the (time) penalty. If a team not respects this 2 hour time frame, the time penalty will be doubled.

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

43.1 Protests must be lodged in accordance with the stipulations of the 2014 FIA International Sporting Code (Art. 13.1 – 13.10). Under strict respect of the protest time limits of 30 minutes, all protests 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). Those 30 minutes start from the moment of publication of the signed provisional classification results on the official notice board.

43.2 Protests against decisions by the timekeepers, against decisions by judges of fact as well as collective protests are not admitted.
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”). If such a vehicle identity form is not available, the team is must provide to the required documentation requested by and on discretion of scrutineering. E.g. manufacturer information and technical information of the car.

Article 2 Noise Limitations
Art. 2.1 Noise Limitation
Art. 2.1.1
To show respect to the circuits neighbours, the aim for a “greener” world and to show respect the FIA statement “MAKE CARS GREEN” competitors will be asked to explicit acknowledge by signature on the entry form their entered race car will NOT exceed the following noise limitations.

The following noise limit values may not be exceeded:
For all classes: 110 dB(A) at 0.5m measured according to the measuring method, as described below. (Unless otherwise described in the Supplementary Regulations.

Additional following rules are applicable (unless otherwise explicit specified in supplementary regulations)
Measurements will be made at 0.5 meter from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees with the exhaust outlet. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0 meter from the centre line of the vehicle, with the microphone 1.2 meter above the ground. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0 meter (in the 0.5 meter test) or within 10.0 meter (in the 2.0 meter test). Background sound levels should be at least 10dB(A) below the measured level. With distances from 2.0 meter to 8.0 meter it is necessary that there be a minimum of 20.0 meter radius open flat space around the vehicle. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.
During this noise test, cars should run their engines at 75% of their 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
Unless explicit described otherwise, the safety Regulations as specified in the current Article 253 of the Appendix J to the current ISC must be respected for all cars.

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

Art. 3.2
The use of a window-net (NASCAR net) on the driver’s side is compulsory for all cars, mounted accordingly to the FIA regulations, Article 253 of the Appendix J. 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 homologated 5 or 6-point safety harness is compulsory for all cars. (According standard 8853/98) A 6-point safety harness is advised.

Art. 3.4
It is recommended to shield the side or door windows with a transparent safety film (not tinted).

Art. 3.5
An FIA current homologated competition seat with supports in compliance with Article 253 of the Appendix J is compulsory for all cars.

Art. 3.6
A general circuit breaker in compliance with Article 253.13 of the Appendix J is compulsory.

Art. 3.7
The maximum of 6 front headlamps (units) is permitted for all cars. At least two front headlamps must be working and be symmetrical to the axis of the vehicle. If this is not the case or any or all of the rear side and brake lights should fail to work, the driver must stop in its pit and will not be authorised to return to the track until the lights work correctly.

Art. 3.8
The race numbers placed on the sides (left and right door) of the cars must be effectively and sufficiently illuminated. For this purpose, illuminated back panels are compulsory (only for the left and right door start numbers). The minimum size of the illuminated area is: 510 x 260 mm. Such illuminated back panels, if not already available, can be purchased at race administration. Please make a pre-order in the entry form.

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

Art. 3.14
The scrutineers must approve the fixation of any video camera to the car at initial scrutineering.

Art. 3.15
A rollover structure is compulsory. It must comply with Article 253.8 of the Appendix J 2002 or 2005 or later of the ISC according to the original building date of the car.
**Article 4 Cars’ Identification Marks (Illuminated Start numbers, Transponder, SPAA05 RPD-Display 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 with Driver-ID**
To further improve communication opportunities (e.g. for commentators) for all classes a transponder with a Drivers ID is obligated:

Valid transponders with 4 or 5 Drivers ID are:
- MYLAPS CAR DP-1 transponder (previously the TranX260 DP-I transponder)

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

As published in the entry form.

**LED-indicator on transponder**
Driver-ID transponders will flash in a pattern that indicates the position of the driver-ID switch.
(e.g. 3 flashes means driver 3)
When you see a continue light, the driver position is not working (e.g. disconnected switch).
When you see no light at all, your transponder is not working at all.
In both cases consult the timekeepers.

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

**Where to mount your driver-ID transponder?**
The transponder must be fixed with rivets or screws in front of the front axle of the vehicle at a maximum height of 80 cm from the track surface and without any metallic material or carbon fibre between the transponder and the track.
The maintenance, fixing and use of the timing devices are responsibility of the participant. The malfunction will involve, during practices, a compulsory stop at the garage to replace or repair it.
Should a participant not have the right type transponder, the timing service may put one to his/her disposal against a corresponding renting fee and deposit.
The rental fee and deposit amount for a transponder will be mentioned in the entry form.
The renting fee amounts and the deposit, both have to pay in cash money. The deposit will be reimbursed to the participant after the meeting and after having checked the correct functioning by the timing service. Should the rented transponder be lost or not returned, there will be no right to reimbursement of the deposit.
The rented transponders will be issued during administrative checks and must be returned within 30 minutes after the race.
Art. 4.7 Start numbers and compulsory illumination with back panels
According to the regulations, one of the start numbers must be affixed on the roof. Although it is preferred on the roof, it is also allowed to affix this start number on the front bonnet. In both cases it must be affixed according the instructions given (See compulsory advertising sheet). According to the regulations, the start number on the right and left doors must be illuminated. For this purpose, illuminated back panels are compulsory (only for the left and right door start numbers). Illuminated back panels can be purchased at promoter (to be send by post or collected at race administration), as published in the entry form.

Art. 4.8 Race Position Display (LED)
Each car (all classes) must be equipped (obligation) with a LED-Position display. (RACE-POSITION-DISPLAY) This LED-Position display shows the actual (overall) position of the car. The function of this display is to show the audience of the actual position in an easy visual way. Please note this display is for (audience) information only (not for official purpose). For official results and standings please refer the official results. It is the responsibility of the participant to mount the LED-Position display (on left and right hand side) of the car, in order to pass the pre-race scrutineering. To power this LED-Position LED display, this device need to be connected to the 12V-battery of your car. This RACE-POSITION-DISPLAY can be purchased or rented at race administration, as published in the entry form.

Art. 4.9 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:

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

Art. 5.1.2
This ballast must during practice and race be fixed inside the car on the passenger’s side in a metal container with the following minimum dimensions:
Bottom surface: minimum 1600 cm²
Height: 50 mm
Wall thickness: 2 mm

Art. 5.1.3
This container must be fixed on the floor panel and welded to it. It must be closed with a solid, screwed cover and offer the possibility to fix seals. The weights inside the container must additionally be secured. If the cover serves to fix the weights, it must be appropriate solid, have at least four fixation points for closure and offer the possibility for seals to be affixed.

Art. 5.1.4
The container, the cover and the weights must be installed in such a way that they are capable of withstanding accelerations / decelerations of at least 25 g without any damage.

Art. 5.1.5
At least four fixing screws with a minimum of M 8 mm, 10.9 quality are compulsory. If necessary, the floor panel is to be provided with a reinforcing plate.

Art. 5.1.6
This container will be sealed every time an additional weight has to be applied. The seals must be present at any time during the event. If a seal is missing, all practice times of the 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, 14.1 and Appendix 7 are applicable.

Art. 2.1.3 Class CUP1 is a cup class for BMW M235i Racing Cup
Is part of division Petrol Touring cars up to 3500 cc. See class overview in appendix 7.

Technical regulations BMW M235i:
As this is a specific Cup class for the BMW M235i, different than other classes, the specific technical BMW M235i Cup regulations are applicable. These will be published in the Supplementary Regulations.
The Sporting regulations for BMW M235i are the same as for any other class.

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 at any time of the event.

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 & 991 Cup & Cup S
Generally homologated Porsche 997 Cup cars will be accepted. (also National homologated 997 Cup cars will be accepted)
- models 997 Cup 2007-2008-2009
- models 997 Cup 2010..2013 & 991 Cup & Cup S

For models 2007-2008-2009 there will be a different BOP compared to models 2010..2013.

Explicit Porsche 997 RS, 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 or to class SP2. So modified Porsche 997 cup cars are eligible in class A6 or in class SP2 at discretion of the organizer.

Exception on above rule:
The following modifications, which might or will have a positive influence on the performance are allowed:
- Brakes: Brake system is free, except brake disc material (Steel) and diameter
  This includes brake cooling is free (e.g. electrical blowers/fans) with following limitations*
- Brakes: ABS is allowed and free
- Drive shafts: Are free
- Differential: Is free
- Suspension: Brand and type of suspension and springs are free
  Automatic, semi-automatic and/or electronic controlled dampers or suspension are only allowed if described in the homologation.
- Gearbox: Gearbox and gearbox ratio are free, including paddle shift is 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 (e.g. manufacturer, type, weight) (except rim sizes must be according the homologation).
  It is not allowed to extend the width of the car.
- Mudguards: Ventilation holes (e.g. Louvre’s) in the mudguards are free
- 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!

*Cooling of the brakes
- As long as the air-cooling holes in the front bumper are according to the homologation.
- Front and rear brakes: protection shields are free.
- The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 ccm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.
  The air pipes must not protrude over the perimeter of the car, seen from above.

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.). Interpretation: in case a cup engine is replaced by a cup R (4.000cc) engine, this modification will be interpreted as a modified 997 cup car and will therefore be assigned to class A6.

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 at any time of the event.
Art. 2.2.3 Class A6-Pro & A6-Am

Art. 2.2.3.1
There are basically two A6 classes:
- **Class A6-Pro** for pros and some semi-pros (BOP-handicap, but NO lap time restrictions)
- **Class A6-Am** for amateurs, gentlemen and some semi-pros
  (No BOP-handicap or even BOP-advantage but minimum reference lap time is applicable)

Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Basically determined by the best qualifying lap. This is described in Appendix 6 MAY THE BEST TEAM WIN: BOP-implementation for class A6. In both classes the same cars are eligible.

Should the number of cars entered in class A6 is below 12 (twelve) at the entry closing date, than the Class A6-Am and Class A6-Pro will be combined to class A6.

When in these regulations is referred to class A6, it is applicable for both, class A6-Am and A6-Pro. Unless explicit mentioned otherwise.

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 (A6-Am and A6-Pro)
This class is basically meant for GT cars which fits from performance point of view.

Eligible A6 cars are listed in Appendix 7: Eligible Cars and Class Overview, Class A6 (GT cars).

Only homologated cars will generally be accepted.
A copy of the homologation need to be send together with the entry form.

Art. 2.2.3.3 Modifications
Modifications/deviations referring to the homologation which do clearly NOT have any influence on the (lap time) performance are generally allowed. (e.g. driver/cockpit ventilation or fuel level indicator).

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

In case an A6 car has modifications which might have a positive influence on the (lap time) performance, this car might be assigned to class SP2. (In this SP2 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
  - This includes brake cooling is free (e.g. electrical blowers/fans) with following limitations*
- **Brakes:**
  - ABS is allowed and free
- **Drive shafts:**
  - Are free
- **Differential:**
  - Is free
- **Suspension:**
  - Brand and type of suspension and springs are free
  - Automatic, semi-automatic and/or electronic controlled dampers or suspension are only allowed if described in the homologation.
  - It is not allowed to extend the width of the car.
- **Gearbox:**
  - Gearbox and gearbox ratio are free, including paddle shift is 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 (e.g. manufacturer, type, weight)
  - (except rim sizes must be according the homologation).
- **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!**

*Cooling of the brakes
  - As long as the air-cooling holes in the front bumper are according to the homologation.
  - Front and rear brakes: protection shields are free.
The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 ccm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe. The air pipes must not protrude over the perimeter of the car, seen from above.

Art. 2.2.3.4 Performance and Balance of Performance (BOP)
Introduction
As mentioned above, class A6 is basically meant for GT cars which fits from performance point of view. This will result in a very competitive class with many strong brand’s, with cars, drivers and teams with huge potential. So far so good. But we all know, that because of the many different types of cars, initially there can be a huge differences in potential performance. Just imaging cars with 3,2 Litre engines up to 8 Litre engine compete in the same class.
For this reason we apply, beside the regular and initial (GT) Balance of performance (BOP), an additional BOP-method.
The additional BOP-method should further minimize the performance differences, with as final goal to further increase competition.
Another goal of the developed BOP-method is to give amateurs and semi-profs (over 90% of the participants) a much more fair opportunity to compete with the professionals. And decrease the influence of extreme high budgets.
Note for professionals: Keep in mind that without the large group of enthusiastic amateurs and semi-professionals we would not have a race at all!

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.
Such an amendment of the balance of performance of an individual car of a specific team can therefore as a consequence result in being assigned to a specific balance of performance category (e.g. Class A6-Pro) in the class A6 BOP-table.
Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a relative slow qualifying lap time, might be assigned to class A6-Pro.
(See Appendix 6 MAY THE BEST TEAM WIN: BOP-implementation for class A6)

Older models
Referring to Appendix 1 art.18 (Handicap/BOP-regulations), the organiser reserves the right to adjust the BOP at any time of the event: An example if this could be:
Older models or year of built, might have a less tight (initial) BOP. E.g. less weight, more refuelling, larger restrictor, etc.). Or alternatively might be assigned to class SP2 at discretion of the organizer.

Balance of performance in driving time
Additional to the art. 32.Driving Time, for class A6-Am please note following rule.
In case a A6-Am team is lined up with an acceptable mix of professional, drivers, semi-professional drivers and amateur drivers, it is not allowed the pros and semi-pros take the majority of the driving time for their account.
In such a case the Clerk of the Course might prescribe a specific a maximum driving time for the pro drivers and/or a minimum driving time for the amateur drivers.
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. (Besides this the shape and design is free)

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. (or as per homologation)

The closing of the restrictor/s must immediately stop the engine. This test is carried out at a speed of 2500 rpm. All the pressure sensors in the intake system must be closed for this test. The pressure measured during this test in the intake system must be at least 150 mbar under the on-site existing ambient pressure and be maintained over at least 0.5 seconds.

A measurement connection on the intake system must be made available for the organiser upon request.

The organiser reserves the right to modify the restrictor sizes for individual cars at any time of the event.

Art. 2.2.3.6 Restrictor – Test Punch
At any time during the event and at scrutineering, participants with a car which is subject to the restrictor provisions must make available 2 test punches to check the restrictors.

One test punch must comply with the real restrictor size and the second test punch diameter must be 0.1mm smaller than the real restrictor size. A measuring tolerance of -0.02mm is allowed. Before inserting the test punch into the air restrictor, it must have a temperature of +/- 10° Celsius in relation to the ambient temperature.

Each team is solely responsible for the correctness of the test punches.

Art. 2.2.3.7 Weight, fuel tank and balance of performance
The minimum weight, the fuel tank and eventually other balance of performance figures of the table of Class A6 in Appendix 7 are applicable.

The organiser reserves the right to modify those figures for individual cars at any time of the event.

Such an amendment of the balance of performance of an individual car of a specific team can therefore as a consequence result in being assigned to a specific balance of performance category (e.g. Class A6-Pro) in the class A6 BOP-table.

Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a relative slow qualifying lap time, might be assigned to class A6-Pro.

(See Appendix 6 MAY THE BEST TEAM WIN: BOP-implementation for class A6)

Art.2.2.3.8 Balance of performance ballast weight
Balance of performance (BOP) ballast weight instructions:
In case a BOP for your car would be applicable, your team need to be prepared to add a maximum weight of 75kg. Additional to the mounting requirements in the present regulations it is also allowed to mount according FIA-regulations appendix J Art.257A or Art.258.

This 75kg and the way of mounting and sealing need to be shown and approved at scrutineering.
Art 2.2.3.9 Data acquisition / data-logger
With respect to fairness in competition ALL A6 cars (A6-Pro and A6-Am) must be equipped with a data-logger as described below.

Data-logger
The prescribed obligatory data-logger is: **AIM evo4**

![AIM evo4 data-logger](image)

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

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

For purchasing or rental information of the AIM-evo4, please refer to the entry form of the specific race.

The organiser reserves the right to read out the data at any time during the event. Any irregularity may result in a penalty up to exclusion.

To ensure the data logging process, the GPS-antenna of the data-logging-system must be fixed on the roof of the car. At all times during the event, it must be possible for the organiser to read out data from the acquisition systems.

The collection of the following data must be ensured by the participant:
(For most cars, below described sensor-signals will be derived from the CAN bus of the ECU).
- Engine speed
- Vehicle speed (GPS signal)
- Vehicle speed (from ECU)
- Position of the throttle valve
- Intake system pressure
- Transversal acceleration (internal sensor)

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

USB data memories will be distributed during the event for cars selected by the organiser. These USB data memories must be connected to the data logger by the participants. A deposit might be required by the organiser to ensure the due return and the due exchange of the data memories.

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

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

**Art. 2.5 Group “Exceptional” cars, SP3**
(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.
National homologated cars may be admitted.
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 cars.
The vehicle roof must be of a solid, closed structure.
Standard hard-top variants might be accepted.
Vehicles with tubular space frame may be admitted, see Appendix 2 Technical regulations for group Silhouette cars.
(A few Examples of NOT accepted cars: Caterham, Roadster, Radical, Ligier)

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

1.4 Cars with exposed wheels are not permitted.

1.5 The standard car which represents the basic for the race car must be qualified for obtaining a road licence for public traffic in Europe. In cases of doubt, the competitor must furnish proof by submitting a General Certification (ABE) or an Individual Certification (EBE) or another corresponding certificate.
Solely normal registrations or licence number plates or official certifications for road homologation are accepted which can be obtained by everyone.

