



# Sporting & Technical Regulations Dunlop 24hDubai 2010

(version: 14 December 2009)

Approved by KNAF-BSA under DB24H2010/141209/RS



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## Chapter I Sporting Regulations

### 1. General

This document describes the Sporting & Technical Regulations for the below mentioned international race. Additionally a supplementary regulations will be published for this race.

### 2. Event

14-15-16 January 2010    5th edition 24h Dubai    Dubai, United Arabic Emirates (Dubai Autodrome)

### 3. Status of the Event

The status of the event is:

5th edition 24h Dubai 14-15-16 January 2010: International

### 4. Promoter

#### 4.1 Promoter – Postal Address

Creventic BV  
PO Box 40  
6590 AA Gennep  
The Netherlands

#### 4.2 Promotor – Contacts

Creventic BV  
Gerrie Willems  
Phone: +31 (0)485-471166  
Telefax: +31 (0)485-471127  
E-Mail: info@creventic.com  
Internet: www.24hseries.com

#### 4.3 Organiser

Each event will be organised by a ASN approved Organiser.

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

### 5. Conditions

#### 5.1 General Conditions

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

The organiser reserves the right to postpone, abandon or cancel the meeting or any part thereof. In this event the competitor or entrant has no right to claim against the neither organizer nor promoter in respect of any loss or expense he may thereby incur.

#### 5.2 Specific Conditions

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

- FIA International Sporting Code (ISC) and it's appendices
- Decisions and Regulations of the FIA
- 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 ASN
- Conditions set up by the applicable circuits, local ASN and local Authorities.



## **6. Organization**

### **6.1 Organising Committee**

See supplementary regulations of each race.

## **7. Timetable**

See Supplementary Regulations of each race.

## **8. Entries / Participants**

### **8.1 Competitors/Entrants**

Any person or legal entity holding an International competitor/entrant or drivers license.

Foreign competitors must submit the authorization of their ASN (see Art. 70 ISC), together with the entry form or at the entry closing date at latest.

### **8.2 Drivers Eligibility**

#### **8.2.1**

The race will be open for any EUROPEAN driver holding an International license (minimum grade C).  
The race will be open for any NON-EUROPEAN driver holding an International license (minimum grade C) and authorisation from their ASN.  
Under special conditions an international D license might be accepted on final decision of the Stewards of the Meeting.

#### **8.2.2**

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 unfavorable medical result they may refuse the participation in practice and/or race of the driver concerned.

#### **8.2.3**

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

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

### **9.1 Entries**

#### **9.1.1**

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

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

**9.1.3** Competitors are themselves responsible to furnish proof of the payment.

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

#### **9.1.5**

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

#### **9.1.6**

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



#### **9.1.7**

The decision taken by the Clerk of the course after consultation with the Stewards of the Meeting about the refusal of an entry is final.

#### **9.1.8**

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.

#### **9.1.9**

Entries made by telephone cannot be accepted!

#### **9.1.10**

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

#### **9.1.11**

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

#### **9.1.12**

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

### **9.2 Entry Confirmation**

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

## **10. Entry Fees, Additional Costs and Fees**

### **10.1 Individual Entry with the Organiser's Advertising**

#### **10.1.1**

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

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

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

#### **10.2.1**

Any amendment in the entry form concerning the car and/or the crew announced (including driver change) after the entry closing date: 100EUR

Any amendment in the entry form concerning the car and/or the crew announced (including driver change) after January 1<sup>st</sup> 2010: 200EUR

#### **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 Organization.



### 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: “12H/24H race Title or Country of the race and TEAMNAME” in the payment details.**

#### 10.3.3

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

#### 10.3.4

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

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

### Entry Fee – Reimbursement

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

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

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

Should a participant fail to comply with the practice requirements, there is no claim to the refund of the entry fee.

### 11. 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 race and in the supplementary regulations.



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

#### 13.1

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

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

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

Also advertising of alcohol or other inappropriate advertising is strictly forbidden.

#### 13.2

Description of the compulsory advertising to be affixed on the racecars:

- Competition number panels on the front doors and on the roof, 56 cm x 56 cm large, XXXXXX below the race numbers, XXXXX above and XXXX on the left side of the race numbers.
- Upper windscreen XXXXXX, up to 20 cm high
- Upper rear window XXXXX, up to 20 cm high
- Front and rear registration plate area XXXXX, 40x10 cm large
- Front left and right mudguards XXXXX, 40 x 15 cm large
- Rear left and right mudguards XXXXX, 20 x 10cm large
- Any other advertising, published separately. (e.g. tyre brand on all four corners of the car)

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

#### 13.3

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

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

#### 13.4

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

#### 13.5

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

### 14. Administrative Checks

#### 14.1

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

#### 14.2

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

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

#### 14.3

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



## **15. Scrutineering**

### **15.1**

Scrutineering will take place in the scrutineering area/garage for the exact location see supplementary regulations.

### **15.2**

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

### **15.3**

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

### **15.4**

The following has to be presented at scrutineering:

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

### **15.5**

The racecar entered by the competitor must comply with

The following requirements:

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

### **15.6**

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

### **15.7**

Any car which does not comply with the technical prescriptions and for which the problems cannot be rectified until at latest 1 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 Clerk of the Course reserve the right to impose additional technical checks on the racecars after scrutineering, during practice and/or race (i.e. weighing – see Article 16, noise measurement etc.).



## 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: For the first offence, the participant concerned must make his car to comply with the minimum weight and represent it immediately at scrutineering. He may then rejoin the race.
- During the race: In the case of a second offence, the Stewards will be informed.

### 16.5

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

## 17. Cars' Identification Marks and Personal Passes

### 17.1

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

### 17.2

Car passes will be issued to be admitted to the paddock

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

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

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

A parking space for motorbikes/ quads will be established in the area of the start and finish building. Any

motorbike/quad failing to display the corresponding vehicle pass will be removed by the organiser.

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

### 17.3

The competitors of the Race will receive:

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



## 18. Eligible Cars and Division into Classes

### 18.1 Eligible Cars

#### 18.1.1

Vehicles using Unleaded 98 (EURO-SUPER) or DIESEL fuel will be admitted, as well as electrical or hybrid cars. On request also vehicles using alternative fuels, can be admitted by the promoter, e.g bio-diesel, bio-ethanol. Also only cars from model year 1990 and later are eligible in the FIA groups A, N, DIESEL and Group "24 Hour Special", Group "Silhouette" cars and Group "Exceptional cars". Also special Cup Cars might be admitted by the organizer. Each special cup will have their separate class. The organizer 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 the present Regulations – Technical Regulations.

