

Series Bulletin 01 **Supplement to the Regulations 2021**

The amendment is valid with immediate effect.

Changes made as follows:

- Deletions are printed in "**Bold**", "Italics" and crossed out (~~word~~).
- Additions are printed in "**Bold**" and "Italics".

Approved by KNAF

Permit : 0323.21.103

Date : 5th May 2021

Sporting Regulations 2021

11. EVENTS

11.3. Format

The vehicles can be shared by ~~max two~~ **three** drivers.

Practices

2 x free practice, of each minimum 25 minutes.

2 x qualifying sessions of 15 minutes each with a 5 minutes break in between.

In case two drivers are registered on one car, each driver needs to drive one of the qualifying sessions and afterward drive the associated race.

In case three drivers are registered on one car, two drivers need to drive one of the qualifying sessions and afterward drive the associated race. The third driver needs to drive the second free practice and set a best lap time to be eligible to drive the Endurance race.

Races

2 x Sprint races of 30 minutes each. (Standing start)

The starting grid for sprint race 1 will be determined by the fastest time achieved in the first qualifying session and relates towards a starting position in race 1. The starting grid for sprint race 2 will be determined by the fastest time achieved in the second qualifying session and relates towards a starting position of race 2.

In case two **or three** drivers are entered on one car, the first sprint race will be driven by the driver who has driven the first qualifying, the second sprint race will be driven by the driver who has driven the second qualifying.

1 x Endurance race of 55 minutes. (Rolling start)

The race will be driven with one ~~or~~, two **or three** drivers per car.

In case two drivers are entered on a car, both drivers must compete in the endurance race. All cars need to do a mandatory pit stop during a given period for a certain period. The starting grid for this

endurance race will be determined by the average fastest times achieved in the first qualifying session and the second qualifying session. In case two drivers are entered on one car, the driver of the two who takes the start must be notified during the Drivers Briefing to the series coordinator.

In case three drivers are entered on one car, two drivers of them must compete in the endurance race. All cars need to do a mandatory pit stop during a given period for a certain period. The starting grid for this endurance race will be determined by the average fastest times achieved in the first qualifying session and the second qualifying session. It is understood that the third driver who took part to the second free practice will replace in the endurance race one of the two first drivers who have qualified. In case three drivers are registered on one car, the two drivers who participate and the driver who takes the start in the enduring race must be notified during the Drivers Briefing to the series coordinator.

Note: in case of special Events the organiser reserves the right to change or modify the format or times (minutes) indicated in this article to fit the special requirements or circumstances of the Event. Changes will be announced through an Event Bulletin and mentioned in the Supplementary regulations.

15. ADMINISTRATIVE CHECKS

15.2. Drivers' briefing

A mandatory Drivers Briefing will be held at the beginning of each Event. Should a driver fail to attend the Drivers Briefing the driver in question will receive a 150EUR, - penalty. In exceptional cases a driver can request permission to be absent from the Drivers Briefing from the Race Director. The time and location of the Drivers Briefing will be published in the Supplementary Regulations of the Event.

In any event, a driver who misses the Drivers Briefing, must present himself to the race director in order to have a personal briefing, before taking part in the racing activities of that Event.

In case two drivers are entered on one car, the driver of the two who takes the start ***in the endurance race*** must be notified during the Drivers Briefing to the series coordinator.

In case three drivers are entered on one car, the two drivers who participate and the driver who takes the start in the endurance race must be notified during the Drivers Briefing to the series coordinator.

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17. RUNNING OF THE COMPETITIONS

17.3. Qualifying

17.3.a. Vehicles shared by one or two drivers

During the Qualifying sessions article 21 of these regulations will apply.

In case two drivers are entered on one car, each driver needs to drive one qualifying fully and afterward drive the associated race. Which one, from the two drivers, drives which qualifying session is free to choose.

The qualifying sessions will be divided in the following way (unless otherwise in the supplementary regulations):

Qualifying for race 1:

15 minutes of qualifying

Break:

Break of 5 minutes between the first and the second qualifying. During the break, cars will be in parc fermé conditions in the pit lane.

Qualifying for Race 2:
15 minutes of qualifying

Qualifying for Race 3:
The average of the fastest Q1 lap and Q2 lap will determine the starting grid of the long race 3

The format will be explained to the drivers in the Drivers Briefing. Only change of tyres, check of tyre pressure and change of driver is permitted during the break. This break equals the period between the end of qualifying session 1 as shown on the timing screen, and the green lights indicating start of session 2.

In case of accident/incident, the entrant can be allowed by the BRS technical manager or scrutineer, to repair the damage.