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

1.7 Car manufacturers are accepted as manufacturers if they admitted and registered with the German Federal Motor Vehicle Registration Agency (“KBA”). For the interpretation of the present Regulations, to be accepted as a manufacturer, a minimum number of 1,000 units of a series production car (independent of the basic vehicle for the race car) must have been built and be available through the normal commercial dealer channels. The regulations in connection with the list are not affected by the provision.

1.8 Series production car: For the interpretation of the present Regulations, a series production car is a car which complies with the above mentioned provisions of Articles 1 to 1.9 inclusive, amongst others in relation to the car height, production numbers, manufacturer, road licensing etc.
2. General
Anything which is not expressly authorized by the present Regulations is forbidden. Any part worn through use or accident can only be replaced by an original part identical to the damaged one. Authorized modifications may not result in forbidden modifications.

3. Minimum Weights and Additional Weights or Ballast
3.1 Minimum Weights
The following minimum weights depending on the cylinder capacity or fictive volume must be respected:
See Appendix 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 cm²
Minimum height: 50 mm
Minimum wall thickness: 2 mm

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

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

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

3.5.6 This container will be sealed every time an additional weight has to be applied. The seals must be present at any time during the event. If a seal is missing, all practice times of the 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 is free. The organiser will decide upon eventually waivers.

4.2 A supercharging is permitted if it complies with the manufacturer’s production for the series production model which serves as basis for the race car. For spark ignition engines, the supercharging for the corresponding series production car must be made with spark ignition engine. Vehicles of the same model range of a manufacturer are considered to be series production cars. The model year restrictions specified in Art. 1.3 (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.
In both cases, if in a class the cubic capacity is mentioned as: Supercharged engines up to a specific cubic capacity, the coefficient (1.4 or 1.7) is not applicable. (e.g. in class A2 or A3T)
E.g. Class A2 is for Supercharged engines up to 1600cc. This means a cars with a 1600cc engine AND turbo is eligible in this class.

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

4.5 The installation of an intercooler is free.

4.6 The equivalence formula for rotary engines covered by NSU Wankel patents is as follows:
The equivalent cubic capacity is 1.5x the volume determined by the difference between the maximum and minimum capacities of the combustion chamber.

4.7 The lubrication system is free.

4.8 Air feed as well as auxiliary devices and radiators are free.
All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations. Therefore, the refuelling opening of the tanks must allow for this operation.
5. Exhaust System / Noise Limitation

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

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

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

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

5.5 Noise limitation see Chapter II

6. Transmission

Reverse gear (according Appendix J 275-9.3)
All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and used by the driver when seated normally.

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

6.2 Clutch, final drive and all drive-train components are free.
The gearbox is free (for example sequential gearbox). The gearbox must, however, remain in its original location, for example in front of or behind the engine, at the drive axle, etc. The number of forward gears is limited to six. A reverse gear is compulsory.
All gear changes, though, must exclusively be made mechanically. Automatic or semi-automatic gearboxes, e.g. rocker type gear change, is only authorized if this operating principle complies with the original version and the standard gearbox housing is retained. Otherwise, the gear shifting must be purely mechanical.

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

6.4 The addition of any kind of intermediate ratios is permitted.
For cars originally equipped with a permanent four-wheel drive, one driving axle may be disconnected.
Differential as well as the cooler and pumps provided for these are free.
7. Wheels and Tyres

Wheel material (according Appendix J 275-12.2)
All wheels must be made from homogeneous metallic materials.

7.1
The wheels (flange + rim) are free provided that they may be housed within the original bodywork; this means the upper part of the complete wheel (tyres including the rim flange), located vertically over the wheel hub centre, must be covered by the bodywork, when measured vertically.

7.2
Wheel fixation systems are free.

7.3
In no case may the rim/tyre width, in relation to the cubic capacity or the fictive volume of the car, exceed the following values:
- up to 1.400 cc: 8,5 "
- over 1.400 cc up to 1.600 cc: 9,0 "
- over 1.600 cc up to 2.000 cc: 10"
- over 2.000 cc up to 2.500 cc: 10,5 "
- over 2.500 cc up to 3.000 cc: 11,5"
- over 3.000 cc: 14,0 "
The width may be measured at any point of the rim including rim flange (not wheel disc) with the exception of the tyre contact area.

7.4
The spare wheel and its attachment parts may be removed.

8. Ground Clearance
No part of the car, with the exception of the rims and/or tyres, must touch the ground when the tyres situated on the same side of the car are deflated. In order to check this point, the air valves of the tyres on the same side of the car will be removed. The ground clearance is checked without passengers.
This test must be carried out on a relatively flat surface. It is left to the participant's discretion to remove the tyres from the rims before the check of the ground clearance.

9. Braking System

9.1
A dual-circuit brake system operated by the same pedal and having a simultaneous effect on the front and the rear wheels are compulsory. As for the rest, the braking system is free. A handbrake is recommended. Carbon fibre parts are forbidden (with the exception of brake pads).

9.2 Cooling of Brakes
Front and rear brakes: protection shields are free.
The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 ccm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.
The air pipes must not protrude over the perimeter of the car, seen from above.

10. Steering
The steering system must not act on the rear axle. As for the rest, the steering system is free but the power steering may not be installed inside the cockpit. (Exception: if serial)
It is permitted to install steering angle limitations.
11. Suspension

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.

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

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

All suspension parts must be made of homogeneous 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 cm² beneath the metal of the bodywork.

13.3
If a wet battery is used, the battery must be covered by a leak proof plastic box, attached independently of the battery. Its location is free, however if in the cockpit it will only be possible behind the front seats. In this case, the protection box must include an air ventilation pipe with its exit outside the cockpit.

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

13.5 Lighting - Indicating:
All lighting and signalling devices must comply with the legal requirements or with the International Convention on Road Traffic.
The operating system of the retractable headlights, as well as its energy source, may be modified.
The frontal glass may be covered with a clear transparent film.

Lighting equipment (according Appendix J art. 259-8.4.1 – 8.4.3)
All lighting equipment must be in working order throughout the competition, even if the competition is run entirely in daylight.
All cars must be fitted with two red stop lights and two red rear lights. They must be located symmetrically on either side of the longitudinal axis of the car and must be mounted in a visible position.

For night races, all cars must be fitted with at least two headlights, and with direction indicators mounted at the front and rear of the vehicle (with side indicators mounted to the rear of the front wheel axle).
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
14.2.1
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.

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

14.2.2
Tank fillers and caps (acc. Appendix J 259-6.4.1 – 6.4.3)
All filler and vent caps must be designed to ensure an efficient locking action which reduces the risks of accidental opening following a crash impact or incomplete closing after refueling.

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

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

14.3
The construction of collector tanks with a capacity of less than 1 litre is free. 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.(exceptions to this rule, at strict discretion of scrutineering).
- All fuel tanks must be FT3-1999, FT3, 5 or FT5 safety tanks.
- Attachment to the bodywork with the least 40mm wide and 2mm thick metal straps, two times longitudinal and once transverse to the car's longitudinal axis. The straps must be positioned around the box. Alternatively, a fixation to the bottom of the box with at least 10 M8 screws or 16 M6 screws is possible.
- A liquid proof bulkhead or box must be made of CFRP, GFK, metal or honeycomb sandwich construction. A sandwich construction must have a minimum thickness of 10 mm and a fire-proof core with a deformation resistance of at least 18 N/cm² (24lb/in²). Aramid fibre is permitted. The sandwich construction must have two skins with a thickness of 1.5 mm each and a tensile strength or at least 225 N/mm² (14 tons). If not a sandwich construction is used, a shock absorbing foam with a thickness of at least 15 mm and a liquid tightness of at least 35 kg/m³ must be provided between the attached box and the fuel tank.
- The fuel tank must always be refilled from the exterior.
- All fuel lines must comply with the current prescriptions as specified in Article 253-3.2 (FIA-ISC)
- All fuel lines situated inside the cockpit must be continuous (not in pieces).
- The tank filler may be placed at an appropriate location of the bodywork with the exception of the roof. Fuel tank filler in rear side window is allowed, see 16.2
- The filler hose must be flexible (i.e. rubber) and have two walls.
• The name of the manufacturer and the date of manufacture must be visible. Alternatively, the badge provided by the tank manufacturer and belonging to the tank must be placed at a visible location.
• A non-return valve must be installed on the filler hose.
• The main tube of the rollover structure must have two diagonal members (cross members) or equivalent tubes.
• Fuel pumps must be separated from the cockpit by a bulkhead (box).

14.6
The obligation for 15mm foam or cross members in the rollover structure is only applicable if the fuel tank (tank including filler hose) is totally or partly located inside the cockpit or the theoretic cockpit (for two-volume cars). Otherwise, the fuel tank must be located in the luggage compartment or in its original standard position.

14.7
For the sole purpose of the fixation of the tank filler neck, the rear side windows may be replaced by windows made of polycarbonate with a minimum thickness of 5 mm or by another fuel proof suitable material with a minimum thickness of 5 mm. Design and position must comply with the original rear side windows.

The filler position (filler neck) for refuelling must not be situated in the roof. Furthermore, refuelling through the luggage compartment is permitted.

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

If the filler neck is situated inside the luggage compartment, it must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.

14.8
Any capacity exceeding the aforementioned limits (to be controlled by means of the fuel receipts) may result in a penalty up to exclusion.
15. Bodywork

15.1 The total width of the bodywork may not exceed 205 cm (without mirrors). Unless wider homologated.

15.2
Front and rear spoilers are free, provided that the following prescriptions are respected for non-standard or non-FIA homologated devices:

- Aerodynamic devices must be added to the original exterior bodywork and may not fundamentally modify the exterior original shape of the bodywork.
- Front aerodynamic devices may not protrude by more than 20 cm to the front over the outermost 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, Boot Lid and Roof:
The material used for the doors, for the bonnet the boot lid and roof is free, provided that the exterior original shape and the original door locks remain unchanged.
The kind of the fastening devices (no hinges) for the bonnet and the boot lid is free. If the material or fastening devices for the bonnet or the boot lid is not the original material, two additional safety fasteners securing the bonnet must be fixed on each bonnet. Such fasteners are recommended in any case.
The maximum of one opening (Naca duct) with the maximum dimensions of 200 x 300 mm may be applied in the bonnet cover but it must not protrude to the outside of the engine cover. It must however be designed in a way to prevent the view onto any mechanical components. The relief eventually resulting from the opening must be covered by a fine-meshed grid (mesh width: maximum 5 x 5 mm) which re-establishes the original form.
Non original air boxes are generally forbidden. The Technical Commission will decide about eventual Exceptions. It must in any case be possible to replace the modified doors and bonnets by the original ones.

15.6 Mudguards:
Material and design of the mudguards is free. The design of the wheel openings – not their dimensions – must however remain original.
The mudguards must cover at least 1/3 of the wheel circumference and at least the total tyre width. It is permitted to provide the mudguards with openings for cooling. Air inlets located behind the rear wheels in the wheel cover must be designed so that the tyres are not visible in horizontal plane.
The dimensions of the mudguards are defined in Art. 251.2.5.7 of the Appendix J.
The interior of the mudguards is free (not the wheelhouse), where mechanical components may be applied. Sharp edged bodywork parts in the area of the wheel arch which might damage the tyres or other rotating parts may be folded back.
The plastic soundproofing parts may be partly or completely removed from the interior of the wheel passages. These plastic elements may be partly or completely changed for other elements of the same shape.
Original wheel arch openings may be closed partly or completely provided that the original wheel arch contour respectively the basic shape remains original.

15.7 Wheel arch/ Inner wing panel
Wheel arches/inner wing panels delivered by the car manufacturers or their sports department are authorized, provided that the minimum of four bodyworks in this configuration were factory produced. A Motor Vehicle Construction and Use Regulations admission is not relevant for this purpose. The competitor must furnish proof in cases of doubt.

15.8
Unused supports which do not have any influence on the bodywork rigidity may be removed on the complete bodywork (interior and exterior). Only those supports which are exclusively screwed may be completely removed.
15.9 Reinforcement of transversal struts
Transversal struts between identical axle pivot points on the right and the left may be installed on the upper, lower, front and rear side but they must be removable and be screwed to the mounting points of the 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 side windows for better ventilation.

Windscreen and windows (According to Appendix J 279-2.4)
The windscreen must be of laminated glass or of a polycarbonate. If a windscreen made of polycarbonate is used the thickness must not be less than 5mm and it must be in good condition at any time during the event. At discretion of scrutineering.

The windows must be of safety glass or plastic. If of polycarbonate, the thickness must not be less than 3 mm. If of plastic, the thickness must not be less than 5 mm. They must in any case be transparent. Only the rear window may be tinted, e.g. with foil.

Cars with laminated windscreens which are damaged to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the competition, will be rejected.

Films, stickers and spraying are not allowed, except those authorised by the Sporting Code Article 15.7.

Synthetic screens must not be tinted. Tinted glass screens, e.g. heat shield screens, are only permitted if they are original for this car.
The fitting of an additional windscreen washer tank or of one with a greater capacity is authorised. This tank must be strictly reserved for the cleaning of the windscreen.

16.2 It is not permitted to position connectors for pneumatic jacks or similar in the windows.
For the sole purpose of the fixation of the tank filler neck, the rear side windows may be replaced by windows made of polycarbonate with a minimum thickness of 5 mm or by another fuel proof suitable material with a minimum thickness of 5 mm. Design and position must comply with the original rear side windows.

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

17.2 The use of a window-net (NASCAR net) on the driver’s side is compulsory for all cars, mounted accordingly to the FIA regulations, Article 253 of the current Appendix J. As an alternatively the use of an arm restraint as per SFI 3.3 specification is allowed. One of those is compulsory.

17.3 An FIA current homologated 5 or 6 point safety harness of standard 8853/98 is compulsory.
17.4 It is recommended to shield the side or door windows with a transparent safety film (not tinted).
17.5 An FIA current homologated competition seat complying with FIA standard 8855/1999 with supports in compliance with Article 253 of the Appendix J is compulsory.
17.6 A general circuit breaker in compliance with Article 253.13 of the Appendix J is compulsory.
17.7 The maximum of 6 front headlamps is permitted for all cars.
17.8 Oil and water radiators may be protected against damage with a fine-meshed wire netting.

17.9 Fire extinguishing system
A FIA homologated fire-extinguishing system or manual extinguisher is compulsory.

17.10 The attachments of any video cameras must be approved by the scrutineers.
17.11 Non-return valve
An FIA homologated non-return valve must be installed in the filler hose of the fuel tank.

17.12 Bulkhead
A fire and liquid proof bulkhead must be installed between the fuel tank and the cockpit.

18. Handicap/BOP-Regulations
Handicap regulations may be established for certain models of cars or even for individual cars, for example extra ballast, boost-pressure limitation and/or air restrictors.
So in case certain models of cars or individual cars are disproportional fast, the organiser reserves the right to adjust the Balance of Performance of this model or individual car at any time of the event. This in order to balance and increase competition in general and particular in the specific class. (this BOP can be of every kind, e.g. extra weight, restrictor, less refuelling, time penalty, etc.).
This Balance of Performance can also be the other way around, e.g. to older models or year of built, a less tight (initial) BOP might be assigned. E.g. less weight, more refuelling, larger restrictor, etc.).
In case of disproportional fast car, the organizer and/or the Clerk of the Course can also assign this car to another most suitable class.
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.
Also for safety reasons only cars with a minimum weight of 750kg are admitted.
No open wheels silhouette cars are accepted, so the complete wheels must be housed within the original body.

Also only Silhouette type cars are accepted, which already compete in national or international races or series.
Technical Regulations of this series must be provided to the 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) and safety structure of the silhouette car must be approved by the ASN and/or FIA and the
origin must be mentioned.
Also the body of the silhouette car must be approved.
Also all other safety regulations are applicable as per technical prescriptions for all cars, Article 3 of chapter II

6. Noise Limitation
Noise level prescriptions are applicable as per technical prescriptions for all cars, as per chapter II.
Appendix 3 to the Technical Regulations  
Technical regulations for group Exceptional cars, group SP2  
(regulated by “minimum reference lap time”)  

Introduction  
Group SP2, exceptional cars, is a group of cars which is added to accept a wider variety of cars.

The performance level, regulated by minimum lap time, is approximately comparable with the Porsche 997 Cup car and basically not as fast as class A6.

This SP2 class is meant for the following range of cars  
Cars which fits from performance point of view, to the prescribed minimum reference time described below.

- Petrol and Diesel cars  
- E.g. Cars which do not fit in any other class  
- E.g. Cars which are not accepted in any other class  
- E.g. Cars which have a close to production engine or limited tuned  
- E.g. Diesels above 3000cc  
- E.g. Cars who do not fulfill the minimum weight requirement in their initial class  
- E.g. Not homologated cars  
- E.g. Older models or year of built of GT cars, might be considered to be accepted in this class.

Note: a car which is considered as: to be too fast for this class, might be assigned to class A6.

As a guide line cars with a weight/power ratio of 3,0 kg/hp or more fits in this class. However to avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference lap time”.