#### Division 1

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

#### Division 2

- Touring Cars of FIA Groups A or N Homologation (petrol engines up to 4000cc)  
In compliance with Appendix J to the ISC, as well as Art. 3.1, 7.3 and 14.1 Appendix 1
- Group "24h-Special" Touring & GT-cars (petrol engines up to 4000cc)  
In compliance with the Appendix 1 of the present Regulations
- Group "Silhouette" cars (petrol engines up to 3600cc)  
In compliance with the Appendix 2 of the present Regulations
- Group "Exceptional cars" (petrol, with more than 4000cc and/or more than 6 cylinders, or diesels above 3000cc)  
In compliance with the Appendix 3 of the present Regulations.  
This group exceptional cars will be regulated by a "minimum reference laptme".
- Group "Exceptional GT4A" cars.  
In compliance with the Appendix 4 of the present Regulations.  
This group exceptional cars will be regulated by a "minimum reference laptme".
- Group "Exceptional Electrical & Hybride" cars.  
In compliance with the Appendix 5 of the present Regulations.  
This group exceptional cars will be regulated by a "minimum reference laptme".
- Special Cup Cars



## 18.2 Division into Classes

### 18.2.1

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

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

#### Division 1

##### - DIESEL Touring Cars

Class Over cc Up to cc

- D1 up to 2000cc (note: minimum reference lapttime 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 SP3-GT3A)

\* diesel cars which are faster than the prescribed minimum reference lapttime will be assigned to the most suitable class, e.g. D2 or A3T. The "Minimum reference lapttime" rule will be explained below:

The reason to add this rule is: *In interest of the sportive character (for the faster D1 cars, as well as for the less fast D1 cars) it has been decided to assign the faster D1 cars to another suitable class. By doing this both categories will again have there competition in their final class.*

#### Please note:

*The "minimum reference lapttime 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 lapttime" 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 lapttime" rule for class D1

Because it has been experienced that there can be exceptional differences in performance (lapttime) 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 suitable class. By doing this both categories will again have there competition in their final class.

This so called "minimum reference lapttime" 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 lapttime" that all cars (or at least the majority) who will stay in class D1 will not be slowed down by this rule. This "minimum lapttime" will be different for each circuit and will be specified in the supplementary regulations.

E.g. the "minimum reference lapttime for class D1: (Please note the final "minimum reference lapttime" values will be published in the supplementary regulations of each race.)

- 24hDubai at Dubai Autodrome International circuit (5,39km) is set at 2'23" (2 minutes and 23 seconds).

This means that cars in class D1 that can (easily) be faster than this "minimum reference lapttime" will be assigned to the most suitable class, judged by the organizer.

Cars in class D1 which are by incident faster than the so called "minimum lapttime" will be penalized accordingly.

#### 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"

Class Over cc Up to cc

- A 1 Up to 1.600 cc
- A 2 Over 1.600 Up to 2.000 cc
- A3T TURBO ENGINE CARS Up to 2.500 cc
- A 4 Over 2.000 Up to 3.000 cc
- A 5 Over 3.000 Up to 3.500 cc



- A 6 Over 3.500 Up to 4.000 cc
- SP1 Group Silhouette cars Up to 3600cc\*
- SP2-GT3A Group Exceptional cars\*\* (“ minimum reference lapttime” rule is applicable)
- SP3-GT4A Group Exceptional cars\*\*\* (“ minimum reference lapttime” rule is applicable)
- SP4 Group Electrical or Hybride cars\*\*\*\* (“ minimum reference lapttime” rule is applicable)

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

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

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

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

## FOR ALL CLASSES

### 18.2.2

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

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

### 18.2.3

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

### 18.2.4

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

### 18.2.5

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

## 19. Drivers' Equipment

### 19.1

Drivers taking part in the official practices and the race must wear the complete fireproof outfit (suit, balaclava, gloves, underwear, socks and shoes), homologated according to the 2009 Appendix L of the ISC. An arm restraint according to SFI 3.3 specification is mandatory if there is no window net fitted.

### 19.2

**HANS system (Head and Neck Support) is compulsory.**

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

## 20. Paddock Organization

### 20.1

The final paddock allocation will be published with the entry confirmation.

The allocation of spaces by the organizer is binding.

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

### 20.2

In the paddocks, a space of maximum 60 m<sup>2</sup> (in principal 30m<sup>2</sup> in row 1 and 30m<sup>2</sup> in row 2) is available for each crew.

This is included in the entry fee.

### 20.3

If space permits, the teams may rent additional paddock space (e.g. for an extra vehicle, tents, mobile homes or caravans). The fees for the additional space are: in the entry form and/or on request.



#### 20.4

In case of tents, they may only be set up upon the instructions given by the officials on the areas provided for such purpose. It is prohibited to fix and secure the tents with iron bars. Failure to respect this prescription will result in a fee of 200,00 € for each such hole for an iron bar. This fee must be paid on-site in cash.

#### 20.7

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

#### 20.8

Animals (included dogs) are NOT allowed in the event area. The use of motorcars, skateboards or similar means of transportation by children or by any person not holding a valid driving permit is prohibited. The use of any means of transportation, which is not covered by insurance, is prohibited. The organiser has the right to confiscate such vehicles until the end of the event.

#### 20.9

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

#### 20.10

All paddocks roads may only be used in the indicated driving direction. All vehicles must keep to the right. Any stopping on the paddock roads is strictly forbidden. **Exception:** The stopping of racecars in the area of scrutineering or in the area of the prestart – according to the paddock marshals' instructions.

#### 20.11

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

#### 20.12

Walking speed is compulsory in the entire paddock area.

#### 20.13

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

#### 20.14

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

#### 20.15

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

#### 20.16

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

#### 20.17

Any participant failing to respect these conditions/ prescriptions may be excluded from the participation in the event.

If the responsibility can be ascribed to a participating team, the Clerk of the Course can pronounce an additional penalty or a report can 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, Refueling, Pit Stops, Racing Services**

### **21.1 Pits**

The organiser will make the pit allocation only.  
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 racecars may only be carried out during a pit stop.  
Refueling at the pit box is absolute prohibited, during the whole event.

#### **21.2.2**

The engines of all cars (including turbo charged engines) must be stopped during a pit stop.

#### **21.2.3**

If any service or repair must be carried out in the pit-box, the racecar 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 racecar leaves the pit-box after a service or a repair under its own power, the driver must exercise utmost care.

#### **21.2.4**

Four 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.

Extra there can be a lollypop man and a windshield washer.

On ground of safety it is not permitted to undo safety belts or remove articles of clothing 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 clothing.

Pit stops, driver changes, refueling 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.

#### **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 or other cars will be obstructed.

#### **21.2.7**

**Pit Signals:** All the cutouts 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 / Refueling

### 21.3.1

#### Fuel

To take part in practices, qualifying and the race it is compulsory:

To use the official fuel provided by the Organiser through the petrol and diesel pumps located at the refueling area.

#### **The following general refueling rules apply:**

Teams have to refuel themselves with the available standard petrol and diesel pumps located at the refueling area at the end of the pitlane.

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

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

Refueling is only allowed in the special refueling area and will be carried out by one or two own team member(s). **THE (1 OR 2) TEAM MEMBERS MUST WEAR FLAMEPROOF OVERALLS, GLOVES AND BALACLAVAS.**

The SPEED LIMIT in this special refueling area is 20KM/hour.

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

**All instructions of refueling personnel have to be followed strictly.**

### 21.3.2

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

- The driver must remain inside the vehicle and must have his seat belts FASTENED.
- A driver's change is strictly forbidden
- All Cars (also with turbo engines, diesel or petrol) must have the engine and the lights turned-off.
- No service or repairing allowed. (Even NO windshield cleaning).

### 21.3.3

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

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

### 21.3.4

Failure to respect the aforementioned prescriptions in relation to the refueling of the racecars may lead to the exclusion of the participant concerned by the Clerk of the course ,after consultation with the Stewards of the Meeting, from the complete event.

### 21.3.5

In case the fuel will be provided by the organiser (as is the case for 24hDubai),a **fixed** fuel price must be paid to the organiser for each car, before the start, of the practice session. This is for race including practice and qualifying.