By doing so a wider variety of cars can be accepted, which fits from performance point of view, while faster cars will not be accepted (due to set “minimum reference lap time”).

The “minimum reference lap time” will be set that competitive that in general most cars will not be slowed down by this rule.

If a team with a specific car felt to be significantly slowed down by this rule, the specific car is not meant for this class and therefore should NOT enter this event.

The performance level, regulated by minimum lap time is approximately comparable with the Porsche 997 Cup car.  
(e.g. Holden V8, Toyota Lexus, Chevrolet Corvette, BMW 140 GTR, BMW E46 V10, BMW M3 E92, Aston Martin Vantage N24, Aston Martin Vantage V12, Lotus, Nissan Z33, Nissan 370 Z, Audi TT RS, Audi RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1, Ferrari F458 Challenge, Ginetta G55, P4/5 Competizione)

The “Minimum reference lap time” rule will be explained below:

The reason to control this class by a “minimum reference lap time” rule is:  
To accept a wider range of cars, while the cars in this class are not limited in by specific cubic capacity and weight combination.

Please note:  
It is the right of the organiser (if the sportive character of the event requires this), to adjust the “minimum reference lap time” to a more appropriate level. This will only be done if the performance of the cars in this class compared to the performance of other classes require this. However this will only be done if important reasons require this. Only in this case, this can be even done even during the event, before the race, after qualifying.

“Minimum reference lap time” rule for class SP2  
This so called “minimum reference lap time” is a fixed boundary, on the lap time. Cars in this class are NOT allowed to cross this boundary. E.g. if the “minimum reference lap time” is set to 2min06sec, cars in this class are NOT allowed to drive faster lap times than 2min06. In case a car in this class will be (by incident) slightly faster than this “minimum reference lap time” the team will be penalized with a time penalty.

This rule is chosen instead of technical regulations and limitations, like air-restrictors, engine management restrictions, or other restrictions.

So the main rule for cars in this class is the fixed “minimum reference lap time”.

This “minimum reference lap time” will be different for each circuit and will be specified in: Appendix 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, exceptional cars, is a separate group of vehicles, which will be accepted based on the actual performance of the car. The boundary of the performance of the car will be determined by the so called “minimum reference lap time”.

As a guide line cars with a weight/power ratio of 3.0 kg/hp or more fits in this class.
However to avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference lap time”.
Only the 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. 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.
No open wheel cars are accepted, so the complete wheels must be housed within the original body.
Also for safety reasons only cars with a minimum weight of 750kg are admitted
- Below 3000cc: Minimum weight: 750 kg

According Appendix J Art. 277-3:
- Between 3000 cm³ and 4000 cm³ Minimum weight: 780 kg
- Between 4000 cm³ and 5000 cm³ Minimum weight: 860 kg
- Between 5000 cm³ and 6500 cm³ Minimum weight: 960 kg
- Above 6500cm³ Minimum weight: 1100kg

There is no subdivision into cylinder cubic classes for SP2

All cars of this group have to be according the following regulations.

Unless explicitly specified in this appendix and besides the cubic capacity, the number of cylinders and the weight, the vehicle in the group SP2 has to be according the technical prescriptions, described in these regulations.
E.g. Safety regulations and Noise limitation are applicable as per technical prescriptions for all cars, Article 3 of chapter II

Engine
Engine brand and type is free.
If engine brand is different than car manufacturer, this must be declared in the entry form.

Fuel Tank
The original tank 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 (general)
In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and or track conditions, 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.
Above regulation might be applicable for diesel cars, therefore the refuelling amount for diesel cars might be prescribed on individual basis and/or in the supplementary regulations.

3. Balance of Performance and Minimum Reference Lap Time FORM
As described already, this SP2 class is made for a wide variety of cars. Therefore it is likely there are performance differences between cars in this class.
To balance those differences and increase competition, there is a balance of performance in weight, refuelling amount and minimum reference lap time.
See Appendix 7: Eligible Cars and Class Overview.
Minimum Reference Lap Time FORM
Each team in class SP2 is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount and weight of the car. (The choice is free and NOT depending of qualifying time).
This so called “Minimum Reference Lap Time FORM” need to be filled, signed and handed to the secretary of the meeting, latest 1 hour after qualification has finished. This is valid for ALL teams in class SP2.
See an example of the “Minimum Reference Lap Time FORM” for class SP2 at the end of this appendix.
The final BOP-figures including “Minimum Reference Lap Time” will be published on the official Notice Board.

4. “Minimum reference Lap time” and Penalties
As mentioned before, the lap times will be measured by the official timekeeping.
In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:
FREE 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 SP2 is faster than the so called “Minimum Lap time” set for this class:
Each offence: Time penalty of 30 seconds
In case of multiple offences at decision of the clerk of the course he may apply the balance of performance rule described above.
Minimum reference lap time FORM (applicable for class SP2)
Applicable for “EXAMPLE CIRCUIT”

| Start nr: | Box: | Team name: |

Minimum reference lap time FORM

This so called Minimum reference lap time FORM need to be filled, signed and handed to the secretary of the meeting, latest 1 hour after qualification has finished. This is valid for ALL teams in class SP2.

Each team in class SP2 is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount.
(The choice is free and NOT depending of qualifying time).

CIRCLE YOUR CHOICE (combination of Minimum weight and minimum reference lap time)

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
<td>Minimum Weight 1000 kg</td>
</tr>
<tr>
<td>SP2</td>
<td>N/A</td>
<td>24HDubai: 2min05</td>
<td>80 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24HDubai: 2min06</td>
<td>90 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24HDubai: 2min07</td>
<td>100 L</td>
</tr>
</tbody>
</table>

Before the start of the race each SP2 team will receive the applicable MAX REFUELLING sticker to be placed on start number at fuel-inlet side.

TEAM NAME: ..................... TEAMMANAGER NAME: .....................
START NUMBER: ..................... SIGNATURE .....................
BOX: ..........................
Appendix 4 to the Technical Regulations
Technical regulations for group Exceptional cars, group SP3
(regulated by “minimum reference lap time”)

Introduction
Group SP3, exceptional cars, is a class generally meant for GT4 cars. The performance level, regulated by minimum lap time, (guide-line is approx. 3,5kg/hp or more) is approximately comparable with GT4 cars.

Although class SP3 is generally meant for GT4 cars, also the following range of cars might be accepted:
- Petrol and Diesel cars
- E.g. Cars which do not fit in any other class
- E.g. Cars which are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2

As a guide line is cars with approx. 3,5kg/hp or more. This is approximately the performance of a GT4 car or less fits in this class.

However to avoid too fast cars, the car performance in this class will be regulated by the “minimum reference lap time”.

(e.g. Aston Martin V8 Vantage N24/GT4, BMW Z4M Coupe, BMW M3 GT4, Nissan 350Z/370Z, Maserati GT MC GT4, Chevrolet Camaro, Lotus Evora, Lotus Exige GT4, Porsche Cayman, Donkervoort D8 GT, Corvette C6 GT4, Ginetta G50 Cup/GT4, Peugeot 207 Spider, Saker sports car, Solution F Silhouette, Gomez Competition GC10.2 Silhouette)

The “Minimum reference lap time” rule will be explained below:
The reason to add this rule is:
In interest of the sportive character of this class to avoid a few cars (or even just one) to be exceptional fast which would gain an unreasonable advantage for those cars.

This “minimum reference lap time” is chosen in such a way, the majority of the cars (or even all cars) in this class will not be slowed done 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

This so called “minimum reference lap time” is a fixed boundary, on the lap time. Cars in this class are NOT allowed to cross this boundary.. E.g. if the “minimum reference lap time” is set to 2min10sec, cars in this class are NOT allowed to drive faster lap times than 2min10. In case a car in this class will be (by incident) slightly faster then this “minimum reference lap time” the team will be penalized with a time penalty. In case a car in this class will be significant faster (on decision of the clerk of the course) then this “minimum reference lap time” the specific car can be reassigned to a higher class, e.g. SP2.

This rule is chosen instead of technical regulations and limitations, like air-restrictors, engine management restrictions, or other restrictions. So the main rule for cars in this class is the fixed “minimum reference lap time”.

This “minimum reference lap time” will be different for each circuit and will be specified in: Appendix 7: Eligible Cars and Class Overview.

1. Eligible vehicles
Group SP3, 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 explicit acknowledge by signature on the entry form their entered race car fits from performance point of view in class SP3. 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 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. This can be done at the entire event, practice, qualification and during the race.

For safety reasons, only solely closed cars are admitted.
No open wheel cars are accepted, so the complete wheels must be housed within the original body.
Also for safety reasons only cars with a minimum weight of 750kg are admitted.
- Below 3000cc: Minimum weight: 750 kg

According Appendix J Art. 277-3:
- Between 3000 cm³ and 4000 cm³ Minimum weight: 780 kg
- Between 4000 cm³ and 5000 cm³ Minimum weight: 860 kg
- Between 5000 cm³ and 6500 cm³ Minimum weight: 960 kg
- Above 6500 cm³ Minimum weight: 1100kg

Only the organiser decides about the admission of a car and upon eventual waivers.
There is no subdivision into cylinder cubic classes for SP3

All cars of this group have to be according the following regulations.

Unless explicitly specified in this appendix and besides the cubic capacity, the number of cylinders and the weight, the vehicles in this group has to be according the technical prescriptions, described in these regulations.
E.g. Safety regulations and Noise limitation are applicable as per technical prescriptions for all cars, Art.3 of chapter II

Engine

Engine brand and type is free. If engine brand is different than car manufacturer, it must be declared in the entry form.

Fuel Tank

The original tank 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 (general)

In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and or track conditions, 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.
Above regulation might be applicable for diesel cars, therefor the refuelling amount for diesel cars might be prescribed on individual basis and/or in the supplementary regulations.

3. Balance of Performance (weight and refuelling amount)

As described already, this SP3 class is mend for a wide variety of cars. Therefore it is likely there are performance differences between cars in this class.
To balance those differences and increase competition, there is a balance (BOP) in weight and refuelling amount.
See Appendix 7: Eligible Cars and Class Overview.
4. “Minimum reference Lap time” and Penalties
As mentioned before, the lap times will be measured by the official timekeeping.
In case a car will be faster than the so called “minimum reference lap time” the following penalties will apply:

FREE 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 is faster than the so called “Minimum Lap time” set for this class:
Each offence: Time penalty of 30 seconds.
In case of multiple offences at decision of the clerk of the course he may apply the balance of performance rule described above.
Minimum reference lap time FORM (applicable for class SP3)
Applicable for “EXAMPLE CIRCUIT”

Start nr: | Box: | Team name: |
---|---|---|

**Minimum reference lap time FORM**

This so called Minimum reference lap time FORM need to be filled, signed and handed to the secretary of the meeting, latest 1 hour after qualification has finished. This is valid for ALL teams in class SP3.

Each team in class SP3 is basically free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount.
(The choice is free and NOT depending of qualifying time).

**CIRCLE YOUR CHOICE (combination of Minimum weight and minimum reference lap time)**

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP3</td>
<td>N/A</td>
<td>24HDubai: 2min10</td>
<td>70 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24HDubai: 2min11</td>
<td>80 L</td>
</tr>
</tbody>
</table>

Before the start of the race each SP3 team will receive the applicable MAX REFUELLING sticker to be placed on start number at fuel-inlet side.

TEAM NAME: ..................  TEAMMANAGER NAME: ..................
START NUMBER: ..................  SIGNATURE ..................
BOX: ..................
Appendix 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 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 than this “minimum reference lap time” the team will be penalized with a time penalty.
This rule is chosen instead of technical regulations and limitations.
So the main rule for cars in this class is the fixed “minimum reference lap time”.
This “minimum reference lap time” will be different for each circuit and will be specified in: Appendix 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, Art.3 of chapter II
2. Balance of Performance
In case a car has an unreasonable advantage or disadvantage compared to other cars as a result of type of engine and/or special chassis qualities and or track conditions, 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 30seconds.
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.

There are basically two A6 classes:
- **Class A6-Pro** for pros and some semi-pros (BOP-handicap but no lap time restrictions)
- **Class A6-Am** for amateurs, gentlemen and some semi-pros (No BOP-handicap or even BOP-advantage but a minimum reference lap time is applicable)

Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Basically determined by the best qualifying lap.

In this appendix is described which BOP is assigned and to which class (A6-Pro or A6-Am) each individual team will be assigned.

When in these regulations is referred to class A6, it is applicable for both, class A6-Am and A6-Pro. Unless explicitly mentioned otherwise.

1. Introduction
This class is basically meant for GT cars which fits from performance point of view.

This will result in a very competitive class with many strong brand’s, with cars, drivers and teams with huge potential. So far so good. But we all know, that because of the many different types of cars, initially there can be a huge differences in potential performance. Just imaging cars with 3,2 Litre engines up to 8 Litre engine compete in the same class.

For this reason we apply, beside the regular and initial (GT) Balance of performance (BOP), an additional BOP-method.

The additional BOP-method should further minimize the performance differences, with as final goal to further increase competition.

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

Note for professionals: Keep in mind that without the large group of enthusiastic amateurs and semi-professionals we would not have a race at all!

**May the best team win**

Of course do we all look forward to a sportive race with the highest possible level of fair competition. Where after a challenging race, the best team may win.

The best team?
The best team can best be described as a combination of:
- A strong team, strategic as well with a dedicated technical crew.
- Excellent drivers, fast, consistent and reliable endurance drivers. Team players with respect for their competitors in their class and even more for competitors in lower classes.
- A fast, strong and reliable race car, gently to drive.
- A team with some luck, at least no bad luck!

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

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-pros (90% of the participants) a much more fair opportunity to compete with the professionals.

However one thing remains the same, the best team will win! Maybe only with a minimum gap. But let’s be honest what would be more satisfying then to win the next race in the last hour with a close finish?

Do you take this challenge?

May the best team win!
3. Division into two classes: class A6-Pro and class A6-Am

The unique and attractive Balance Of Performance (BOP)-system for GT cars, introduced a few years ago, has proven to be successful. In this BOP-system, the final BOP is based on the best qualifying lap time. It has achieved its primary goals, like increasing competition and reducing the gap between amateurs, gentlemen drivers, semi- and professional teams and drivers.

Looking at it from an objective perspective, this unique BOP-system is mostly appreciated by amateurs and gentleman drivers, which is obvious, because they are the ones who benefit most from the advantages of the system. On the other hand, some pros had comments on the limitation of the minimum reference lap time they were allowed to drive. From their point of view, this is also understandable, even if the limitation hardly effects the general performance. However, from an instinct of a racing-driver, a limitation on lap time is in contradiction with his or her racing mind. Therefore, the BOP-system is improved by skipping this lap time limitation for the fastest drivers and teams (semi-pros and pros) and it will be replaced by a weight increase and a fuel tank restriction for this group.

To award also amateurs & gentleman drivers and to make a clear distinction between the semi-pros, pros and amateurs & gentleman drivers and teams, class A6 is divided into 2 separate classes:

- **Class A6-Pro** for pros and some semi-pros (BOP-handicap but no lap time restrictions)
- **Class A6-Am** for amateurs, gentlemen and some semi-pros (No BOP-handicap or even BOP-advantage but minimum reference lap time is applicable)

Herewith, the basic goal of improving competition and reducing the gap for amateur and gentleman drivers and teams will still be achieved.

**Criteria, for being assigned to A6-Pro or A6-Am:**

<table>
<thead>
<tr>
<th>Best qualifying lap time*</th>
<th>Faster than 2.04** or team choose A6-Pro</th>
<th>Yes</th>
<th>Class A6-Pro</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No</td>
<td></td>
<td>Class A6-Am</td>
</tr>
</tbody>
</table>

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.

According to the regulations:

- The organiser reserves the right to modify BOP for individual cars at any time of the event.
- Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a best qualifying lap time, slower than 2.04, might be assigned to class A6-Pro.

**2.04 is just an example, for the actual value, see supplementary regulations of the specific event**

4. Extra team manager briefing

The extra team manager briefing (after qualifying, see time table), is only applicable for class A6 (A6-Pro and A6-Am). Each team manager is allowed to bring (maximum) one additional team member (e.g. a driver) with him or her to this meeting.

In this extra team manager briefing for class A6, the team managers will be informed about the 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 (A6-Pro and A6-Am) are obliged to attend this briefing.
5. Balance of Performance parameters for class A6-Pro and class A6-Am:

The BOP can be one or more of the following parameters:
- Reduce or increase of weight of the car
- Reduce or increase the maximum refuelling amount

Initial Balance of performance:

Weight: The initial weight of the car has to be minimal the applicable weight according to the regulations (Appendix 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.

6. Balance of performance implementation:

The actual balance of performance (handicap or advantage) of a car will be based on the best qualifying time of the specific car and will be derived from the following BOP-table.

ATTENTION: Below BOP-table is just an EXAMPLE to demonstrate the BOP implementation after qualifying.

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

<table>
<thead>
<tr>
<th>Class*</th>
<th>Qualifying range</th>
<th>Race Minimum reference lap time</th>
<th>Balance Of Performance***</th>
<th>Remarks***</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6-Am</td>
<td>&gt; 2.06,0</td>
<td>2.06.0**</td>
<td>+30kg</td>
<td>120 L</td>
</tr>
<tr>
<td></td>
<td>2.04 .. 2.06</td>
<td>2.04.0**</td>
<td>+0kg</td>
<td>+0 L</td>
</tr>
<tr>
<td>A6-Pro</td>
<td>&lt; 2.04,0</td>
<td>free</td>
<td>+30kg</td>
<td>+/- 5 L</td>
</tr>
</tbody>
</table>

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.
  According to the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.
  Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a best qualifying lap time, slower than 2.04, might be assigned to class A6-Pro.

** Applicable Minimum reference lap time during the race. In case a fast driver is faster than the Minimum reference lap time, by incident, the team can use one of the “Escape Joker” (Each team in class A6-Am will receive 10 escape jokers)

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 7 (Eligible Cars and Class Overview)
How does the BOP table work?
In principal the best lap time during qualifying will determine the final BOP-handicap or advantage, applicable for the race.
Basically there are 3 options:
Option 1: BOP-advantage (less weight and more refuelling)
(A6-Am) As described in the introduction, the goal is to achieve the highest possible level of competition. Therefore less fast cars will be given an BOP-advantage.
E.g. for amateur teams and or gentlemen drivers and or older GT models
To avoid teams will not show there best lap time in qualifying, a specific “Minimum reference lap time” will be applicable for all teams in this “group” during the race.

Option 2: BOP-neutral (No additional BOP)
(A6-Am) E.g. for amateur teams and or gentlemen drivers and or semi-professional drivers
To avoid teams will not show there best lap time in qualifying, a specific “Minimum reference lap time” will be applicable for all teams in this “group” during the race.

Option 3: BOP-handicap (extra ballast weight and less refuelling)
(A6-Pro) E.g. for professional teams and drivers and other (very fast) teams.
For this group, the lap time in the race is free. So there is NO minimum reference lap time applicable.

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

**Example 1: (A6-Am, BOP-advantage)**
1) Assume your best lap at qualifying is 2.07,1 (2min07,1sec)
2) Lookup this 2.07,1 in the BOP-table in column: Qualifying range
3) Lookup the BOP-figure, in this example you will read a BOP-advantage of: +/-50kg and 120Liter
4) Additionally the table show you the “Minimum reference lap time” during the race. This means you are not allowed to driver faster during the race. The specific “Minimum reference lap time” during the race in this example is: 2.06.
   Please note in this case the “Minimum reference lap time” is only a theoretical limitation, because practical (assuming you have shown your best lap at qualifying) your car cannot run any faster.

**Example 2: (A6-Am, BOP-neutral)**
1) Assume your best lap at qualifying is 2.05,0 (2min05sec)
2) Lookup this 2.05,0 in the BOP-table in column: Qualifying range
3) Lookup the BOP-figure, in this example you will read: +0kg and +0 Litre
4) Additionally the table show you the “Minimum reference lap time” during the race. This means you are not allowed to driver faster during the race. The specific “Minimum reference lap time” during the race in this example is: 2.04.
   Please note in this case the “Minimum reference lap time” is only a theoretical limitation, because practical (assuming you have shown your best lap at qualifying) your car cannot run any faster.

**Example 3: (Am-Pro, BOP-handicap)**
1) Assume your best lap at qualifying is 2.02,0 (2min02,0sec)
2) Lookup this 2.02,0 in the BOP-table in column: Qualifying range
3) Lookup the prescribed BOP-figure, in this example you will read: +30kg and +/-5Liter
4) Additionally the table show you the “Minimum reference lap time” during the race is FREE.
   Please note: Although this looks a quite strong BOP-handicap and it actually is, please note compare to cars in the other groups you have NO minimum reference lap times, so you can as run as fast you like or can!
7. BOP-ACCEPTANCE FORM
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 (A6-Am and A6-Pro). (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.

Class A6-Pro: there is NO minimum reference lap time applicable

Minimum reference lap time: (only applicable for class A6-Am)
The BOP-table also shows the so called “Minimum reference lap time”. This “Minimum reference lap time” will be applicable for the specific team during the race. This “Minimum reference lap time” is introduced to avoid (or dis-encourage) teams will not show their best performance during qualifying (e.g. due to a technical problem).

Time penalty: (only applicable for class A6-Am)
In the very unlikely way the car will be faster than the “Minimum reference lap time” during the race and this boundary lap time is crossed, the team will get a penalty.
The penalty will be a Time penalty of 30 seconds
The actual driven fastest lap time by a team during the race remains valid, even if this lap time is faster than the applicable “minimum reference lap time” and therefor penalized.

Escape JOKER (only applicable for class A6-Am)
Although, it is very unlikely after applying the BOP-table, it can happen, a driver will be faster than the “Minimum reference lap time” by incident.
To avoid penalizing such a good driver at the first incident, each team will receive 10 (TEN) “ESCAPE JOKERS” which can be used as an escape (for a penalty) in the very unlikely case they just cross this boundary. This means a team can use 10 times an “ESCAPE JOKER” (so for 10 laps).
Such an “ESCAPE JOKER” will only be accepted in case above described incident is reported in writing by the team within maximum 60 minutes after the incident has occurred.
In case such an incident is NOT reported within 60 minutes or after the 10 “ESCAPE JOKERS” has been used each incident will result in a penalty as described above.
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 penalty as described above.

Last but not least (applicable for class A6-Am and A6-Pro)
As explained above, we all want the highest possible level of competition and of course a fair and sportive race. The developed BOP-method will contribute to achieve this final goal.
Although this BOP-method has been proven to be efficient and successful this is still a quite new method. For this reason we 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.
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:…………
   This results in the BOP marked below. (circle the relevant qualifying range, BOP and Minimum ref lap 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.

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 weight (not less weight). 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)

<table>
<thead>
<tr>
<th>Class*</th>
<th>Qualifying range</th>
<th>Race Minimum reference lap time</th>
<th>Balance Of Performance***</th>
<th>Remarks***</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6-Am</td>
<td>&gt; 2.06,0</td>
<td>2.06,0**</td>
<td>+50kg</td>
<td>BOP-advantage Mainly Amateurs &amp; gentlemen</td>
</tr>
<tr>
<td></td>
<td>2.04 .. 2.06</td>
<td>2.04,0**</td>
<td>+0kg</td>
<td>BOP-neutral Mainly Amateurs &amp; gentlemen &amp; semi-pros</td>
</tr>
<tr>
<td>A6-Pro</td>
<td>free</td>
<td>free</td>
<td>+30kg</td>
<td>BOP-handicap Mainly semi-pros &amp; professionals (No lap time restrictions)</td>
</tr>
</tbody>
</table>

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.
According the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.
Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even if the best qualifying lap is slower than 2.04, the team might be assigned to class A6-Pro.

** Applicable Minimum reference lap time during the race. In case a fast driver is faster than the Minimum reference lap time, by incident, the team can use one of the “Escape Joker” (Each team in class A6-Am will receive 10 escape jokers)

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 7 (Eligible Cars and Class Overview)
BOP-ACCEPTANCE FORM (applicable for class A6-Am and class A6-Pro)

Applicable for “EXAMPLE CIRCUIT”

<table>
<thead>
<tr>
<th>Start nr:</th>
<th>Box:</th>
<th>Team name:</th>
</tr>
</thead>
</table>

BOP-ACCEPTANCE FORM page 2

Final BOP adjustment figures for our specific car.

**Minimum car weight**

- Minimum weight according the regulations: ..........................kg
- BOP-weight (+/-) according to BOP-table: ..........................kg
- Final minimum weight during the race: ..........................kg

**Maximum refuelling amount**

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

Before the start of the race each A6 team will receive the applicable MAX REFUELLING sticker to be placed on start number at fuel-inlet side.

**Minimum reference lap time**

<table>
<thead>
<tr>
<th>Circle applicable Minimum reference lap time according BOP-table</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.06                                         2.04  free</td>
</tr>
</tbody>
</table>

And we understand the penalties in case we cross this boundary. At handing over this form we will receive 10 “ESCAPE JOKERS” which can be used as an escape (from a time penalty) in the very unlikely case we just cross this boundary. This means we can use 10 times an “ESCAPE JOKER” (10 laps). We understand the rules applying to this ESCAPE JOKER.

No minimum reference lap time applicable, so Escape jokers are not applicable.

TEAM NAME: .................... TEAMMANAGER NAME: ....................
START NUMBER: .................... SIGNATURE ....................
BOX: ..........................
Appendix 7 to the Technical Regulations
Eligible Cars and Class Overview:

Class overview, including minimum weight, maximum refuelling amount.
And for some classes, if applicable, balance of performance (BOP) figures and the “minimum reference lap time” are specified.
(Maximum refuelling amount: Basically all cars are allowed to have a fuel tank of maximum 120 Litre)

Petrol Touring cars, up to 3500cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>up to 1.600cc</td>
<td>710 kg</td>
<td>80 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.300 - 1.400 cc</td>
<td>760 kg</td>
<td>80 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.400 - 1.600 cc</td>
<td>820 kg</td>
<td>90 L</td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td>1.600 - 1.800 cc</td>
<td>900 kg</td>
<td>100 L</td>
<td>Min ref lap time* See supplementary regulations of the specific event</td>
</tr>
<tr>
<td></td>
<td>1.800 - 2.000 cc</td>
<td>980 kg</td>
<td>100 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supercharged engines up to 1.650cc</td>
<td>1000 kg</td>
<td>90L</td>
<td></td>
</tr>
<tr>
<td>A3T</td>
<td>1.650 – 1.800 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td>e.g. Seat Leon MK1</td>
</tr>
<tr>
<td></td>
<td>1.800 – 2.000 cc</td>
<td>1000 kg</td>
<td>90 L</td>
<td>e.g. Seat Leon MK2, Opel Astra</td>
</tr>
<tr>
<td>A4</td>
<td>2.000 - 2.500 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 - 3.000 cc</td>
<td>1100 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>A5</td>
<td>3.000 - 3.500 cc</td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>CUP 1</td>
<td>3.000 cc Twin Turbo</td>
<td>Remarks</td>
<td>Remarks</td>
<td>According to BMW M235i Cup regulations</td>
</tr>
</tbody>
</table>

According to art. 18.1.1 of the regulations; the organiser will decide upon eventual waivers
*A2 cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. A3T or A4

Diesel Touring Cars, up to 3000cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>Up to 2000cc</td>
<td>1.100 kg</td>
<td>100L</td>
<td>Min ref lap time* See supplementary regulations of the specific event</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.200 kg</td>
<td>120L</td>
<td></td>
</tr>
<tr>
<td>D2</td>
<td>2.000 – 2.500 cc</td>
<td>1.100 kg</td>
<td>120L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 – 3.000 cc</td>
<td>1.200 kg</td>
<td>120L</td>
<td></td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>Class</th>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 996</td>
<td>Porsche 996 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td>Models 2007 .. 2009</td>
</tr>
<tr>
<td>Class 997</td>
<td>Porsche 997 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td>Models 2010 .. 2013</td>
</tr>
<tr>
<td></td>
<td>Porsche 997 Cup S</td>
<td>3.800 cc</td>
<td>1200 kg</td>
<td>100L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Porsche 991 Cup</td>
<td>3.800 cc</td>
<td>1230 kg</td>
<td>100L</td>
<td></td>
</tr>
</tbody>
</table>
GT cars (Mainly GT cars, also American GT's are eligible)

Class A6-Am & Class A6-Pro

Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Determined by the best qualifying lap.

If less than 12 (twelve) A6 cars will participate in an event, for this event class A6-Am and A6-Pro will be combined to one Class A6.

<table>
<thead>
<tr>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>BOP</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASTON MARTIN DBRS9</td>
<td>5900cc/12cyl</td>
<td>1240 kg</td>
<td>110 L</td>
<td>2x59.0mm</td>
<td></td>
</tr>
<tr>
<td>ASTON MARTIN VANTAGE GT3</td>
<td>5900cc/12cyl</td>
<td>1290 kg</td>
<td>115 L</td>
<td>2x34.0mm</td>
<td></td>
</tr>
<tr>
<td>AUDI R8 LMS &amp; Ultra</td>
<td>5200cc/10cyl</td>
<td>1280 kg</td>
<td>110 L</td>
<td>2x44.0mm</td>
<td></td>
</tr>
<tr>
<td>BENTLEY CONTINENTAL GT3</td>
<td>4000cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>2x38.0mm</td>
<td></td>
</tr>
<tr>
<td>BMW Z4 GT3</td>
<td>4400cc/8cyl</td>
<td>1250 kg</td>
<td>105 L</td>
<td>1x70.0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CAMARO GT3</td>
<td>7900cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x72.0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CORVETTE Z06R GT3</td>
<td>7000cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x59.0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CORVETTE C6/Z06 LMG</td>
<td>7000cc/8cyl</td>
<td>1270 kg</td>
<td>95 L</td>
<td>2x31.6mm</td>
<td>Chas #C6R-005# Chas #C6R-006#</td>
</tr>
<tr>
<td>DODGE VIPER COUPE SERIES 2</td>
<td>8400cc/10cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>Tba</td>
<td>Chas # VCC-C113# GT3-002/GT3-020</td>
</tr>
<tr>
<td>DODGE VIPER COMP. COUPE</td>
<td>8300cc/10cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>FERRARI 430 SCUDERIA GT3</td>
<td>4500cc/8cyl</td>
<td>1230 kg</td>
<td>100 L</td>
<td>2x53.0mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI 458 ITALIA GT2</td>
<td>4500cc/8cyl</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x31.7mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI 458 ITALIA GT3</td>
<td>4500cc/8cyl</td>
<td>1280 kg</td>
<td>105 L</td>
<td>2x45.0mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI F458GT (VdeV1)</td>
<td>4500cc/8cyl</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x56.0mm</td>
<td>Chas #2850#</td>
</tr>
<tr>
<td>FORD GT GT3</td>
<td>5000cc/8cyl</td>
<td>1230 kg</td>
<td>110 L</td>
<td>1x61.5mm</td>
<td></td>
</tr>
<tr>
<td>FORD MUSTANG MARC VDS</td>
<td>5300cc/8cyl</td>
<td>1350 kg</td>
<td>110 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>GINETTA G55 GT3</td>
<td>4350cc/8cyl</td>
<td>1200 kg</td>
<td>100 L</td>
<td>N/A</td>
<td>OSK GT3-062012</td>
</tr>
<tr>
<td>LAMBORGHINI GALLARDO LP560 GT3</td>
<td>5200cc/10cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x47.2mm</td>
<td></td>
</tr>
<tr>
<td>LAMBORGHINI GALLARDO LP520 GT3</td>
<td>5000cc/10cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x53.0mm</td>
<td></td>
</tr>
<tr>
<td>LOTUS EXIGE GT3</td>
<td>1800cc/4cyl</td>
<td>808 kg</td>
<td>Tba</td>
<td>Tba</td>
<td></td>
</tr>
<tr>
<td>MASERATI GRANTURISMO MC GT3</td>
<td>4700cc/8cyl</td>
<td>1220 kg</td>
<td>105 L</td>
<td>1x65.0mm</td>
<td></td>
</tr>
<tr>
<td>McLaren MP4-12C GT3</td>
<td>3800cc/8cyl</td>
<td>1275 kg</td>
<td>115 L</td>
<td>2x36.0mm</td>
<td></td>
</tr>
<tr>
<td>McLaren 650S GT3</td>
<td>3800cc/8cyl</td>
<td>Tba</td>
<td>Tba</td>
<td>Tba</td>
<td>Max Boost(barA/rpm) 1,82/4000 1,80/4500 1,76/5000 1,72/6000 1,65/6000 1,59/7000 1,53/&gt;7500</td>
</tr>
<tr>
<td>MERCEDES SLS AMG GT3</td>
<td>6200cc/8cyl</td>
<td>1350 kg</td>
<td>105 L</td>
<td>2x34.8mm</td>
<td></td>
</tr>
<tr>
<td>MOSLER MT 900 GT3</td>
<td>7000cc/8cyl</td>
<td>1200 kg</td>
<td>100 L</td>
<td>2x42.7mm</td>
<td></td>
</tr>
<tr>
<td>NISSAN GT-R GT3</td>
<td>3800cc/6cyl</td>
<td>1335 kg</td>
<td>115 L</td>
<td>Tba</td>
<td>Max Pboost 2,05 barA (all rpm)</td>
</tr>
<tr>
<td>PORSCHE 911 GT3 R</td>
<td>4000cc/6cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>1x72.0mm</td>
<td>MY2012 or older</td>
</tr>
<tr>
<td>PORSCHE 911 RSR</td>
<td>4000cc/6cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>1x60.0mm</td>
<td>MY2013</td>
</tr>
<tr>
<td>SRT VIPER GT3-R</td>
<td>8400cc/10cyl</td>
<td>1250 kg</td>
<td>110 L</td>
<td>2x31.0mm</td>
<td>MY2012 or older</td>
</tr>
</tbody>
</table>

Your (GT) 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 (Petrol and Diesel)

Group Special cars (cars which do not fit or are not accepted in any other class) based on minimum reference lap time (guide-line is approx. 3.0kg/hp or more)

The performance level, regulated by minimum lap time, is approximately comparable with the Porsche 997 Cup car and basically not as fast as class A6.