The amount will be published in the entry form of the specific race.

To ensure a quicker settlement, the fuel costs may only be paid by cash money at the circuit or by bank transfer at least 14days before the event.



## 22. Tyres

### Introduction

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

Dunlop will be the exclusive and single tyre supplier for 24h of Dubai 2010.

All participating teams are obligated to run the entire event (shake down, free practice, qualifying and 24h race) on Dunlop Tyres which are delivered by Dunlop in Dubai (those tyres can be recognized by a special decal/markings.)

Contact and ordering information will be published separately.

### 22.1

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

### 22.2

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

### 22.3

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

## 23. Publications and Communications

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

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

#### 24.2.1 Applications

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

#### OTHER FREQUENCIES ARE FREE TO USE SUBJECT TO LOCAL AUTHORITY APPROVAL

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

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

Only in case of any not foreseen (probably) disturbance (e.g. Race control, or other safety organizations) the organization 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 organizations, the FIA, the KNAF, its Presidents, organs, managing directors, general secretaries
- The promoter; Creventic B.V. and all organisers and its officials and members
- Administrative authorities, racing services and any other person being involved in the organisation of the event,
- The road construction authorities as far as any damage is caused by the condition of the roads used during the event and
- The agents, workers of all persons and posts mentioned above with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared;

### Against:

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

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

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

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

### Release from Claims of the Vehicle's Owner

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

With regard to claims against the other participants (competitors, drivers), their assistants, the owners and proprietors of the other cars, the owner competitor, the owner driver(s), (any other agreement among proprietor, competitor, drivers have priority) and own assistants, this release refers to damages arising in connection with the event (un-timed, timed practice, warm-up, race). With regard to claims against other persons or posts, this release refers to damages arising in connection with the event as a whole.

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



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

#### **26. Flights**

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

#### **27. Accommodation**

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

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

##### **28.1**

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

##### **28.2**

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

##### **28.3**

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

##### **28.4**

The organiser reserves the right to modify or supplement the present regulations if considered necessary for reasons of safety, force majeure or by order of the authorities or to cancel the event in case that extraordinary circumstances should arise, without any obligations for indemnification, before the start of the Event. Furthermore, the organiser holds liability only in that case where exclusion from liability is not mentioned in the regulations or entry form.



## 29. General Code of Driving Conduct

### 29.1

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

### 29.2

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

### 29.3

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

### 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

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 (purple) flag as specified in article 31 of the present Regulations.

### 29.8

The use of high beam headlights in the area of the Race Control Tower is prohibited at darkness; the dipped headlights must be used.

High beam Headlights might lead to irritations of the timekeepers. Any driver failing to observe this prescription is himself responsible if his lap time cannot be recorded as a consequence.

### 29.9

Under pain of exclusion, it is generally prohibited

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

### 29.10

Maximum permitted speed in the pit lane: **40 km/h**. The respect of the speed limit in the pit lane will be checked electronically. The penalty for speeding: see article 42 Time Penalties Procedure

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

The penalty for speeding, see article 42 Time Penalties Procedure



### 30. Flag Signals

The rescue services and race control are organized 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 (12h/24h).**

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

Light boards might substitute the flag signals in darkness.

The light boards and other light signals used during the 24h Race must be respected in the same way as the flag signals mentioned before.

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

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

#### 31.1

As described in Article 29.7: Race Control will:

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

#### Introduction of Safety code-60 Procedure

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

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

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

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

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

#### 31.2

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

#### 31.3

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

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

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

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

#### 31.4

While the code-60 Safety Procedure is in operation, the Pit Lane is open, so competing cars can enter the pit lane and rejoin the track. A car rejoining 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** the drivers (each) must cover the minimum of 2 timed laps, per practice, qualifying and 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.

**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, also in such a case the drivers must be entered for that car at the secretary of the meeting, the Stewards of the Meeting will be informed accordingly.

**32.5**

Not admitted to the start will be:

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

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

The Clerk of the course, after consultation with the Stewards of the Meeting, will take the final decision about the admission.

Competitors which are not qualified have no claim on the refund of the entry fees or of any other fees.



### 33. Drivers' Briefing

#### 33.1

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

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 with the fastest time per car will be published.

The first starting position (pole position) will be on the T.B.N. of the first row depending on the track licence.

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

#### 34.2

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

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

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

### 35. Start

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

#### 35.2

Starting procedure – Indianapolis start:

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

- 5 minutes
- 3 minutes – team members must leave the grid!
- 1 minute
- 30 seconds

When the one-minute board is shown, engines must be started. When the green flag is shown, the cars will begin a formation lap behind the course car and cover a lap over the complete circuit. The starting order must be maintained under pain of exclusion. The course car may not be overtaken before the signal to start is given.

#### 35.3

The organiser will take appropriate measures to keep the track clear during the formation lap.

Participants are forbidden to slow down to walking speed during the formation lap or to stop on the track.

Exception: Technical failure.

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

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

#### 35.4

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

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

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

During this second lap behind the Safety Car it is forbidden to make zigzag manoeuvres and the distance with the



car in front of you must be no longer than 3 car lengths.

At the end of the second formation lap and if the Clerk of the Course considers it appropriate, he will instruct the Safety Car to withdraw.

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

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

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

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

### 35.5

False start:

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

### 35.6

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

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

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

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



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

### **36.1**

Drivers leaving the track must rejoin the race at the same place where they left the road unless the place where they rejoin 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 organizer 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 rejoined 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 of the Stewards. 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 rejoin the race if they discover any technical infringements or mechanical problems related to safety issues.

### **36.7**

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

### **36.8**

On grounds of safety it is not permitted to undo safety belts or remove articles of clothing 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 clothing.

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**

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

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 refueling may complete this exercise and then stop all activities). The exit of the pit lane will be closed.

#### **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 (eg. 12 or 24 hours).

#### **38.2**

Any driver stopping his car or proceed at walking speed to wait for the end-of-race signal so that they obstruct others will receive a time penalty or can be excluded from the race.

#### **38.3**

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

#### **38.4**

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

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

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

#### **39.1**

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

#### **39.2**

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



#### 40. Classification

##### 40.1

After the 24 hours (or 12hours in case of a 12h race) regardless of the number of laps covered the chequered flag will be shown to all following cars as soon as they cross the finishing line at the end of race. All cars will be classified taking the number of laps completed into consideration and then in the order in which they have crossed the finishing line if there are equal numbers of laps. Only laps which have been completed with own engine power will be taken into account for the classification. There will be a class and an overall classification.

##### 40.2

All participating cars will be classified.

#### 41. Classification Penalties

##### 41.1

Classification penalties are:

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

##### 41.2

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

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

The Time Penalties are described in detail in Article 42.