This SP2 class is meant for the following range of cars:
- Cars which fits from performance point of view, to the prescribed minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

(e.g. Holden V8, Toyota Lexus, Chevrolet Corvette, BMW 140 GTR, BMW E46 V10, BMW M3 E92, Aston Martin Vantage N24, Aston Martin Vantage V12, Lotus, Nissan Z33, Audi TT RS, Audi RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1, Ferrari F458 Challenge, Ginetta G55, P4/5 Competizione)

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td>SP2*</td>
<td>N/A</td>
<td>See supplementary regulations of the specific event</td>
<td>80 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>See supplementary regulations of the specific event</td>
<td>90 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>See supplementary regulations of the specific event</td>
<td>100 L</td>
</tr>
</tbody>
</table>

*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 (Petrol or Diesel)

Group Special cars, is a class generally meant for GT4 cars, based on minimum reference lap time (guide-line is approx. 3.5kg/hp or more)

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

This SP3 class is meant for the following range of cars:
- Cars which fits from performance point of view, to the prescribed minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2

(e.g. Aston Martin V8 Vantage N24/GT4, BMW Z4M Coupe, BMW M3 GT4, Nissan 350Z, Nissan 370Z, Maserati GT MC GT4, Chevrolet Camaro, Lotus Evora, Lotus Exige GT4, Porsche Cayman, Donkervoort D8 GT, Corvette C6 GT4, Ginetta G50 Cup/GT4, Lotus 2/Eleven, Peugeot 207 Spider, Saker sports car, Solution F Silhouette, Gomez Competition GC10.2 Silhouette)

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td>SP3*</td>
<td>N/A</td>
<td>See supplementary regulations of the specific event</td>
<td>70 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>See supplementary regulations of the specific event</td>
<td>80 L</td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>Class</th>
<th>Minimum reference lap time</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP4 Electrical &amp; Hybrid cars</td>
<td>See supplementary regulations of the specific event</td>
<td></td>
</tr>
</tbody>
</table>

### Silhouette Cars, will be assigned to most suitable class

<table>
<thead>
<tr>
<th>Class</th>
<th>Silhouette car</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Solution F (3.500cc)</td>
<td>Solution F Silhouettes will assigned to class SP3</td>
</tr>
<tr>
<td></td>
<td>Gomez Competition GC10.1 (3.500cc/V8)</td>
<td>GC10.1 will be assigned to class Tba</td>
</tr>
<tr>
<td></td>
<td>Gomez Competition GC10.2 (3.500cc/V6)</td>
<td>GC10.2 will be assigned to class SP3</td>
</tr>
<tr>
<td></td>
<td>Renault Megane Trophy (3.500cc/V6)</td>
<td>Renault Megane Trophy will be assigned to class SP2</td>
</tr>
<tr>
<td></td>
<td>Brokernet Silversting (3.600cc/V6)</td>
<td>Brokernet Silversting will be assigned to class SP2</td>
</tr>
<tr>
<td></td>
<td>Brokernet Goldsting (3.600cc/V6)</td>
<td>Brokernet Goldsting will be assigned to class SP2</td>
</tr>
</tbody>
</table>

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 or homologated). The Max Refuel amount mentioned in the tables above for all classes (unless explicit specified otherwise) is the maximum refuelling amount (Litres) per refuelling session.

At all 24H SERIES races, this will be automatically measured, at the fuel station.

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

Example:
If in the table above in a specific class the max Refuel amount is listed at 90 L
At the start of the race it is allowed to start with a completely filled fuel tank.
It is still allowed to have a fuel tank with a capacity of 120 L.
At the start of the race, it is allowed to start with 120 L fuel.
At each following pit stop it is allowed to refuel maximum 90 L.

So in case you make a pit stop after your tank is only halve empty, it is allowed to refuel again maximum 90 L. This means you can have a completely filled tank again.
SUPPLEMENTARY REGULATIONS

1e Round of 24H SERIES powered by Hankook

10th edition

Hankook 24H DUBAI

8-9-10 January 2015

Version 24 December 2014
Approved with Permit number: KNAF 0314,14,317
Approved with Permit number: ATC/UAE - 2015 -001
**Article 1a Event Information**

Name Event: Hankook 24H DUBAI  
Edition: 10th edition  
Track: Dubai Grand Prix Circuit, United Arab Emirates (Dubai Autodrome)  
Date Event: 8-9-10 January 2015  
Type of Event: International (part of 24HSERIES powered by Hankook)  
Classes: Touring, GT and 24hSpecial according: Sporting & Technical Regulations

**Article 1b Entrant and Driver Eligibility**

Competitors/Entrants  
See Sporting & Technical Regulations

Drivers Eligibility  
See Sporting & Technical Regulations

**Article 2a Sporting Authority (ASN)**

KNAC Nationale Autosport Federatie  
P.O. Box 274  
2300 AG Leiden  
The Netherlands

**Article 2b Hosting Sporting Authority (ASN)**

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

**Article 2c Organizer**

Creventic  
PO Box 40  
6590 AA Gennep  
The Netherlands

In cooperation with  
D.N.R.T  
Joop den Uyllaan 107  
3119 VJ Schiedam  
The Netherlands  
Dubai Autodrome Motorsports Club  
PO Box 57331  
DUBAI, UAE

**Article 2d Promoter**

Promoter – Postal Address  
Creventic BV  
PO Box 40  
6590 AA Gennep  
The Netherlands

Promoter – Contacts  
Creventic BV  
Gerrie Willems  
Phone: +31 (0)485-471166  
Telefax: +31 (0)485-471127  
E-Mail: willems@creventic.com  
Internet: www.24hDubai.com
Article 2e 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 2f Organizing Committee
On behalf of the Circuit/Organizer: Richard Birch
On behalf of the Organizer & Promoter: Gerrie Willems
On behalf of the Organizer & Promoter: Helen Roukens
On behalf of the Organizer: Huub Vermeulen
On behalf of the Organizer: Ria Waterreus
On behalf of the CoC: Jeroen Steenhuis

Article 3 Locations
Race administration/Welcome: Ground floor (next to scrutineering bay)
Parc Fermé: The Parc fermé after the qualifying practice will be in the pit lane. 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)
Steward: Phiroze Jhaweri (License No. 014021)
Race Director: Martin vd Pavert (License No. 22314)
Clerk of the Course: Paul Beck (License No. 10619)
Deputy Clerk of the course: Jeroen Steenhuis (License No. 17843)
Deputy Clerk of the course: Sander de Geus (License No. 28970)
Deputy Clerk of the course: Chris Norman (DAMC) (License No. 140960)
Deputy Clerk of the course: Peter Roberts (DAMC) (License No. 140949)
Deputy Clerk of the course: Fraser Martin (DAMC) (License No. TBA)
Assistant Clerk of the course: Mohammed Al Qadi (DAMC) (License No. TBA)
Assistant Clerk of the course: Tony Whitaker (License No. 014020)
Secretary of the Meeting: Ria Waterreus (License No. 4000)
Ass. Secretary of the Meeting: Christien vd Lecq (License No. 20428)
Chief Medical Officer: Dr. Victor Butros
Chief Marshal: Trevor Jackson (DAMC)
Chief Timekeeper: Sanne Van Der Meer (License No. 34974)
Timekeeper: Harald Roelse (License No. 10974)
Timekeeper: Maurice Spronkers (License No. 28090)
Chief Scrutineer: Armin Kolmsee (License No. 1046249)
Scrutineer: Leo Schaap (License No. 22130)
Scrutineer: Marc Steeneveld (License No. 34009)
Scrutineer: Manfred Malberg (License No. TBA)
Official: Bas Hennink (License No. 27538)
Article 5 Regulations
Event held under the present International Sporting Code of the FIA.
The following regulations will be used:
1. Present FIA International Sporting Code and Appendices (ISC 2015)
2. KNAF Regulations:
   - Autosport Jaarboek 2015
   - Reglementen Sectie Autorensport 2015
3. Sporting and Technical Regulations:
   - Sporting & Technical Regulations 24HSERIES powered by Hankook Revised version 13-12-2014.
4. These Supplementary Regulations.
5. 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:

<table>
<thead>
<tr>
<th>Race</th>
<th>Practice</th>
</tr>
</thead>
<tbody>
<tr>
<td>Touring &amp; GT-Cars (24h race)</td>
<td>100</td>
</tr>
</tbody>
</table>

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 2014.
Acceptance of the entry will be send no later than 15 October 2014. 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).
The event will be open for any driver (minimum age 18 years) holding a current and valid International licence (minimum grade D).
The events will be open for any driver (minimum age 16 years) holding a current and valid International licence (minimum grade C).
All competitors must submit the authorization of their ASN (according Art. 3.9 ISC 2015).

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 practice 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 2×2 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
a. Protests must be made in writing and handed directly to the Secretary of the Meeting accompanied by a fee of € 500 in cash. Only the competitor or his representative has the right to make a protest. The provisions of Article 13 of the International Sporting Code govern the protest procedure.
b. The appeal procedure is governed by the provisions of Article 14.1.4 of the International Sporting Code and by the National Sporting Code (Autosport Jaarboek 2015) of the KNAF.
c. Any dismantling costs resulting from a protest or an appeal must be set in accordance with the prescriptions of the International Sporting Code.
d. If the entrant would like to appeal the amount is € 1750,- to be made payable to:
   KNAF FEDERATIEBUREAU
   ING: 665545967
   BIC: INGBNL2A
   IBAN: NL57INGB0665545967
   College voor Autosport Rechtspraak KNAF
   PO Box 357
   2400 AJ Alphen a/d Rijn
   And the appeal should be send to: Willie Donker L.L.C.
   E-mail: lammeren@willedonker.nl
   And/or: e-mail: info@knaf.nl

Article 13 Pit regulations
a. Refuelling or emptying the tank in pit garage, pit lane and the area behind the pit boxes is NOT allowed during practice and race.
b. 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.
c. The maximum speed in the pit lane is 40 km/h at all times. 20 km/h in the refuelling area and weighing area.
d. 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.
e. 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.
f. 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.
g. 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.
h. Every driver change, pit stop, refuelling operation and (time) penalty must be administered by the team.
   For this purpose the organization will provide so called YELLOW CONTROL CARDS.
   It is the responsibility of the team manager that those Yellow Control Cards are filled in correctly
   Those Yellow Control Cards should be preferable be put on the wall in the pit box (at pit lane side). So the 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.

Clariﬁcation of art. 42 Time penalties – Procedure of the Sporting & Technical regulations
During the last period of the race and after the team have made their final pit stop any time penalties incurred (after this pit stop) will be processed by the official timekeeper of the event and not by the team.
Time penalties must always be settled by a team within 2 hours after having received the (time) penalty. If a team not respects this 2 hour time frame, the time penalty will be doubled.
Both rules are clarifed as follows:
- Any time penalty received by a team before Saturday 12.00 hours need to be redeemed at the ﬁrst pit stop after the time penalty is received. If a team does not respects this, the time penalty will be doubled.
- Any time penalty received by a team after Saturday 12.00 hours will be processed by the ofﬁcial timekeeper of the event and not by the team.
- It is not required to solve penalties of less than or equal to 5 seconds. In this case you may add this time penalty (of 5 seconds or less) to another time penalty and solve these at once (always inform the Race Administration). Otherwise time penalties of less than or equal to 5 seconds will be added to your race time at the end of the Race.

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 2015 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.
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: Frontal Head Restraint (FHR) (e.g. 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. It is expressed teams must deliver their cars with an empty fuel tank. 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.

According the Sporting & Technical Regulations the following items are compulsory and will be checked at scrutineering:
- Compulsory advertising
- Illuminated back panels (only for the left and right door start numbers).
- LED-Position display (SPAA05) (one left and one right)
- Transponder with Driver-ID
- GPS tracking system (will be provided free of charge) See Appendix 1.
- Data-logger (Evo4) only for class A6
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.

**Article 16 Fuel and Refuelling**

See art. 21.3 of the Sporting & Technical regulations.

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

In Dubai there will be 10 petrol and 10 diesel pumps.

Please note: Refuelling at 24H Dubai 2015 must be done by a team member (not by a tank marshal).

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

**Article 17 Tickets/Passes/Paddock**

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.

Paddock space (behind the pit box) per entry (included in the entry fee) is 4x6m.

**Article 18 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 19 Tyres**

Hankook, as title sponsor, will be the exclusive and single tyre supplier for 24H of Dubai 2015.

All participating teams are obligated to run the entire event (optional private test on Wednesday, all (free) practices, qualifying and 24H race) on Hankook tyres.

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

**Article 20 Supplementary Regulations**

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

Appendices:

- **Appendix 1:** GPS tracking system
- **Appendix 2:** Class Overview (all classes)
- **Appendix 3:** For class A6 only: BOP-table AND BOP-acceptance form class A6
- **Appendix 4:** For Class SP2 only: MINIMUM REFERENCE LAP TIME FORM
- **Appendix 5:** For Class SP3 only: MINIMUM REFERENCE LAP TIME FORM

Other appendices:
- Time Schedule
- Plan of the circuit
- Plan of the paddock
- Where to mount your driver-ID transponder
Appendix 1: 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.

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.
With this GPS-device (which includes a Data sim card, e.g. Etisalat) 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!
Appendix 2: 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

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>(up to 1.600cc)</td>
<td>up to 1.300 cc</td>
<td>710 kg</td>
<td>80 L</td>
</tr>
<tr>
<td></td>
<td>1.300 - 1.400 cc</td>
<td>760 kg</td>
<td>80 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.400 - 1.600 cc</td>
<td>820 kg</td>
<td>90 L</td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td>(1.600 – 2.000 cc)&amp; Supercharged engines (up to 1.650cc)</td>
<td>1.600 - 1.800 cc</td>
<td>900 kg</td>
<td>100 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.800 - 2.000 cc</td>
<td>980 kg</td>
<td>100 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Supercharged engines up to 1.850cc</td>
<td>1000 kg</td>
<td>90 L</td>
</tr>
<tr>
<td>A3T</td>
<td>Supercharged engines (1.650 – 2.000 cc)</td>
<td>1.650 – 1.800 cc</td>
<td>1000 kg</td>
<td>120 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.800 – 2.000 cc</td>
<td>1000 kg</td>
<td>90 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1100 kg</td>
<td>100 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1200 kg</td>
<td>120 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>e.g. Seat Leon MK1</td>
<td>e.g. Seat Leon MK2, Opel Astra</td>
</tr>
<tr>
<td>A4</td>
<td>(2.000 – 3.000 cc)</td>
<td>2.000 – 2.500 cc</td>
<td>1000 kg</td>
<td>120 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.500 – 3.000 cc</td>
<td>1100 kg</td>
<td>120 L</td>
</tr>
<tr>
<td>A5</td>
<td>(3.000 – 3.500 cc)</td>
<td>3.000 – 3.500 cc</td>
<td>1200 kg</td>
<td>120 L</td>
</tr>
<tr>
<td>CUP 1</td>
<td>BMW M235i Cup</td>
<td>3.000 cc Twin Turbo</td>
<td>Remarks</td>
<td>Remarks</td>
</tr>
</tbody>
</table>

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

*A2 Touring cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. A3T or A4.

Diesel Touring Cars, up to 3000cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>Up to 2000cc</td>
<td>1.100 kg</td>
<td>100L</td>
<td>Min ref lap time* 2min21 (Dubai)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.200 kg</td>
<td>120L</td>
<td></td>
</tr>
<tr>
<td>D2</td>
<td>(2.000 – 3.000 cc)</td>
<td>2.000 – 2.500 cc</td>
<td>1.100 kg</td>
<td>120L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.500 – 3.000 cc</td>
<td>1.200 kg</td>
<td>120L</td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>Class</th>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 996</td>
<td>Porsche 996 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>Class 997</td>
<td>Porsche 997 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td>Models 2007 .. 2009</td>
</tr>
<tr>
<td></td>
<td>3.800 cc</td>
<td></td>
<td>1200 kg</td>
<td>100L</td>
<td>Models 2010 .. 2013</td>
</tr>
<tr>
<td></td>
<td>Porsche 997 Cup S</td>
<td>3.600 cc</td>
<td>1200 kg</td>
<td>100L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3.800 cc</td>
<td></td>
<td>1230 kg</td>
<td>100L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Porsche 991 Cup</td>
<td>3.800 cc</td>
<td>1230 kg</td>
<td>100L</td>
<td></td>
</tr>
</tbody>
</table>
GT cars (Mainly GT cars, also American GT’s are eligible in this class)

**Class A6-Am & Class A6-Pro**
Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Determined by the best qualifying lap.

<table>
<thead>
<tr>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>BOP</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASTON MARTIN DBRS9</td>
<td>5900cc/12cyl</td>
<td>1240 kg</td>
<td>110 L</td>
<td>2x59,0mm</td>
<td></td>
</tr>
<tr>
<td>ASTON MARTIN VANTAGE GT3</td>
<td>5900cc/12cyl</td>
<td>1290 kg</td>
<td>115 L</td>
<td>2x34,0mm</td>
<td></td>
</tr>
<tr>
<td>AUDI R8 LMS &amp; Ultra</td>
<td>5200cc/10cyl</td>
<td>1280 kg</td>
<td>110 L</td>
<td>2x44,0mm</td>
<td></td>
</tr>
<tr>
<td>BENTLEY CONTINENTAL GT3</td>
<td>4000cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>2x38,0mm</td>
<td></td>
</tr>
<tr>
<td>BMW Z4 GT3</td>
<td>4400cc/8cyl</td>
<td>1250 kg</td>
<td>105 L</td>
<td>1x70,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CAMARO GT3</td>
<td>7900cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x72,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CORVETTE Z06R GT3</td>
<td>7000cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x59,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CORVETTE C6/206 LMGT1</td>
<td>7000cc/8cyl</td>
<td>1270 kg</td>
<td>95 L</td>
<td>2x31,6mm</td>
<td></td>
</tr>
<tr>
<td>DODGE VIPER COUPE SERIES 2</td>
<td>8400cc/10cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>Tba</td>
<td></td>
</tr>
<tr>
<td>DODGE VIPER COMP. COUPE</td>
<td>8300cc/10cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>FERRARI 430 SCUDERIA GT3</td>
<td>4500cc/8cyl</td>
<td>1230 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI 458 ITALIA GT2</td>
<td>4500cc/8cyl</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x31,7mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI 458 ITALIA GT3</td>
<td>4500cc/8cyl</td>
<td>1280 kg</td>
<td>105 L</td>
<td>2x45,0mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI F458GT (VdeV1)</td>
<td>4500cc/8cyl</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x56,0mm</td>
<td></td>
</tr>
<tr>
<td>FORD GT1 GT3</td>
<td>5000cc/8cyl</td>
<td>1230 kg</td>
<td>110 L</td>
<td>1x61,5mm</td>
<td></td>
</tr>
<tr>
<td>FORD MUSTANG MARC VDS</td>
<td>5300cc/8cyl</td>
<td>1350 kg</td>
<td>110 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>GINETTA G55 GT3</td>
<td>4350cc/8cyl</td>
<td>1200 kg</td>
<td>100 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>LAMBORGHINI GALLARDO LP560 GT3</td>
<td>5200cc/10cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x47,2mm</td>
<td></td>
</tr>
<tr>
<td>LAMBORGHINI GALLARDO LP520 GT3</td>
<td>5000cc/10cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td></td>
</tr>
<tr>
<td>LOTUS EXIGE GT3</td>
<td>1800cc/4cyl</td>
<td>808 kg</td>
<td>Tba</td>
<td>Tba</td>
<td></td>
</tr>
<tr>
<td>MASERATI GRANTURISMO MC GT3</td>
<td>4700cc/8cyl</td>
<td>1220 kg</td>
<td>105 L</td>
<td>1x65,0mm</td>
<td></td>
</tr>
<tr>
<td>McLaren MP4-12C GT3</td>
<td>3800cc/8cyl</td>
<td>1275 kg</td>
<td>115 L</td>
<td>2x36,0mm</td>
<td></td>
</tr>
<tr>
<td>McLaren 650S GT3</td>
<td>3800cc/8cyl</td>
<td>Tba</td>
<td>Tba</td>
<td>Tba</td>
<td></td>
</tr>
<tr>
<td>MERCEDES SLS AMG GT3</td>
<td>6200cc/8cyl</td>
<td>1350 kg</td>
<td>105 L</td>
<td>2x34,8mm</td>
<td></td>
</tr>
<tr>
<td>MOSLER MT 900 GT3</td>
<td>7000cc/8cyl</td>
<td>1200 kg</td>
<td>100 L</td>
<td>2x42,7mm</td>
<td></td>
</tr>
<tr>
<td>NISSAN GT-R GT3</td>
<td>3800cc/6cyl</td>
<td>1335 kg</td>
<td>115 L</td>
<td>2x40,0mm</td>
<td></td>
</tr>
<tr>
<td>PORSCHE 997 GT3 R</td>
<td>4000cc/6cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>1x72,0mm</td>
<td></td>
</tr>
<tr>
<td>PORSCHE 997 RSR</td>
<td>4000cc/6cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>1x60,0mm</td>
<td></td>
</tr>
<tr>
<td>SRT Viper GT3-R</td>
<td>8400cc/10cyl</td>
<td>Tba</td>
<td>Tba</td>
<td>Tba</td>
<td></td>
</tr>
</tbody>
</table>

*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.

Your (GT) car not listed here? Please make an individual request to info@creventic.com
Exceptional cars, class SP2 (Petrol and Diesel)

Group Special cars (cars which do not fit or are not accepted in any other class) based on minimum reference lap time (guide-line is approx. 3,0kg/hp or more).
The performance level, regulated by minimum lap time, is approximately comparable with the Porsche 997 Cup car and basically not as fast as class A6.

This SP2 class is meant for the following range of cars:
- Cars which fit from performance point of view, to the minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

(e.g. Holden V8, Toyota Lexus, Chevrolet Corvette, BMW 140 GTR, BMW E46 V10, BMW M3 E92, Aston Martin Vantage N24, Aston Martin Vantage V12, Lotus, Nissan Z33, Audi TT RS, Audi RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition G10.1, Ferrari F458 Challenge, Ginetta G55, P4/5 Competizione)

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td>SP2*</td>
<td>N/A</td>
<td>24H Dubai: 2min05</td>
<td>80 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Dubai: 2min06</td>
<td>90 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Dubai: 2min07</td>
<td>100 L</td>
</tr>
</tbody>
</table>

*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 (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 (guide-line is approx. 3.5kg/hp or more) This is approximately comparable with GT4 cars.

This SP3 class is meant for the following range of cars:
- Cars which fits from performance point of view, to the minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2

(e.g. Aston Martin V8 Vantage N24/GT4, BMW Z4M Coupe, BMW M3 GT4, Nissan 350Z, Nissan 370Z, Maserati GT MC GT4, Chevrolet Camaro, Lotus Evora, Lotus Exige GT4, Porsche Cayman, Donkervoort D8 GT, Corvette C6 GT4, Ginetta G50 Cup/GT4, Lotus 2/Eleven, Peugeot 207 Spider, Saker sports car, Solution F Silhouette, Gomez Competition GC10.2 Silhouette)

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td>SP3*</td>
<td>N/A</td>
<td>24H Dubai: 2min10</td>
<td>70 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24H Dubai: 2min11</td>
<td>80 L</td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>Class</th>
<th>Minimum reference lap time</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP4 Electrical &amp; Hybrid cars</td>
<td>24H Dubai: 2min05</td>
<td></td>
</tr>
</tbody>
</table>

Silhouette Cars, will be assigned to most suitable class

<table>
<thead>
<tr>
<th>Class</th>
<th>Silhouette car</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solution F (3.500cc)</td>
<td>Solution F Silhouettes will assigned to class SP3</td>
<td></td>
</tr>
<tr>
<td>Gomez Competition GC10.1 (3.500cc/V6)</td>
<td>GC10.1 will be assigned to class Tba</td>
<td></td>
</tr>
<tr>
<td>Gomez Competition GC10.2 (3.500cc/V6)</td>
<td>GC10.2 will be assigned to class SP3</td>
<td></td>
</tr>
<tr>
<td>Renault Megane Trophy (3.500cc/V6)</td>
<td>Renault Megane Trophy will be assigned to class SP2</td>
<td></td>
</tr>
<tr>
<td>Brokernet Silversting (3.600cc/V6)</td>
<td>Brokernet Silversting will be assigned to class SP2</td>
<td></td>
</tr>
<tr>
<td>Brokernet Goldsting (3.600cc/V6)</td>
<td>Brokernet Goldsting will be assigned to class SP2</td>
<td></td>
</tr>
</tbody>
</table>

Your Silhouette car not listed here? Please make an individual request to info@creventic.com
FOR ALL CLASSES
FUEL TANK CAPACITY VERSUS REFUELING AMOUNT
Note: The maximum fuel tank capacity for all cars is 120 Litre. (unless explicit specified otherwise or homologated).
The Max Refuel amount mentioned in the tables above for all classes (unless explicit specified otherwise) is the maximum refuelling amount (Litres) per refuelling session.

At all 24H SERIES races, this will be automatically measured, at the fuel station.

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

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 still allowed to have a fuel tank with a capacity of 120 L.
At the start of the race, it is allowed to start with 120 L fuel.
At each following pit stop it is allowed to refuel maximum 90 L.
So in case you make a pit stop after your tank is only halve empty, it is allowed to refuel again maximum 90 L. This means you can have a completely filled tank again.
Appendix 3 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-table (as those differs from circuit to circuit) will be published in the supplementary regulations. As well as the specific BOP-acceptance form.

**BOP- table for class A6-Pro & A6-Am for Dubai Autodrome 5,39 Grand Prix circuit**

<table>
<thead>
<tr>
<th>Class*</th>
<th>Qualifying range</th>
<th>Race Minimum reference lap time</th>
<th>Balance Of Performance***</th>
<th>Remarks***</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6-Am</td>
<td>&gt; 2.06,0</td>
<td>2.06,0**</td>
<td>-50kg</td>
<td>120 L</td>
</tr>
<tr>
<td></td>
<td>2.04 .. 2.06</td>
<td>2.04,0**</td>
<td>+0kg</td>
<td>+0 L</td>
</tr>
<tr>
<td>A6-Pro</td>
<td>&lt; 2.04,0</td>
<td>free</td>
<td>+30kg</td>
<td>+/- 5 L</td>
</tr>
</tbody>
</table>

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.

According to the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.

Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a best qualifying lap time, slower than 2.04, might be assigned to class A6-Pro.

** Applicable Minimum reference lap time during the race. In case a fast driver is faster than the Minimum reference lap time, by incident, the team can use one of the “Escape Joker” (Each team in class A6-Am will receive 10 escape jokers)

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 7 (Eligible Cars and Class Overview)

**Criteria, for being assigned to A6-Pro or A6-Am:**

Best qualifying lap time*  
<table>
<thead>
<tr>
<th>Faster than 2.04 or team choose A6-Pro</th>
<th>Yes</th>
<th>Class A6-Pro</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td></td>
<td>Class A6-Am</td>
</tr>
</tbody>
</table>

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.

According to the regulations:
The organiser reserves the right to modify BOP for individual cars at any time of the event.

Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a best qualifying lap time, slower than 2.04, might be assigned to class A6-Pro.
Class A6-Pro & A6-Am: BOP-ACCEPTANCE FORM

Applicable for Dubai Autodrome 5.39 Grand Prix circuit

<table>
<thead>
<tr>
<th>Start nr:</th>
<th>Box:</th>
<th>Team name:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Version: 27.10.2014</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A6:BOP-ACCEPTANCE FORM page 1/2

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:…………
  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 weight (not less weight).

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.

BOP- table for class A6-Pro & A6-Am for “Dubai Autodrome 5.39 Grand Prix circuit

<table>
<thead>
<tr>
<th>Class*</th>
<th>Qualifying range</th>
<th>Race Minimum reference lap time</th>
<th>Balance Of Performance***</th>
<th>Remarks***</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Weight</td>
<td>Refuelling</td>
</tr>
<tr>
<td>A6-Am</td>
<td>&gt; 2.06,0</td>
<td>2.06,0**</td>
<td>+/- 50kg</td>
<td>120 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.04 .. 2.06</td>
<td>2.04,0**</td>
<td>+0kg</td>
<td>0 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A6-Pro</td>
<td>&lt; 2.04,0</td>
<td>free</td>
<td>+30kg</td>
<td>+/- 5 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.

According the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.
Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even if the best qualifying lap is slower than 2.04, the team might be assigned to class A6-Pro.

** Applicable Minimum reference lap time during the race. In case a fast driver is faster than the Minimum reference lap time, by incident, the team can use one of the “Escape Joker” (Each team in class A6-Am will receive 10 escape jokers)

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 7 (Eligible Cars and Class Overview)
For Class A6-Pro & A6-Am: BOP-ACCEPTANCE FORM Page 2

Applicable for Dubai Autodrome 5.39 Grand Prix circuit

<table>
<thead>
<tr>
<th>Start nr:</th>
<th>Box:</th>
<th>Team name:</th>
</tr>
</thead>
</table>

Version: 27.10.2014

A6: BOP-ACCEPTANCE FORM page 2/2

Final BOP adjustment figures for our specific car.

**Minimum car weight**
Minimum weight according the regulations: \( \ldots \ldots \ldots \)kg
BOP-weight (+/-) according to BOP-table: \( \ldots \ldots \ldots \)kg
Final minimum weight during the race: \( \ldots \ldots \ldots \)kg

**Maximum refuelling amount**
Maximum refuelling amount according the regulations: \( \ldots \ldots \)Litre
Refuelling amount handicap according to BOP-table: \( \ldots \ldots \)Litre
Final maximum refuelling amount during the race: \( \ldots \ldots \)Litre

Before the start of the race each A6 team will receive the applicable MAX REFUELLING sticker to be placed on start number at fuel-inlet side.

**Minimum reference lap time**
Circle applicable Minimum reference lap time according BOP-table

<table>
<thead>
<tr>
<th></th>
<th>2.06</th>
<th>2.04</th>
<th>free</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.06</td>
<td></td>
<td></td>
<td>free</td>
</tr>
<tr>
<td>2.04</td>
<td></td>
<td></td>
<td>free</td>
</tr>
</tbody>
</table>

And we understand the penalties in case we cross this boundary.
At handing over this form we will receive 10 “ESCAPE JOKERS” which can be used as an escape (from a time penalty) in the very unlikely case we just cross this boundary.
This means we can use 10 times an “ESCAPE JOKER” (10 laps). We understand the rules applying to this ESCAPE JOKER.

<table>
<thead>
<tr>
<th>SUMMARY FINAL BOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class</td>
</tr>
<tr>
<td>Min weight</td>
</tr>
<tr>
<td>Max refuelling amount</td>
</tr>
<tr>
<td>Min reference lap time</td>
</tr>
</tbody>
</table>

TEAMMANAGER NAME: ………………… SIGNATURE …………………
Appendix 4: For Class SP2 only: MINIMUM REFERENCE LAP TIME FORM

Applicable for Dubai Autodrome 5.39 Grand Prix circuit

<table>
<thead>
<tr>
<th>Start nr</th>
<th>Box</th>
<th>Team name</th>
</tr>
</thead>
</table>

Version: 27.10.2014

**SP2: Minimum reference lap time FORM**

This so called Minimum reference lap time FORM need to be filled, signed and handed to the secretary of the meeting, latest 1 hour after qualification has finished. This is valid for ALL teams in class SP2.

Each team in class SP2 is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount.

(The choice is free and NOT depending of qualifying time).

**CIRCLE YOUR CHOICE (combination of Minimum weight and minimum reference lap time)**

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td>SP2</td>
<td>N/A</td>
<td>24HDubai: 2min05</td>
<td>80 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24HDubai: 2min06</td>
<td>90 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24HDubai: 2min07</td>
<td>100 L</td>
</tr>
</tbody>
</table>

Before the start of the race each SP2 team will receive the applicable MAX REFUELLING sticker to be placed on the start number on the side of the fuel-inlet.

TEAMMANAGER NAME: ....................  SIGNATURE  ..................
Appendix 5: For Class SP3 only: MINIMUM REFERENCE LAP TIME FORM

Applicable for Dubai Autodrome 5,39 Grand Prix circuit

<table>
<thead>
<tr>
<th>Start nr:</th>
<th>Box:</th>
<th>Team name:</th>
</tr>
</thead>
</table>

Version: 27.10.2014

SP3: Minimum reference lap time FORM

This so called Minimum reference lap time FORM need to be filled, signed and handed to the secretary of the meeting, latest 1 hour after qualification has finished. This is valid for ALL teams in class SP3.

Each team in class SP3 is basically free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount.
(The choice is free and NOT depending of qualifying time).

CIRCLE YOUR CHOICE (combination of Minimum weight and minimum reference lap time)

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td>SP3</td>
<td>N/A</td>
<td>24HDubai: 2min10</td>
<td>70 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24HDubai: 2min11</td>
<td>80 L</td>
</tr>
</tbody>
</table>

Before the start of the race each SP3 team will receive the applicable MAX REFUELLING sticker to be placed on start number at fuel-inlet side.

TEAM NAME: ....................  TEAMMANAGER NAME: ..................
SUPPLEMENTARY REGULATIONS

2nd edition

ROUND 2 of 24H SERIES | 12H ITALY-MUGELLO

13-14 March 2015

(Version: 2 March 2015)

KNAF Approval: 0314.15.038

Pending approval of the ASN's (CSAI)
**Article 1a Event Information**
Name Event: Hankook 12H ITALY-MUGELLO  
Edition: 2nd edition  
Track: Autodromo Internazionale del Mugello  
Date Event: 13-14 March 2015  
Type of Event: International (part of 24HSeries powered by Hankook)  
Classes: Touring, GT and 24hSpecial according: Sporting & Technical Regulations  
Race: The race duration will be 12 hours. (4 + 8 hours, see time table)

**Article 1b Entrant and Driver Eligibility**
Competitors/Entrants  
See Sporting & Technical Regulations

Driver Eligibility  
See Sporting & Technical Regulations

**Article 2a Sporting Authority (parent ASN)**
KNAC Nationale Autosport Federatie  
P.O. Box 274  
2300 AG Leiden  
The Netherlands

**Article 2b Sporting Authority (host ASN)**
C.S.A.I.  
SPORTIVA AUTOMOBILISTICA ITALIANA  
Via Solférino 32  
Roma  
Italy

**Article 2c Organizer**
MUGELLO CIRCUIT S.p.A.  
Via Senni nr. 15  
I-50038 Scarperia (FL)

In cooperation with:  
Creventic  
D.N.R.T
PO Box 40  
6590 AA Gennep
The Netherlands

N.R.T.