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

##### 41.3

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



#### 42 Time penalties – Procedure

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

- Overtaking under a code-60 situation (1 minute),
- Speeding in the pit lane or refueling area (4 sec per km/h, the second time the penalty is 8 sec per km/h, or 1 or 2 minutes)
- Driving too fast under a code-60 situation (time gained in seconds x 2),
- Overtaking under a yellow flag situation (1 or 2 minutes).
- Shortcutting a curve (more than 2 wheels outside the curb), 1<sup>st</sup> offence, 10sec, 2<sup>nd</sup> offence 20sec, etc.
- Taking a short cut will result in penalty of 1 lap deduction. Or cancellation of lap during qualification.
- For penalties for class SP2, refer to: Technical regulations for group Exceptional cars, group SP2.
- All other penalties, like false start, failure to observe flag signals, 1<sup>st</sup> offence 1 minute, 2<sup>nd</sup> offence 2 minutes.
- The infringement for which time penalties are given is as observed by any official and or the official time keeper at the event and reported to the Clerk of the Course.
- The Secretary of the Meeting will inform the team (in writing and/or displayed on the TV monitors) of the infringement and time penalty, the team leader (captain) will sign for having received the notification and receive a copy of this for his/her own use.
- It is the obligation of the team to inform the secretary of the meeting, by giving the notification of the penalty, at which time the penalty shall be served (normally this will be the first following pit stop).
- A participant, who has received a penalty, stops in the designated area. The penalty time starts the moment the vehicle comes to a complete stop. Only after the completion of the time penalty the vehicle may leave this area and continue on to the pit box for service repair and or change of driver and or refueling.
- Time penalties that are incurred during the race will be processed at the first pit stop after the time penalty (ies) has been given (thus it is not a Stop & Go penalty).
- The driver of the team who is at that moment the driver of the vehicle that has received the penalty will stop at a pre designated place in the pit lane and wait at this place for the duration of the time penalty (during this time it is not allowed to work on, refuel or change drivers of the vehicle). The driver must wait in vehicle with safety belts, helmet and race clothing on as he or she is still a driver taking part in the event, The team is obligated to see that the time penalty is carried out in the proper manner and at the appropriate place, the Clerk of the Course will only check that the penalty has been served.
- The Clerk of the Course or one of his officials is only responsible for checking that the time penalty has been carried out, this may be done through the use of video film from the circuit or any other means at his disposal.
- Time penalties that are incorrectly carried out (as a whole or as a part) will be treated as not being carried out and the penalty will have to be carried out again.
- During the last period of the race and after the team have made their final pit stop any time penalties incurred (after this pit stop) will be processed by the official timekeeper of the event and not by the team.
- The pre designated place where teams are to take their time penalties will be pointed out at the drivers briefing.

#### 43. Protests

**43.1** Protests must be lodged in accordance with the stipulations of the FIA International Sporting Code (Art. 171 to 179). Under strict respect of the protest time limits of 30 minutes, all protest must be lodged in writing and handed to the Clerk of the Course or, if this is not possible, to the Stewards of the Meeting along with an ASN set fee. (See Supplementary Regulations).

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

#### 44. Prize giving on the Podium

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

All the drivers of the relevant teams must immediately after the race end proceed to the prize-giving podium. The top three in each class will receive cups. Cups will be awarded to all drivers of the crews concerned. This ceremony is part of the event. Prizes will not be mailed.



## Chapter II Technical Prescriptions for all cars

### Article 1. General Prescriptions for all Cars

#### Art. 1.1

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

#### Art. 1.2

To be eligible, all cars must comply with the prescriptions of the Appendix 1 of the present Regulations. All modifications carried out on the car must be specified in the entry application form. Any authorized modification may not lead to an unauthorized modification and is therefore strictly forbidden.

#### Art. 1.3

Only the organiser decides about the admission of a car before the start of the Event. The decision taken by the organiser is final, during the Event the decision is with the Clerk of the course after consultation with the Stewards of the Meeting. This point is explicit and completely accepted by all the competitors and drivers by submitting their entry. Any protest against the classification of admission of a car following the organiser's decision is consequently not possible.

#### Art. 1.4

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

#### Art. 1.5

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

### Article 2 Noise Limitations

#### Art. 2.1 Noise Limitation

##### Art. 2.1.1

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

The following limit values may not be exceeded:

For all classes: 110dBA at 0,5m measured according to the official FIA sound measuring method.

Measurements will be made at 0.5meter from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45degrees with the exhaust outlet. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0m from the centre line of the vehicle, with the microphone 1.2meter above the ground. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0meter (in the 0.5meter test) or within 10.0meter (in the 2.0meter test). Background sound levels should be at least 10db(A) below the measured level.

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

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

##### Art. 2.1.2



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

#### **Art. 2.1.3**

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

##### **\* During practice:**

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

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

##### **\* During the race:**

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

The car may rejoin the race after confirmation of the Clerk of the Course.

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

### **Article 3 Special Technical Regulations and Safety Regulations for all Cars**

#### **Art. 3.1**

The safety Regulations as specified in Article 253 of the Appendix J to the ISC must be respected for all cars. The rollover structure must comply with Article 253.8 of the Appendix J 2002 or 2005 or later of the ISC in correspondence with the entered car.

#### **Art. 3.2**

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

#### **Art. 3.3**

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

#### **Art. 3.4**

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

#### **Art. 3.5**

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

#### **Art. 3.6**

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

#### **Art. 3.7**

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

#### **Art. 3.8**

The race numbers placed on the sides of the cars must be effectively and sufficiently illuminated.

#### **Art. 3.9**

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



**Art. 3.10**

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

**Art. 3.11**

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

**Art. 3.12**

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

**Art. 3.13 Fire Extinguishers**

**Art. 3.13.1**

For all the other cars, a 2.4 kg manual extinguisher in compliance with the FIA technical list No.6 prescriptions is compulsory.

A fire extinguishing system homologated by the FIA for Touring Cars is recommended.

**Art. 3.14**

The scrutineers must approve the attachments of any video cameras.



#### **Article 4 Cars' Identification Marks**

##### **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 organizers.

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

##### **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**

Each car must be equipped with a working timekeeping transponder.

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

The required type of the transponder will be mentioned in the entry form and/or in the supplementary regulations.

It must be directly connected to the battery of the vehicle, 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 fiber 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 a 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), 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.

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



## **Article 5 Ballast; Maximum Permitted Weight**

### **Art. 5.1 Ballast**

#### **Art. 5.1.1**

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

#### **Art. 5.1.2**

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

Bottom surface: minimum 1600 cm<sup>2</sup>

Height: 50 mm

Wall thickness: 2 mm

#### **Art. 5.1.3**

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

#### **Art. 5.1.4**

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

#### **Art. 5.1.5**

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

#### **Art. 5.1.6**

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

	Up to 2.000 cc	1.100 kg
Over 2.000 cc	Up to 2.500 cc	1.100 kg
Over 2.500 cc	Up to 3.000 cc	1.200 kg

##### 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 refueling 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 100 liters.

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**

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

**Art. 2.1.1**

The relevant prescriptions for the corresponding groups are applicable.

**Art. 2.1.2**

In addition, the following technical regulations are applicable:

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

**Art. 2.2 Group „24h-Special“ Touring & GT-cars  
(see Appendix 1 of the present Regulations)**

**Art. 2.3 Group "Silhouette" cars, SP1  
(see Appendix 2 of the present Regulations)**

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

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

**Art. 2.6 Group „Exceptional“ cars, Electrical & Hybride 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 organizer 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 organizer regarding its eligibility.

The organizer 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 or a rotary engine (Wankel) 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.

The cylinder capacity or the fictive volume must not exceed 4.000 cc.

The number of cylinders must not exceed six (6).

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

Hardtop variants are NOT accepted.