D.N.R.T.  
C.S.A.I.

via Solférino 32  
Roma  
Italy

Creventic BV  
PO Box 40  
6590 AA Gennep  
The Netherlands

**Article 2d Promoter**
Promoter – Postal Address  
Creventic BV  
PO Box 40  
6590 AA Gennep  
The Netherlands

Promoter – Contacts  
Creventic BV  
Phone: +31 (0)485-471166  
E-Mail: willems@creventic.com  
Internet: www.24hSeries.com
Article 2e Circuit
Autodromo Internazionale del Mugello – Grand Prix Track (5.245 m)
The event will take place on the Grand Prix Circuit
The length of the circuit according to the FIA Track License is 5.245m. The course will run in clockwise direction.

Article 2f Organizing Committee
On behalf of the Circuit: Veronica Boni (by Mugello Circuit)
On behalf of the Organizer: Olga Cantini (by Mugello Circuit)
On behalf of the Organizer/Promoter: Gerrie Willems (Creventic)
On behalf of the Organizer/Promoter: Helen Roukens (Creventic)
On behalf of the Organizer: Ria Waterreus (DNRT)
On behalf of the CoC: Paul Beck

Article 3 Locations
Race administration/Welcome: First floor / Stairs B
Scrutineering: Pit Garage No. 20
Driver’s Briefing Room: Briefing Room 2nd floor / Stairs A
Official Notice Board: Ground floor / Stairs C
Steward’s Office: 1st floor / Stairs B
Clerk of the Course: 1st floor / Stairs B
Refueling area: At the pit lane entry (just before Pit Garage No. 20)
Media room: First floor / Stairs C

Parc Fermé: Different than described in the Sporting & Technical Regulations (art.39):
The Parc fermé after the qualifying practice will be the main straight in front of the Grandstand.
Also the Parc fermé at the end of the race (part 1 as well as part 2) will be on the main straight in front of the Grandstand.

Article 4 Officials
Chairman of the Stewards: Sander de Geus (license: 28970)
Steward: Arie Kroeze (license: 9812)
Steward: Manuela Canonica (CSAI license: 335219)
Race Director: Martin Van de Pavert (License No. 22314)
Clerk of the course: Paul Beck (License No. 10619)
Deputy Clerk of the course: Antonio Canu (CSAI License: 17268)
Deputy Clerk of the course: Rodolfo Guidotti (CSAI License: TBA)
Secretary of the Meeting: Ria Waterreus (License No. 4000)
Secretary of the Meeting: Olga Cantini (CSAI License: 215263)
Secretary of the Meeting: Patrizia Ghinelli (CSAI License: 295101)
Secretary of the Meeting: Ilaria Maraviglia (CSAI License: 84500)
Secretary of the Meeting: Daniele Della Valle (CSAI License: 31943)
Secretary of the Meeting: Armin Kolmsee (License No. 1046249)
Secretary of the Meeting: Leo Schaap (License No. 22130)
Secretary of the Meeting: Marc Steeneveld (License No. 34009)
Secretary of the Meeting: Marco Petrini (CSAI license: 99182)
Secretary of the Meeting: Andrea Umiliani (CSAI license: 106496)
Secretary of the Meeting: Guglielmo Todesco (CSAI license: 44498)
Secretary of the Meeting: Fabio Tittarelli (CSAI license: 17459)
Secretary of the Meeting: Lucia Casini (CSAI license: 235571)
Chief Scrutineer:
Scrubineers: Armin Kolmsee (license: 28970)
Scrubineers: Arie Kroeze (license: 9812)
Scrubineers: Manuela Canonica (CSAI license: 335219)
Scrubineers: Martin Van de Pavert (License No. 22314)
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Scrubineers: Fabio Tittarelli (CSAI license: 17459)
Scrubineers: Lucia Casini (CSAI license: 235571)

Chief Medical Officer:
Chief Marshal: Antonio Canu (CSAI License: 17268)
Chief Security: Antonio Canu (CSAI License: 17268)
Chief Timekeeper: Sanne Van Der Meer (License No. 34974)
Timekeeper: Harald Roelse (License No. 10974)
Official: Bas Hennink (License No. 27538)
Official: Rob de Vries (License No. 27907)
Article 5a Regulations
Held under the FIA International Sporting Code including Appendices and under the national competition rules of the KNAF and C.S.A.I.
The following regulations will be used:
1. Present FIA International Sporting Code and Appendices (ISC 2015)
2. Decisions and provisions published by the KNAF
3. Decisions and provisions published by the C.S.A.I.
4. Decisions, provisions and bulletins, published by the Stewards of the Meeting and/or Race Director.
5. These Supplementary Regulations
7. All entrants undertake to respect these regulations by participating in the event.
8. Conditions set up by the MUGELLO CIRCUIT S.p.A. and by the Italian Authorities.

Article 5b Specific regulations for this race (12H ITALY-MUGELLO)
Class overview, minimum reference lap times and actual BOP
According to the Sporting & Technical Regulations, in appendix 1 of these Supplementary Regulations a complete overview of the classes is described. The figures in this overview are valid.
Appendix 1 also describes the applicable minimum reference lap times for the relevant classes.

Only for classes SP2 & SP3: Minimum reference lap time Form procedure
Different than mentioned in the Sporting & Technical Regulations, the Minimum Reference Lap Time FORM must be filled, signed and handed to the secretary of the meeting, latest 15 minutes after qualifying has finished. It is allowed (and preferred) to hand-over this form earlier to either the organisation or the secretary of the meeting, in this case it is still possible to change this form up to 15 minutes after qualifying.
The final BOP-figures including “Minimum Reference Lap Time” will be published on the official Notice board.
The Minimum Reference Lap Time FORMs for Class SP2 and SP3 will be provided to the teams by the organiser.

Only for class A6: BOP-acceptance FORM for class procedure (class A6-Am and Class A6-pro)
According the Sporting & Technical Regulations, class A6 will be divided to classes A6-Pro and A6-Am basically determined by the best qualifying.
This is applicable in case at entry closing date (1 March 2015) there are more than 11 cars in class A6. Which is the case.
See Appendix 3: For class A6 only: BOP-table AND BOP-acceptance form class A6.
12:00 hours (Friday, just after the qualifying) there will be the extra team manager briefing for class A6.

For preparations and adjustment of BOP and check by scrutineering, see: Team managers briefing info: Class A6

Only for class Cup1
Different than in the BMW Cup regulations, also for Cup 1 BMW M235i Racing Cup Hankook tyre are obligatory.
See appendix 2: Bulletin: CUP1 BMW M235i Racing Cup (Tyres according 24HSeries Regulations: Hankook)

For all classes:
The race duration will be 12 hours. (4 + 8 hours, see time table)
Due to strict (noise) regulations, applicable for the MUGELLO CIRCUIT, the 12hour race will be held over 2 days.
There will be an intervention after 4 hours at the first day. At the second day the race will continue with another 8 hours, with a total race length of 12hours.
For the start of the first 4 hours, see art. 10 Start (of these supplementary regulations)
Below the specific intervention-, parc fermé- and the re-start-regulations will be described.
Intervention break after 4 hours
13:30 start of the 12h race (4 hours part)
17:20 Pit entry will be closed (at a penalty of 2 laps)

17:30 Finish (4 hours part)
After the cooling down lap, all cars in parc fermé (which at time is on the main straight in front of the Grandstand) Cars which are in the pit, are also under parc fermé rule and need to be moved to scrutineering box (No. 20).
(30 minutes after the publication of the results, parc fermé ends )

18:00 begin “Intervention break”
This “intervention break” is the time between the 4 hour part and the 8 hours part of the race. (until we begin with the start grid of the 8 hours) and “intervention break” begins
The “intervention area” will be on the main straight in front of the Grandstand. During this “intervention break” the cars stay in the “intervention area”
Besides officials, it is not allowed to enter this area and as a consequence it is not possible/allowed to work on the cars in this area. Unless explicit otherwise described and/or instructed otherwise by the officials.

For cars which are in the pit, also the “intervention rules” are applicable and need to be moved to and/or stay in scrutineering box (No. 20). The penalty for an “intervention break” infringement is 10 laps, in case a team has made a written request to work on the car, to the secretary of the meeting within 30 minutes after the 4 hours part is finished. Otherwise the penalty is 20 laps. As soon as the request is accepted and confirmed the team can move the car to their own pit box and the 10 laps penalty will be applied and deducted from the number of laps after the first 4 hour.

Restart (next day)
08:30 Start grid and end “Intervention break”
On the start grid it is still not allowed to work on the car, with the exception of the following tasks:
- Adjust mirrors
- Clean the windows
- Adjust tyre pressure (with small hand-tools, not with a (big) compressor)
- Put new drinking bottle in the car
- Readout datalogger (only of this can be done without opening the bonnet)
(Any other work on the car is strictly forbidden, e.g. removing or changing tyres, opening the bonnet, refuelling, etc.)

Cars in the pit: (during start grid / restart)
- Cars with written approval (and 10 laps penalty) are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.
  Or alternatively, as soon as the car is ready and after being checked and approved by scrutineering, they can start from the pit lane (after the re-start of the race from the moment the pit lane exit light is green).
- Cars in box 20 are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.
  These cars have to go straightforward from box 20 to the track and are not allowed to stop at the team box nor any other place in the pit lane. (no work, nor refuelling on these cars is allowed)
- All other cars in box 20 will be released when the race is restarted and when the pit lane exit light is green.
  From this moment, teams can move their cars to their own box and can start working on the car.
  As soon as the car is ready and after being checked and approved by scrutineering, they can join the race from the pit lane.

08:45 Pit lane exit closed
09:15 5 minutes procedure
Pit entry is closed (at a penalty of 4 laps) until your team has passed the start/finish line after the start (red lights off).
So before you are allowed to enter the pit lane, your team has minimal to pass the start/finish line ones after the start.

09:30 Restart of the 12h race (8 hour part)
Driver who restarts the race is free.
Restart order
The restart order for 8 hour part will be determined as follows:
- For the restart the cars will be grouped per class.
- The class order will be:
  - Group 1: (first group): class A6-Pro
  - Group 2: class A6-Am (so the 1st A6-Am will be behind the last car in class A6-Pro)
  - Group 3: class 997
  - Group 4: class SP2
  - Group 5: class 996
  - Group 6: class SP3
  - Group 7: class SP4
  - Group 8: class A5
  - Group 9: class A4
  - Group 10: class A3T
  - Group 11: class D2
  - Group 12: class CUP1
  - Group 13: class A2
  - Group 14: class D1
  - Group 15: class A1
- The order of the cars per class is according the classification after the finish of the 4 hour part.

Restart standing (number of laps)
The number of laps counting at the restart of the remaining 8 hours for each car will be determined according the following procedure:
- The number of laps counting at the restart of all class leaders, will be the number of laps of the classification after the finish of the 4 hours minus 1 lap. This figure is called: Class_leader_restart_laps.
- The number of laps counting at the restart of all other teams will be: Class_leader_restart_laps minus GAP
  The GAP of each team will be determined per class. The GAP (in laps) of each team will be the GAP behind the class leader one lap before the finish lap of the class leader.
- Each team which did not cross the finish line (within 5 minutes) after the finish flag (of the 4 hours part), the number of laps counting at the restart will become the number of laps in the classification after the finish of the 4 hours part.
- In the exceptional case a (specific) class leader did not cross the finish line (within 5 minutes) after the finish flag (of the 4 hours part) and as a consequence there is NO "one lap before the finish lap of this specific class leader", the second in class will be used to determine the laps counting at the restart.

Article 6 Track and conditions of practice/race
Maximum number of cars allowed to start:
<table>
<thead>
<tr>
<th></th>
<th>Race</th>
<th>Practice</th>
</tr>
</thead>
<tbody>
<tr>
<td>Touring &amp; GT-Cars (12h race)</td>
<td>80</td>
<td>80</td>
</tr>
</tbody>
</table>

Article 7 Entry: closing date and acceptance
This event is open for drivers according to: see Sporting & Technical Regulations.
The entry closing date is 1 March 2015. The organizer might accept late entries.
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).
A change of driver may be made till the end of Qualifying and must be done in writing to the secretary of the meeting.
Each requested change must be accompanied by the applicable (amendment) fee.
A change of driver may be made after qualifying only with the approval of the Organising Committee and only if it does not involve a change of competitor.
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 Entrant and the Drivers must sign the 'responsibility clause' (according to the General regulations concerning racing contests).

The teammanager of each team must be recognisable with a name batch. (This will be provided by the organizer)

After the team has completed the control card, the team will receive a so called final approved sticker
12H ITALY-MUGELLO 2015 sticker.
Only this final sticker (as provided by the secretary of the meeting) indicates that the car is allowed to participate.
Without this final approved sticker, the car may not participate in practice/race.

Article 9 Time schedule: Scrutineering, Timed Practices/Qualifying and Races
See official time schedule.

Qualification and start grid procedure
See Sporting & Technical Regulations

Article 10 Start
Touring, GT and 24hSpecial according to Sporting & Technical Regulations (art. 35).
The starting procedure will be explained at the driver’s briefing.

Rolling start
Starting grid: in a 2×2 formation
Pole position: right side

Article 11 Cooling down lap (after the finish-flag)
See Sporting & Technical Regulations. (art.38)

Article 12 Protests
a. Protests must be made in writing and handed directly to the Secretary of the Meeting accompanied by a fee of € 500 in cash. Only the competitor or his representative has the right to make a protest. The provisions of Article 13 of the International Sporting Code govern the protest procedure.
b. The appeal procedure is governed by the provisions of Article 14.1.4 of the International Sporting Code and by the National Sporting Code (Autosport Jaarboek 2015) of the KNAF.
c. Any dismantling costs resulting from a protest or an appeal must be set in accordance with the prescriptions of the International Sporting Code.
d. If the entrant would like to appeal the amount is € 1750,- to be made payable to:
   KNAF FEDERATIEBUREAU
   ING: 665545967
   BIC: INGBNL2A
   IBAN: NL57INGB0665545967

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

   And the appeal should be send to: Willie Donker L.L.C.
   E-mail: lammeren@willedonker.nl
   And/or: e-mail: info@knaf.nl
**Article 13 Pit regulations**

See Sporting & Technical Regulations (art.21) Additional pit regulations are:

a. It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pit building.

b. The pit lane has been divided into two lanes. The lane closest to the pit wall/track is designated the ‘fast lane’ and the lane closest to the pit boxes is designated the ‘inner lane’ or ‘working lane’, and is the only area where any work can be carried out on a car.

c. The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane.

d. 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.

e. 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.

f. Every driver change, pit stop, refuelling operation and (time) penalty must be administered by the team. For this purpose the organization will provide so called YELLOW CONTROL CARDS. It is the responsibility of the team manager that those Yellow Control Cards are filled in correctly. Those Yellow Control Cards should be preferably be 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.

For date and time: see official time schedule.

**Clarification of art. 42 Time penalties – Procedure of the Sporting & Technical regulations**

During the last period of the race and after the team have made their final pit stop any time penalties incurred (after this pit stop) will be processed by the official timekeeper of the event and not by the team. Time penalties must always be settled by a team within 2 hours after having received the (time) penalty. If a team not respects this 2 hour time frame, the time penalty will be doubled.

Both rules are clarified as follows:

- Any time penalty received by a team before Saturday 15.30 hours need to be settled at the first pit stop after the time penalty is received. If a team does not respects this, the time penalty will be doubled.
- Any time penalty received by a team after Saturday 15.30 hours will be processed by the official timekeeper of the event and not by the team.
- It is not required to solve penalties of less than or equal to 5 seconds. In this case you may add this time penalty (of 5 seconds or less) to another time penalty and solve these at once (always inform the Race Administration or the officials at the penalty box). Otherwise time penalties of less than or equal to 5 seconds will be added to your race time at the end of the Race.

**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.

Please note additional to this TC-approved sticker the team also need a so called final approved sticker (see art. 8 of these supplementary regulations)

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

**Weighing of the cars (scrutineering and during the race)**

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

**Start numbers**

See Sporting & Technical Regulations

*Illumination of the start numbers is NOT required*

As this 12 hour race runs under daylight, different then prescribed in the sporting & technical regulations (art. 3.8 Chapter II), illumination of the start numbers is not required.*
Data logger for class A6 is NOT required
For this race the installation of an AIM evo4 data logger (as prescribed in art. 2.2.3.9 Chapter III of the Sporting & Technical regulations) is not required.
However (only for class A6) the organiser reserves the right to install a data logger at their discretion. For this purpose the connection (to the CAN-bus) to install an AIM evo4 data logger must be available.

Article 16 Fuel and Refuelling
See Sporting & Technical Regulations (art. 21.3)
All instructions of fuel station marshals and 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.
The teammanager of each team must be recognisable with a name batch. (This will be provided by the organizer).
(see art. 8 of these supplementary regulations).

Article 18 Timekeeping
Every car must be equipped with a ID-transponder.
See art. 4.6 Chapter II of the Sporting & Technical 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
See art. 30 Chapter I of the Sporting & Technical regulations.

Article 20 Noise regulations
See art. 2 Chapter II of the Sporting & Technical regulations.

Article 21 Tyres
See art. 22 Chapter I of the Sporting & Technical regulations.