(A few Examples of NOT accepted cars: Silhouette cars, Caterham, Roadster, Saker)

##### **1.3**

All cars must have mudguards which are rigidly connected to the bodywork. Consequently, co-steering mudguards are prohibited. The basic and the racecar 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 racecar must be qualified for obtaining a road license for public

traffic in Europe. In cases of doubt, the competitor must furnish proof by submitting a General Certification (ABE) or

an Individual Certification (EBE) or another corresponding certificate.

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

##### **1.6**

The series vehicle which provides the basis for the racecar 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:

up to 1.300 cc: 710 kg

over 1.300 cc up to 1.400 cc: 760 kg

over 1.400 cc up to 1.600 cc: 820 kg

over 1.600 cc up to 1.800 cc: 900 kg

over 1.800 cc up to 2.000 cc: 980 kg

over 2.000 cc up to 2.500 cc: 1.000 kg

over 2.500 cc up to 3.000 cc: 1.100 kg

over 3.000 cc up to 3.500 cc: 1.200 kg

over 3.500 cc up to 3.750 cc: 1.150 kg (e.g. Porsche GT3 cup) (not valid for Porsche GT3 cup S model 2008 or later)

over 3.500 cc up to 3.750 cc: 1.250 kg (only valid for model Porsche GT3 Cup S model 2008 or later)

over 3.750 cc up to 4.000 cc: 1.300 kg (e.g. Porsche RSR)

note: (referring to paragraph 4 of this chapter)

In order of balance of performance: it is explicit NOT allowed to decrease the cubic capacity of a Porsche RSR below 3.750cc and by this way to make use of the weight and fuel tank capacity advantage.

For petrol Turbo engine cars up to 2.500cc in class A3T the minimum weight is: 1.000 kg

**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 organizer/Technical Commission.

### 3.5 Additional Weight/Ballast; maximum permitted weight

#### 3.5.1 Additional weight/ballast

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

#### 3.5.2

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

Bottom surface: minimum 1.600 cm<sup>2</sup>

Minimum height: 50 mm

Minimum wall thickness: 2 mm

#### 3.5.3

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

#### 3.5.4

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



### 3.5.5

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

### 3.5.6

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

## 3.6 Maximum permitted weight

### 3.6.1

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

### 3.6.2

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

### 3.6.3

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

## 4. Engine

### 4.1

The engine (engine block, crankcase, cylinder head) must be produced by the same car manufacturer. Exception on this rule (in order of balance of performance): it is explicit NOT allowed to decrease the cubic capacity of a Porsche RSR below 3.750cc and by this way to make use of the weight and fuel tank capacity advantage.

The engine must remain inside the original engine compartment. The engine type must be original. It is not authorized to mix engine components.

### 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 racecar. For spark ignition engines, the supercharging for the corresponding series production car must be made with spark ignition engine.

Vehicles of the same model range of a manufacturer are considered to be series production cars. The model year restrictions specified in Art. 1.3 (1990) must be respected.

### 4.3

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

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

### 4.4

The supercharging system must remain original, e.g. supercharger or compressors (Ex. Complex 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 maximum boost pressure for supercharged cars with a nominal cylinder capacity of over 2.800 cc is limited to 1.1bar. The provisions of Art. 20 must also be respected, if applicable.



#### 4.7

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.

4.8 The lubrication system is free.

#### 4.9

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 refueling opening of the tanks must allow for this operation.

### 5. Exhaust System / Noise Limitation

#### 5.1

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

#### 5.2

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

#### 5.3

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

#### 5.4

Rear body apron: It is permitted to apply openings with a total surface of maximum 100cm<sup>2</sup> at the rear body apron for the purpose of the passage of the exhaust pipe orifice. The lower side of the opening must end at the lower edge of the rear body apron. Should there be original standard openings for the passage of the exhaust gas above this area, these openings are acceptable and they must not end at the lower edge of the rear body apron.

5.5 Noise limitation see Chapter II

### 6. Transmission

#### 6.1

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

#### 6.2

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

#### 6.3

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

#### 6.4

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



## 7. Wheels and Tyres

### 7.1

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

### 7.2

Wheel fixation systems are free.

### 7.3

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

- up to 1.400 cc: 8,5 "
- over 1.400 cc up to 1.600 cc: 9,0 "
- over 1.600 cc up to 2.000 cc: 10"
- over 2.000 cc up to 2.500 cc: 10,5 "
- over 2.500 cc up to 3.000 cc: 11,5 "
- over 3.000 cc: 14,0 "

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

### 7.4

The spare wheel and its attachment parts may be removed.

## 8. Ground Clearance

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

## 9. Braking System

### 9.1

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

### 9.2 Cooling of Brakes

Front and rear brakes: Protection shields are free.

Only one flexible pipe to bring the air to the brakes of each wheel is allowed, but it's inside section must be able to fit into a circle with a 10cm diameter. The air pipes must not go beyond the perimeter of the car, seen from above.

## 10. Steering

The steering system must not act on the rear axle. As for the rest, the steering system is free but the power steering may not be installed inside the cockpit. It is permitted to install steering locks.



## **11. Suspension**

### **11.1**

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

### **11.2**

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

### **11.3**

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

### **11.4**

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

### **11.5**

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

## **12. Cockpit**

### **12.1 Seats:**

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

### **12.2 Dashboard :**

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

### **12.3 Pedal Boxes:**

Pedal boxes may be installed.

### **12.4 Doors – Side trim:**

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

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

It is permitted to remove the interior trim from the door in order to install a side protection panel which is made from

composite material side pad (lateral protection integrated in the side protection bar). The minimum height of this panel must extend from the base of the door to the maximum height of the door strut.

It is permitted to replace electric winders with manual ones.

### **12.5 Floor:**

Carpets are free.

### **12.6 Other sound proofing materials and trim:**

Other padding materials may be removed.

### **12.7 Heating system:**

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

### **12.8 Air-conditioning:**

Air-conditioning is free.



### 12.9 Steering wheel:

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

It is permitted to place adapters between the steering wheel and the steering column. These adapters may be connected or welded to the steering wheel and the steering column by means of separable fixations. The anti-theft

steering-lock device must be made inoperable. The vertical installation angle of the steering column may be modified in the area of the dashboard through the fixation of adapters.

The steering can be on either the right or left provided that it is a question of a simple inversion of the steered wheels control, laid down and supplied by the manufacturer without any other mechanical modifications except those made necessary by the inversion.

The rear removable window shelf in two-volume cars may be removed.

### 12.10 Air pipes:

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

### 12.11 Additional accessories:

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

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

### 12.12 The following is also allowed:

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

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

## 13. Electrical System

### 13.1

The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained. The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables.

Electric cables and their sleeves are free.

### 13.2

The make and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks. The number of batteries laid down by the manufacturer must be retained. Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts.

For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counter plate at least 3 mm thick and with a surface of at least 20 cm<sup>2</sup> beneath the metal of the bodywork.

### 13.3

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

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



### 13.5 Lighting - Indicating:

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

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

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

### 13.6

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

## 14. Fuel Tanks

### 14.1

The total capacity of the fuel tanks must not exceed the following limits, in relation to the engine capacity or the fictive volume:

Over 1.000 cc up to 1.400 cc: 80 Liters

over 1.400 cc up to 1.600 cc: 90 Liters

over 1.600 cc up to 2.000 cc: 100 Liters

over 2.000 cc up to 2.500 cc: 120 Liters

over 2.500 cc up to 3.500 cc: 120 Liters

over 3.500 cc up to 3.750 cc: 120 Liters (e.g. Porsche GT3 cup) (not valid for Porsche GT3 cup S model 2008 or later)

over 3.500 cc up to 3.750 cc: 100 Liters\* (only valid for model Porsche GT3 Cup S model 2008 or later)

over 3.750 cc up to 4.000 cc: 90 Liters\* (e.g. applicable for Porsche RSR)

note: (referring to paragraph 4 of this chapter)

In order of balance of performance: it is explicit NOT allowed to decrease the cubic capacity of a Porsche RSR below 3.750cc and by this way to make use of the weight and fuel tank capacity advantage.

\* Note: This is a refueling limitation regarding balance of performance. For this reason its allowed to have a tank capacity up to 120 liters. However the maximum amount of refueling (per refueling session) is limited to the amount mentioned.

For petrol Turbo engine cars up to 2.500cc in class A3T the fuel tank must not exceed 100 Liters.

### 14.2

The fuel tank may be replaced by a safety fuel tank homologated by the FIA (specification FT3-1999, FT3, 5 or FT5).

In this case, the number of tanks is free and the tank must be placed inside the luggage compartment or in the original

location (Exception: see Art. 14.5).

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

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

### 14.3

The construction of collector tanks with a capacity of less than 1 liter 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 (refueling opening, petrol pump, overflow pipe). It is possible to fit a radiator in the fuel circuit with a maximum capacity one liter.



#### 14.5

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

- All fuel tanks must be placed behind the front edge of the standard rear seat bench or heel plate.
- All fuel tanks must be FT3-1999, FT3, 5 or FT5 safety tanks.
- Attachment to the bodywork with the least 40mm wide and 2mm thick metal straps, two times longitudinal and once transverse to the car's longitudinal axis.
- A liquid proof bulkhead or box made of GFK or aluminum is compulsory.
- The tank must be protected by means of an at least 15mm thick shock absorbing coating. The foam must have a minimum density of 35 kg/m<sup>3</sup>.
- The fuel tank may only be refilled from the exterior.
- All fuel lines must comply with the current prescriptions as specified in Article 253-3.2 (FIA-ISC)
- All fuel lines situated inside the cockpit must be continuous (not in pieces).
- The tank filler may be placed at an appropriate location of the bodywork with the exception of the windows and the roof. The filler hose must be flexible (i.e. rubber) and have two walls.
- The name of the manufacturer and the date of manufacture must be visible.
- A non-return valve must be installed on the filler hose.
- The main tube of the rollover structure must have two diagonal members (cross members) or equivalent tubes.

#### 14.6

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

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

#### 14.8

The position of the funnel for refueling must not be in the windscreens or in the roof of the car. The funnel of the fuel must be located in the bodywork (e.g. C pillar). A refueling through the luggage compartment is also possible.

### 15. Bodywork

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

#### 15.2

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

- Aerodynamic devices must be added to the original exterior bodywork and may not fundamentally modify the exterior original shape of the bodywork.
- Front aerodynamic devices may not protrude by more than 20 cm to the front over the outmost edge of the original bodywork.
- Rear aerodynamic devices may not protrude by more than 40 cm to the rear over the utmost edge of the original bodywork.
- The front spoiler width is limited to the dimension between the outer points of the front mudguards.
- The width of the complete rear spoiler including end plates is limited to the dimension between the outer points of the rear mudguards. The rear spoiler must be provided with end plates each one of which may have a maximum dimension of 400 mm x 250 mm and a minimum thickness of 10 mm. The end plates must not have any sharp edges.  
The rear spoiler may have maximum two flaps which must be completely located between the two end plates. The flaps may be adjustable in steps but not be continuously adjustable and not whilst the car is moving.
- Standard spoilers may be removed.



### 15.3

The floor assembly and the rear apron (exception Art. 5.4) must comply with the original version. Panels or aerodynamic devices may be fixed to the floor assembly, provided that the provisions of Art. 16.3 are respected.

### 15.4

Two openings may be applied in the bulkhead each between the engine compartment and the cockpit and between the luggage compartment and the cockpit to allow the passage of pipes. The maximum diameter for each opening is 50 mm. After the passage of the pipes, the eventually remaining openings must be closed.

### 15.5 Doors, Engine Bonnet and Boot Lid:

The material used for the doors, for the bonnet and the boot lid is free, provided that the exterior original shape and the original door locks remain unchanged.

The kind of the fastening devices (no hinges) for the bonnet and the boot lid is free. If the material or fastening devices for the bonnet or the boot lid is not the original material, two additional safety fasteners securing the bonnet must be fixed on each bonnet. Such fasteners are recommended in any case.

The maximum of one opening (Naca duct) with the maximum dimensions of 200 x 300 mm may be applied in the bonnet cover but it must not protrude to the outside of the engine cover. It must however be designed in a way to

prevent the view onto any mechanical components. The relief eventually resulting from the opening must be covered by a fine-meshed grid (mesh width: maximum 5 x 5 mm) which re-establishes the original form.

Non original air boxes are generally forbidden. The Technical Commission will decide about eventual Exceptions. It must in any case be possible to replace the modified doors and bonnets by the original ones.

### 15.6 Mudguards:

Material and design of the mudguards is free. The design of the wheel openings – not their dimensions – must however remain original.

The mudguards must cover at least 1/3 of the wheel circumference and at least the total tyre width. It is permitted to provide the mudguards with openings for cooling. Air inlets located behind the rear wheels in the wheel cover must be designed so that the tyres are not visible in horizontal plane.

The dimensions of the mudguards are defined in Art. 251.2.5.7 of the Appendix J.

The interior of the mudguards is free (not the wheelhouse), where mechanical components may be applied.

Sharp edged bodywork parts in the area of the wheel arch which might damage the tyres or other rotating parts may

be folded back.

The plastic soundproofing parts may be partly or completely removed from the interior of the wheel passages.

These plastic elements may be partly or completely changed for other elements of the same shape.

Original wheel arch openings may be closed partly or completely provided that the original wheel arch contour respectively the basic shape remains original.

### 15.7 Wheel arch/ Inner wing panel

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

### 15.8

Unused supports which do not have any influence on the bodywork rigidity may be removed on the complete bodywork (interior and exterior). Only those supports which are exclusively screwed may be completely removed.

### 15.9 Reinforcement of transversal struts

Transversal struts between identical axle pivot points on the right and the left may be installed on the upper, lower,

front and rear side but they must be removable and be screwed to the mounting points of the suspension or in its vicinity; on the upper side, three bores may in addition be applied on each side.



## **16. Glass Surfaces and Material**

### **16.1**

The original surfaces of the side windows must be retained. Sliding windows are permitted. The fixation of the windows and the operating mechanism of the side windows are free.

It is permitted to install ventilation systems into the rear side windows for better ventilation.

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

The windscreen must be made of laminated glass.

Alternatively, a windscreen made of polycarbonate at least 5mm thick is permitted. If a windscreen made of polycarbonate is used it must be in perfect condition at any time during the event. A windscreen made of polycarbonate must be replaced minimum once a year. It is up to the competitor to furnish proof of the replacement of any such windscreen. A presentation at scrutineering is compulsory.