Article 22 Supplementary Regulations
Any changes or supplements to these regulations will be published on the official notice board.

Article 23 Insurance
The organiser of the event (Mugello Circuit) has concluded a third party insurance, for all competitors, their personnel and drivers.
Drivers taking part in the Event are not third parties with respect to one another

Appendices:
Appendix 1: Class Overview (all classes) including applicable minimum reference lap times
Appendix 2: Bulletin: CUP1 BMW M235i Racing Cup (Tyres according 24HSeries Regulations: Hankook)
Appendix 3: For class A6 only: BOP-table AND BOP-acceptance form class A6.

Other appendices:
Time Schedule
Plan of the circuit
Plan of the paddock
Appendix 1: 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 BOP figures of the relevant participating GT cars are completed and/or updated.
Also for other classes there can be amendments

Petrol Touring cars, up to 3500cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 (up to 1.600cc)</td>
<td>up to 1.300 cc</td>
<td>710 kg</td>
<td>80 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.300 - 1.400 cc</td>
<td>760 kg</td>
<td>80 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.400 - 1.600 cc</td>
<td>820 kg</td>
<td>90 L</td>
<td></td>
</tr>
<tr>
<td>A2 (1.600 - 2.000 cc) &amp; Supercharged engines (up to 1.650cc)</td>
<td>1.600 - 1.800 cc</td>
<td>900 kg</td>
<td>100 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.800 - 2.000 cc</td>
<td>980 kg</td>
<td>100 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supercharged engines up to 1.650cc</td>
<td></td>
<td></td>
<td>Min ref lap time* 2min10 (Italy)</td>
</tr>
<tr>
<td>A3T Supercharged engines (1.650 - 2.000 cc)</td>
<td>1.650 – 1.800 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td>e.g. Seat Leon MK1</td>
</tr>
<tr>
<td></td>
<td>1.800 – 2.000 cc</td>
<td>1000 kg</td>
<td>90 L</td>
<td>e.g. Seat Leon MK2, Opel Astra</td>
</tr>
<tr>
<td>A4 (2.000 - 3.000 cc)</td>
<td>2.000 - 2.500 cc</td>
<td>1000 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 - 3.000 cc</td>
<td>1100 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>A5 (3.000 - 3.500 cc)</td>
<td>3.000 - 3.500 cc</td>
<td>1200 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>CUP 1 BMW M235i Cup</td>
<td>3.000 cc Twin Turbo</td>
<td>Remarks</td>
<td>Remarks</td>
<td>According to BMW M235i Cup regulations</td>
</tr>
</tbody>
</table>

* A2 Touring cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. A3T or A4

Diesel Touring Cars, up to 3000cc

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1 Up to 2000cc</td>
<td>Up to 2000cc</td>
<td>1.100 kg</td>
<td>100L</td>
<td>Min ref lap time* 2min10 (Italy)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1.200 kg</td>
<td>120L</td>
<td></td>
</tr>
<tr>
<td>D2 (2.000 – 3.000cc)</td>
<td>2.000 – 2.500 cc</td>
<td>1.100 kg</td>
<td>120L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.500 – 3.000 cc</td>
<td>1.200 kg</td>
<td>120L</td>
<td></td>
</tr>
</tbody>
</table>

* 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

<table>
<thead>
<tr>
<th>Class</th>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 996</td>
<td>Porsche 996 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td></td>
</tr>
<tr>
<td>Class 997</td>
<td>Porsche 997 Cup</td>
<td>3.600 cc</td>
<td>1150 kg</td>
<td>120 L</td>
<td>Models 2007 .. 2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.800 cc</td>
<td>1200 kg</td>
<td>100L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Porsche 997 Cup S</td>
<td>3.600 cc</td>
<td>1200 kg</td>
<td>100L</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3.800 cc</td>
<td>1230 kg</td>
<td>100L</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Porsche 991 Cup</td>
<td>3.800 cc</td>
<td>1230 kg</td>
<td>100L</td>
<td></td>
</tr>
</tbody>
</table>
GT cars *(Mainly GT cars, also American GT's are eligible in this class)*

**Class A6-Am & Class A6-Pro** *(revised: 6 November 2014)*

Depending on the performance, a team will be assigned to class A6-Am or A6-Pro. Determined by the best qualifying lap.

If less than 12 (twelve) A6 cars will participate, for this event, class A6-Am & A6-Pro will be combined to one Class A6.

<table>
<thead>
<tr>
<th>Brand &amp; Type</th>
<th>Cylinder capacity</th>
<th>Minimum Weight</th>
<th>Max Refuelling amount</th>
<th>BOP</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASTON MARTIN DBRS9</td>
<td>5900cc/12cyl</td>
<td>1240 kg</td>
<td>110 L</td>
<td>2x59,0mm</td>
<td>Max Boost(barA/rpm) 2,00 / 4000 1,90 / 4500 1,80 / 5000 1,70 / 5500 1,60 / &gt; 6000</td>
</tr>
<tr>
<td>ASTON MARTIN VANTAGE GT3</td>
<td>5900cc/12cyl</td>
<td>1290 kg</td>
<td>115 L</td>
<td>2x34,0mm</td>
<td></td>
</tr>
<tr>
<td>AUDI R8 LMS &amp; Ultra</td>
<td>5200cc/10cyl</td>
<td>1280 kg</td>
<td>110 L</td>
<td>2x44,0mm</td>
<td></td>
</tr>
<tr>
<td>BENTLEY CONTINENTAL GT3</td>
<td>4000cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>2x38,0mm</td>
<td></td>
</tr>
<tr>
<td>BMW Z4 GT3</td>
<td>4400cc/8cyl</td>
<td>1250 kg</td>
<td>105 L</td>
<td>1x70,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CAMARO GT3</td>
<td>7900cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x72,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CORVETTE C66R GT3</td>
<td>7000cc/8cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>1x59,0mm</td>
<td></td>
</tr>
<tr>
<td>CHEVROLET CORVETTE C6ZO6 LMGT1</td>
<td>7000cc/8cyl</td>
<td>1270 kg</td>
<td>95 L</td>
<td>2x31,6mm</td>
<td>Chas #C6R-005# Chas #C6R-006#</td>
</tr>
<tr>
<td>DODGE VIPER COUPE SERIES 2</td>
<td>8400cc/10cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>Tba</td>
<td>Chas # VCC-C113# GT3-002/GT3-020</td>
</tr>
<tr>
<td>DODGE VIPER COMP. COUPE</td>
<td>8300cc/10cyl</td>
<td>1300 kg</td>
<td>115 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>FERRARI 430 SCUDERIA GT3</td>
<td>4500cc/8cyl</td>
<td>1230 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI 458 ITALIA GT2</td>
<td>4500cc/8cyl</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x31,7mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI 458 ITALIA GT3</td>
<td>4500cc/8cyl</td>
<td>1280 kg</td>
<td>105 L</td>
<td>2x45,0mm</td>
<td></td>
</tr>
<tr>
<td>FERRARI F458GT (VdeV1)</td>
<td>4500cc/8cyl</td>
<td>1250 kg</td>
<td>100 L</td>
<td>2x56,0mm</td>
<td>Chas #2850#</td>
</tr>
<tr>
<td>FORD GT GT3</td>
<td>5000cc/8cyl</td>
<td>1230 kg</td>
<td>110 L</td>
<td>1x61,5mm</td>
<td></td>
</tr>
<tr>
<td>FORD MUSTANG MARC VDS</td>
<td>5300cc/8cyl</td>
<td>1350 kg</td>
<td>110 L</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>GINETTA G55 GT3</td>
<td>4350cc/8cyl</td>
<td>1200 kg</td>
<td>100 L</td>
<td>N/A</td>
<td>OSK GT3-062012</td>
</tr>
<tr>
<td>LAMBORGHINI GALLARDO LP560 GT3</td>
<td>5200cc/10cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x47,2mm</td>
<td></td>
</tr>
<tr>
<td>LAMBORGHINI GALLARDO LP520 GT3</td>
<td>5000cc/10cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>2x53,0mm</td>
<td></td>
</tr>
<tr>
<td>LOTUS EXIGE GT3</td>
<td>1800cc/4cyl</td>
<td>808 kg</td>
<td>Tba</td>
<td>Tba</td>
<td></td>
</tr>
<tr>
<td>MASERATI GRANTURISMO MC GT3</td>
<td>4700cc/8cyl</td>
<td>1220 kg</td>
<td>105 L</td>
<td>1x65,0mm</td>
<td></td>
</tr>
<tr>
<td>McLaren MP4-12C GT3</td>
<td>3800cc/8cyl</td>
<td>1275 kg</td>
<td>115 L</td>
<td>2x36,0mm</td>
<td>Max Boost(barA/rpm) 1,82/4000 1,80/4500 1,78/5000 1,76/5000 1,72/6000 1,65/6500 1,59/7000 1,53/&gt;7500</td>
</tr>
<tr>
<td>McLaren 650S GT3</td>
<td>3800cc/8cyl</td>
<td>Tba</td>
<td>Tba</td>
<td>Tba</td>
<td>Max Boost Tba</td>
</tr>
<tr>
<td>MERCEDES SLS AMG GT3</td>
<td>6200cc/8cyl</td>
<td>1350 kg</td>
<td>105 L</td>
<td>2x34,8mm</td>
<td></td>
</tr>
<tr>
<td>MOSLER MT 900 GT3</td>
<td>7000cc/8cyl</td>
<td>1200 kg</td>
<td>100 L</td>
<td>2x42,7mm</td>
<td></td>
</tr>
<tr>
<td>NISSAN GT-R GT3</td>
<td>3800cc/6cyl</td>
<td>1335 kg</td>
<td>115 L</td>
<td>2x40,0mm</td>
<td>Max Pboost 2,05 barA (all rpm)</td>
</tr>
<tr>
<td>PORSCHE 997 GT3 R</td>
<td>4000cc/6cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>1x72,0mm</td>
<td>MY2012 or older</td>
</tr>
<tr>
<td>PORSCHE 997 RSR</td>
<td>4000cc/6cyl</td>
<td>1225 kg</td>
<td>100 L</td>
<td>1x60,0mm</td>
<td>MY2013</td>
</tr>
<tr>
<td>SRT VIPER GT3-R</td>
<td>8400cc/10cyl</td>
<td>Tba</td>
<td>Tba</td>
<td>Tba</td>
<td></td>
</tr>
</tbody>
</table>

Your (GT) 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 (Petrol and Diesel)
Group Special cars (cars which do not fit or are not accepted in any other class) based on minimum reference lap time (guide-line is approx. 3,0kg/hp or more)
The performance level, regulated by minimum lap time, is approximately comparable with the Porsche 997 Cup car and basically not as fast as class A6.

This SP2 class is meant for the following range of cars:
- Cars which fits from performance point of view, to the minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td>SP2*</td>
<td>N/A</td>
<td>12H Italy: 1min55</td>
<td>80 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Italy: 1min56</td>
<td>90 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Italy: 1min57</td>
<td>100 L</td>
</tr>
</tbody>
</table>

*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 (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 (guide-line is approx. 3,5kg/hp or more)
This is approximately comparable with GT4 cars.

This SP3 class is meant for the following range of cars:
- Cars which fits from performance point of view, to the minimum reference time in the table below.
- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2

<table>
<thead>
<tr>
<th>Class</th>
<th>Cylinder capacity</th>
<th>Minimum reference lap time</th>
<th>Max Refuelling amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Minimum Weight 750 kg</td>
</tr>
<tr>
<td>SP3*</td>
<td>N/A</td>
<td>12H Italy: 1min59</td>
<td>70 L</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12H Italy: 2min00</td>
<td>80 L</td>
</tr>
</tbody>
</table>

*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.
Appendix 2: Bulletin: CUP1 BMW M235i Racing Cup (Tyres according 24HSeries Regulations: Hankook)

BMW Motorsport

Information

Endeavour
BMW Motorsport

Telephone
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E-Mail

Datum
25.02.2015

Theme
BMW M235i Racing - 24h Series by Creventic

Bulletin

The regulations of BMW M235i Racing Cup applies in the latest approved version with the existing bulletins.

For the BMW M235i Racing Cup class the latest approved version of the technical regulations of the BMW M235i Racing Cup apply with the following exceptions:

1. Art. 2.7:
For the races of the 24h Series by Creventic the tire brand and the tire size is shown in the Event-Regulations, the number of tires is not restricted, and the tires will not be marked.

Mit freundlichem Gruß,
Bayerische Motoren Werke Aktiengesellschaft
Motorsport

I.A.

Dipl.-Jur. Univ. Catharina Felser
Reglementgestaltung und Interpretation

Florian Peter
Technische Betreuung BMW M235i Racing Cup
Appendix 3  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-table (as those differs from circuit to circuit) will be published in the supplementary regulations. As well as the specific BOP-acceptance form.

BOP- table for class A6-Pro & A6-Am for
Autodromo Internazionale del Mugello – Grand Prix Track (5.245 m)

<table>
<thead>
<tr>
<th>Class*</th>
<th>Qualifying range</th>
<th>Race Minimum reference lap time</th>
<th>Balance Of Performance***</th>
<th>Remarks***</th>
</tr>
</thead>
<tbody>
<tr>
<td>A6-Am</td>
<td>&gt; 1.57,0</td>
<td>1,57,0**</td>
<td>+/- 50kg</td>
<td>120 L</td>
</tr>
<tr>
<td></td>
<td>1.55 .. 1.57</td>
<td>1.55,0**</td>
<td>+0kg</td>
<td>+0 L</td>
</tr>
<tr>
<td>A6-Pro</td>
<td>&lt; 1.55,0</td>
<td>free</td>
<td>+30kg</td>
<td>+/- 5 L</td>
</tr>
</tbody>
</table>

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap. According to the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event. Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a best qualifying lap time, slower than 1.55, might be assigned to class A6-Pro.

** Applicable Minimum reference lap time during the race. In case a fast driver is faster than the Minimum reference lap time, by incident, the team can use one of the “Escape Joker” (Each team in class A6-Am will receive 10 escape jokers)

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 1 (Class Overview)

Criteria, for being assigned to A6-Pro or A6-Am:

- Best qualifying lap time*
- Faster than 1.55,0 or team choose A6-Pro
  - Yes
  - Class A6-Pro
- No
  - Class A6-Am

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap. According to the regulations:
  - The organiser reserves the right to modify BOP for individual cars at any time of the event.
  - Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a best qualifying lap time, slower than 1.55,0 might be assigned to class A6-Pro.
A6:BOP-ACCEPTANCE FORM page 1/2

The so called BOP-ACCEPTANCE FORM need to be filled, signed and handed to the secretary of the meeting, within **15 minutes** 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:…………
   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 weight (not less weight).

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.

**BOP- table for class A6-Pro & A6-Am for**
Autodromo Internazionale del Mugello – Grand Prix Track (5.245 m)

<table>
<thead>
<tr>
<th>Class*</th>
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<th>Race Minimum reference lap time</th>
<th>Balance Of Performance***</th>
<th>Remarks***</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Weight</td>
<td>Refuelling</td>
</tr>
<tr>
<td>A6-Am</td>
<td>&gt; 1.57,0</td>
<td>1.57,0</td>
<td>-/- 50kg</td>
<td>120 L</td>
</tr>
<tr>
<td></td>
<td>1.55 .. 1.57</td>
<td>1.55,0</td>
<td>+0kg</td>
<td>+0 L</td>
</tr>
<tr>
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<td>&lt; 1.55,0</td>
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</tr>
</tbody>
</table>

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.

According the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.

Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even if the best qualifying lap is slower than 1.55, the team might be assigned to class A6-Pro.

** Applicable Minimum reference lap time during the race. In case a fast driver is faster than the Minimum reference lap time, by incident, the team can use one of the “Escape Joker” (Each team in class A6-Am will receive 10 escape jokers)

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 7 (Eligible Cars and Class Overview)
A6: BOP-ACCEPTANCE FORM page 2/2

Final BOP adjustment figures for our specific car.

**Minimum car weight**
- Minimum weight according the regulations: ..................... kg
- BOP-weight (+/-) according to BOP-table: ..................... kg
- Final minimum weight during the race: ..................... kg

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

Before the start of the race each A6 team will receive the applicable MAX REFUELLING sticker to be placed on start number at fuel-inlet side.

**Minimum reference lap time**

<table>
<thead>
<tr>
<th>Circle applicable Minimum reference lap time according BOP-table</th>
<th>1.57</th>
<th>1.55</th>
<th>free</th>
</tr>
</thead>
<tbody>
<tr>
<td>And we understand the penalties in case we cross this boundary.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>At handing over this form we will receive 10 “ESCAPE JOKERS” which can be used as an escape (from a time penalty) in the very unlikely case we just cross this boundary.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>This means we can use 10 times an “ESCAPE JOKER” (10 laps).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>We understand the rules applying to this ESCAPE JOKER.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No minimum reference lap time applicable, so (Escape jokers are not applicable.)

**SUMMARY FINAL BOP**

<table>
<thead>
<tr>
<th>Class</th>
<th>A6-Pro</th>
<th>A6-Am</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min weight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max refuelling amount</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Min reference lap time</td>
<td>Free</td>
<td>1.55 / 1.57</td>
</tr>
</tbody>
</table>

TEAMMANAGER NAME: ...................... Signature: ......................