### **16.2**

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

## **17. Safety Regulations**

### **17.1**

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

### **17.2**

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

**17.3** An FIA current homologated 5 or 6 point safety harness of standard 8853/98 is compulsory.

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

**17.5** An FIA current homologated competition seat complying with FIA standard 8855/1999 with supports in compliance with Article 253 of the Appendix J is compulsory.

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

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

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

### **17.9 Fire extinguishing system**

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

**17.10** The attachments of any video cameras must be approved by the scrutineers.

### **17.11 Non-return valve**

An FIA homologated non-return valve must be installed in the filler hose of the fuel tank.

### **17.12 Bulkhead**

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

## **18. Handicap Regulations**

Handicap regulations may be established for certain models of cars or even for individual cars, for example in form of ballast, boost-pressure limitation and/or air restrictors.



## Appendix 2 to the Technical Regulations Technical regulations for group Silhouette cars, group SP1

### 1. Eligible vehicles

The group SP1, Silhouette cars is a separate group of vehicles build for racing.  
(E.g. Solution F Silhouette cars, Renault Megane Silhouette cars, Brokernet, etc.)

The intention is to admit silhouette cars to increase the variety of competing cars, which fits to the sportive character of the race and fits from performance point of view with the Touring- and GT-cars.

**In interest of this sportive character each silhouette car will be accepted on individual basis. This even means that accepting one Silhouette type does not automatically mean another silhouette car of the same type is accepted.**

For safety reasons, only solely closed silhouette cars are generally admitted.  
No open wheels silhouette cars are accepted, so the complete wheels must be housed within the original body.

Also only Silhouette type cars are accepted, which already compete in national or international races or series.  
Technical Regulations of this series must be provided to the organiser.

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

#### 1.1 Balance of Performance

The organizer 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 refueling, add a restrictor, and give a time penalty and/or any other kind of compensation.

There is no subdivision into cylinder cubic classes for SP1

**All silhouette cars have to be according following regulations.**

### 2. Engine

Engine is maximum 3600cc.

Turbo coefficient does apply as per appendix 1 for petrol engines

### 3. Minimum Weights

Up to 3200cc:	975kg
Over3200cc up to 3500cc:	1000kg
Over3500cc up to 3600cc:	1050kg

Exception to above rule: Solution F Silhouette car up to 3500cc: 950kg

### 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 100 Liters.**

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

Exception to above rule: Solution F Silhouette car up to 3500cc: 120 Liters

### 5. Safety

The chassis (tubular frame) of the silhouette car must be approved by the ASN and/or FIA and the origin must be mentioned.

Also the body of the silhouette car must be approved.

Also all other safety regulations are applicable as per technical prescriptions for all cars, Article 3 of chapter II

### 6. Noise Limitation

Noise level prescriptions are applicable as per technical prescriptions for all cars, as per chapter II.



## Appendix 3 to the Technical Regulations Technical regulations for group Exceptional cars, group SP2-GT3A (regulated by “minimum reference laptime”)

### Introduction

Group SP2-GT3A, exceptional cars, is a group of cars which is added to accept a wider variety of cars which are allowed to have more than 4000cc and/or more than 6 cylinders (or diesels above 3000cc) or do not fulfill the minimum weight requirement. However these cars need to fit from performance point of view to the eligible cars prescribed in these regulations, e.g. cars in group A5, A6 or SP1.

For example a BMW V8 with a limited tuned engine and/or weight which is not reduced optimal.

As a guide line cars with a weight/power ratio of 2,6kg/hp or more fits in this class.

However to avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference laptime”.

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 laptime”).

Examples of cars which could be accepted, depending on the configuration and the actual performance (“minimum reference laptime”) are: BMW V8, Ford Mustang, Nissan Skyline 2500cc Turbo, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz, V8 Star, Holden V8, Aston Martin V8, Ferrari 430, Audi R8, etc.

The “Minimum reference laptime” rule will be explained below:

The reason to control this class by a “minimum reference laptime” rule is:

*To accept a wider range of cars which are allowed to have more than 4000cc and/or more than 6 cylinders (or diesels above 3000cc) or do not fulfill the minimum weight requirement. And to make sure the cars in this class will fit from performance point of view to the eligible cars prescribed in these regulations, e.g. cars in group A5, A6 or SP1.*

### Please note:

*It is the right of the organiser (if the sportive character of the event requires this), to adjust the “minimum reference laptime” to a more appropriate level. This will only be done if the performance of the cars in this class compared to the performance other classes (e.g. A5, A6 and SP1) 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 laptime” rule for class SP2-GT3A

This so called “minimum reference laptime” is a fixed boundary, on the laptime. Cars in this class are NOT allowed to cross this boundary.. E.g. if the “minimum reference laptime” is set to 2min06sec, cars in this class are NOT allowed to drive faster laptimes than 2min06. In case a car in this class will be (by incident) slightly faster then this “minimum reference laptime” 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 laptime”.

This “minimum laptime” will be different for each circuit and will be specified in the supplementary regulations of the specific race.

### Example of “minimum reference laptime” for class SP2-GT3A:

**Please note: the actual “minimum reference laptime” will be published in the supplementary regulations of the specific race. (values below are put as an example!)**

- 24hDubai at Dubai Autodrome Grand Prix circuit (5,39km) is set at 2’06’’ (2 minutes and 6 seconds).

Cars in this class which are by incident faster than the so called “minimum reference laptime” will be penalized accordingly.



### **Important**

**This class is NOT mend for cars above 4000cc and/or 6 cylinders, which could easily be faster than this “minimum reference laptme”. So such cars should NOT enter this event.**

### **1. Eligible vehicles**

The group SP2-GT3A, exceptional cars, is a separate group of vehicles, which will be accepted based on the actual performance of the car. The boundary of the performance of the car will be determined by the so called “minimum reference laptme”.

Generally cars above 4000cc and/or more than 6 cylinders (diesels above 3000cc) will be accepted, taken into account they fit from performance point of view.

As a guide line cars with a weight/power ratio of 2,6kg/hp or more fits in this class.

However to avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference laptme”.

### **“Minimum reference Laptme”**

This “minimum laptme” will be different for each circuit and will be specified in the supplementary regulations. The laptme of each car will be measured by the official time keeping of the organization.

**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 mend for cars above 4000cc and/or 6 cylinders, which could be (easily) be faster than this “minimum reference laptme”. 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 laptme” rule, all competitors who enter this class will be obligated to explicit acknowledge by signature on the entry form their entered race car fits from performance point of view in class SP2-GT3A. And in case the car will be (by incident) faster they will accept and cooperate with any type of balance of performance.

For safety reasons, only solely closed cars are admitted.

Also for safety reasons only cars with a minimum weight of 750kg are admitted.

No open wheel cars are accepted, so the complete wheels must be housed within the original body.

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

There is no subdivision into cylinder cubic classes for SP2-GT3A

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

**Unless explicitly specified in this appendix and besides the cubic capacity, the number of cylinders and the weight, the vehicle in the group SP2 has to be according the technical prescriptions, described in these regulations.**

E.g. Safety regulations and Noise limitation are applicable as per technical prescriptions for all cars, Article 3 of chapter II



**Fuel Tank**

The original tank may be replaced by a FT3-1999, FT3, 5 or an FT5 safety tank according to Article 253.14 of the Appendix J to the ISC with a **maximum capacity of 100 liters.**

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

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

To balance the performance of less fast cars in this class, those less fast cars are allowed to refuel 120Liter in stead of only 100 Liter. The table below will show this balance of performance regarding the fuel tank capacity.

Class	Minimum reference Laptime	Max Fuel Tank	Remarks
SP2-GT3A	FOR EXAMPLE 24h Dubai: 2min06	<b>100 Liter</b>	Please check supplementary regulations for actual „Minimum reference laptime“
	FOR EXAMPLE 24h Dubai: 2min08	<b>120 Liter</b> Note: if a car is NOT faster then 2min08 in Dubai, it is allowed to refuel 120 Liter	Please check supplementary regulations for actual „Minimum reference laptime“

**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 organizer 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 refueling, 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 Laptime” and Penalties**

As mentioned before, the laptimes will be measured by the official timekeeping.

In case a car will be faster than the so called “minimum reference laptime” the following penalties will apply:

**FREE PRACTISE**

The “Minimum reference Laptime” will NOT apply during free practice.

**QUALIFYING**

The “Minimum reference Laptime” will NOT apply during qualification.

**RACE**

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

Each offence: Time penalty of 2 times the advantage.

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



## Appendix 4 to the Technical Regulations Technical regulations for group Exceptional cars, group SP3-GT4A (regulated by “minimum reference laptime”)

### Introduction

Group SP3-GT4A, exceptional cars, is a class for GT4 cars.  
 The boundary of the performance of the car will be determined by the so called “minimum reference laptime”.

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 laptime” is chosen in such a way, the majority of the cars (or even all cars) in this class will not be slowed down by this rule. And on the other side to avoid a few cars (or even just one) to be exceptional fast which would gain an unreasonable advantage for those cars.

### Please note:

*The “minimum reference laptime 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 laptime” 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.*

The “Minimum reference laptime” rule will be explained below:

### “Minimum reference laptime” rule for class SP3-GT4A

This so called “minimum reference laptime” is a fixed boundary, on the laptime. Cars in this class are NOT allowed to cross this boundary.. E.g. if the “minimum reference laptime” is set to 2min12sec, cars in this class are NOT allowed to drive faster laptimes than 2min12. In case a car in this class will be (by incident) slightly faster then this “minimum reference laptime” 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 laptime” the specific car can be reassigned to a higher class, e.g. SP2-GT3A.

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

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

This “minimum reference laptime” will be different for each circuit and will be specified in the supplementary regulations of the specific race.

### Example of “minimum reference laptime” for class SP3-GT4A:

**Please note: the actual “minimum reference laptime” will be published in the supplementary regulations of the specific race. (values below are put as an example!)**

- 24hDubai at Dubai Autodrome Grand Prix circuit (5,39km) is set at 2’06” (2 minutes and 6 seconds). Cars in this class which are by incident faster than the so called “minimum reference laptime” will be penalized accordingly.

In case a car in this class will be significant faster (on decision of the clerk of the course) then this “minimum reference laptime” the specific car can be reassigned to a higher class, e.g. SP2-GT3A.



## 1. Eligible vehicles

Group SP3-GT4A, exceptional cars, is a class for GT4 cars.

To avoid too fast cars in this class, finally the performance of all cars in this class will be regulated by the set "minimum reference laptime".

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

### "Minimum reference Laptime"

This "minimum laptime" will be different for each circuit and will be specified in the supplementary regulations. The laptime of each car will be measured by the official time keeping of the organization.

**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 laptime" 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-GT4A. And in case the car will be (by incident) faster they will accept and cooperate with any type of balance of performance. In case a car in this class will be significant faster (on decision of the clerk of the course) then this "minimum reference laptime" the specific car can be reassigned to a higher class, e.g. SP2-GT3A. This can be done at the entire event, practice, qualification and during the race.

For safety reasons, only solely closed cars are admitted.

Also for safety reasons only cars with a minimum weight of 750kg are admitted.

No open wheel cars are accepted, so the complete wheels must be housed within the original body.

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

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

**All cars of this group have to be according 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, Article 3 of chapter II



### Fuel Tank

The original tank may be replaced by a FT3-1999, FT3, 5 or an FT5 safety tank according to Article 253.14 of the Appendix J to the ISC with a **maximum capacity of: see table below.**

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.

### Minimum weight and max fuel Tank capacity

Class	Minimum weight	Max Fuel Tank	Minimum reference Laptime	Remarks
SP3-GT4A	750 kg	<b>90 Liter</b>	FOR EXAMPLE 24h Dubai: 2min12	Please check supplementary regulations for actual „Minimum reference laptime“
	1200 kg	<b>120 Liter</b>	FOR EXAMPLE 24h Dubai: 2min12	Please check supplementary regulations for actual „Minimum reference laptime“

### 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 organizer 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 refueling, 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 Laptime” and Penalties

As mentioned before, the laptimes will be measured by the official timekeeping.

In case a car will be faster than the so called “minimum reference laptime” the following penalties will apply:

#### FREE PRACTISE

The “Minimum reference Laptime” will NOT apply during free practice.

#### QUALIFYING

The “Minimum reference Laptime” will NOT apply during qualification.

#### RACE

In case a car in class SP3-GT4A is faster than the so called “Minimum Laptime” set for this class:

Each offence: Time penalty of 2 times the advantage.

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



## Appendix 5 to the Technical Regulations Technical regulations for group Electrical & Hybrid cars, group SP4 (regulated by “minimum reference laptime”)

### 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 A5, A6 and SP1.

To avoid too fast cars, finally the performance of all cars in this class will be regulated by the set “minimum reference laptime”.

The “Minimum reference laptime” rule will be explained below:

### “Minimum reference laptime” rule for class SP4

This so called “minimum reference laptime” is a fixed boundary, on the laptime. Cars in this class are NOT allowed to cross this boundary.. E.g. if the “minimum reference laptime” is set to 2min06sec, cars in this class are NOT allowed to drive faster laptimes than 2min06. In case a car in this class will be (by incident) slightly faster than this “minimum reference laptime” 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 laptime”.

This “minimum laptime” will be different for each circuit and will be specified in the supplementary regulations of the specific race.

### Example of “minimum reference laptime” for class SP4:

**Please note: the actual “minimum reference laptime” will be published in the supplementary regulations of the specific race. (values below are put as an example!)**

- 24hDubai at Dubai Autodrome Grand Prix circuit (5,39km) is set at 2’06” (2 minutes and 6 seconds).

Cars in this class which are by incident faster than the so called “minimum reference laptime” will be penalized accordingly.

### 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 laptime”.

### “Minimum reference Laptime”

This “minimum laptime” will be different for each circuit and will be specified in the supplementary regulations.

The laptime of each car will be measured by the official time keeping of the organization.

**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 laptime”. 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 laptime” 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.

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

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 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

## **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 organizer 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 refueling, add a restrictor, and 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 Lapttime" and Penalties**

As mentioned before, the laptimes will be measured by the official timekeeping.

In case a car will be faster than the so called "minimum reference lapttime" the following penalties will apply:

### **FREE PRACTISE**

The "Minimum reference Lapttime" will NOT apply during free practice.

### **QUALIFYING**

The "Minimum reference Lapttime" will NOT apply during qualification.

### **RACE**

In case a car in class SP4 is faster than the so called "Minimum Lapttime" set for this class:

Each offence: Time penalty of 2 times the advantage.

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

**Approved by KNAF / BSA under DB24H2010/141209/RS**