If the weather conditions change between the 2 qualifying sessions, the Race Director can allow the following changes:

- change of tyres
- anti-roll bar adjustment
- position of the wing

The ~~D~~river needs to participate all qualifying sessions relevant for his driver status. The Parc Fermé time period starts immediately after the qualifying session is complete (in other words, as soon as the session expires on the timing screens). Any car still out on track must immediately make its way into pitlane or Parc Fermé. It is not allowed to connect laptops or any device serving the same purpose to the car. In case of technical problems, the Technical Scrutineer or his representatives might grant a team the right to, under their supervision, break the Parc Fermé regulations to the extent that it is necessary to repair the damage.

All participants must qualify for their respective race(s). Admission to the starting grid and the races is dependent on the result of the qualifying session.

A driver can only be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 120% of the fastest driver in the qualifying session in their class.

Admission of drivers who have not qualified will be decided by the Stewards of the Event in consultation with the Race Director, the Clerk of the Course after a written application by the entrant/driver. Any decision of the Stewards of the Event regarding this is final.

17.3.b. Vehicles shared by three drivers

In case three drivers are entered on one car, the format of the qualifying set on Article 17.3.a above will apply. However, the third driver needs to drive the second free practice and to set a best lap time to be eligible to drive the Endurance race. The third driver will replace one of the two drivers who participate in the qualifying session.

17. RUNNING OF THE COMPETITIONS

17.10. Mandatory pitstop during the endurance race

During the Endurance Race a pitstop to accommodate the driver change is mandatory. Solo drivers will also have to adhere to all the regulations regarding the mandatory pitstop as they are applicable to cars with two **or three** drivers. But the solo driver will need to simulate a driver change by getting completely out the car touching the ground in the pit lane with both feet. The minimum pitstop time is set on 2 minutes, considering the time driven from the entry timing loop to the exit timing loop and the obligatory stop or for the driver change. The timing loops will be clearly indicated during the driver briefing. The pit stop must be carried out in front of the designated area of the team. The pit stop must be carried out by passing the pit lane entry timing loop between 25 minutes and 35 minutes respectively of the race. These times will be counted from the start of the race (green light or extinguishing of the red light).

The following Stop & Go Penalties can be applied if there is a breach of this Article:

- 1) Measured pitstop time too short: Stop & Go Penalty of the missing time
- 2) Any stopping or driving at an abnormally slow speed after the pit stop carried out: Drive-Through
- 3) All speeding over the limit of 60 km/h in the pit lane: Drive-Through
- 4) Start of the obligatory pit stop outside the obligatory pit window: Drive-Through
- 5) Not performing the pit stop: five minutes time penalty

The Race Director in cooperation with the Stewards of the Event is empowered to decide which penalty will be imposed.

However, should any of the penalties under 1-4 above be imposed and notified during the last part of the race, or after the end of the race, a 30-second time penalty shall be added to the elapsed time of the car concerned in cases 2 and 3 and a time penalty of 30 seconds plus the original Stop & Go Penalty in cases 1 and 4.

Should a driver, at any time during the execution of the mandatory pitstop, hinder another driver, for instance by driving slowly in pitlane or inappropriately parking the car, the Race Director or Stewards of the Event will apply any penalty as considered appropriate.

Any other pitstops either within or outside the pit window which do not have the purpose of executing the mandatory driver change are not bound to the reference time.

26.2.2. Refuelling in the Pit Lane

Refuelling in the Pit Lane is not allowed at any time, including during Free Practice(s), **with the exception of the endurance race (race 3) for class 6 cars (see exception below)**. Replenishing of lubricants and various fluids, without fuel, is allowed during all sessions and Races.

During any Pit Stop, the Driver is obliged to turn off his engine. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join a Race, the Driver must start the engine from his seat, using only those means available on board of the car can only be restarted when the four wheels are lowered on the ground. Infringement will lead to 5 seconds Stop and Go penalty with a mandatory engine stop.

Exception refuelling pitstop race 3 for class 6

Because of the limited size of the fuel tank (84 litres) and the length of the endurance race refuelling of maximum 20 litres during the pitstop is permitted under following conditions:

20 litre steel closed jerry can, with a fixed hose of maximum 500 mm length measured from the tap c.q. tap with a self-closing ball valve, optionally provided with a vent valve approved by the TC and marked with a TC 2021 sticker.

ENGINE MUST BE SWITCHED OFF!

During refuelling the arriving driver must remain in the car (changing driver is not yet allowed). Both the mechanic for the refuelling as well as the supervisor with a handheld fire extinguisher of minimum 5kg must wear protective clothing including gloves, balaclava and goggles. A drip tray as well as a mat must be used during refuelling.

The “lollypop man’ needs to stand next to the car during refuelling. The driver change and all other activities are permitted AFTER refuelling procedure.

During refuelling all doors and windows must remain closed.

Any breach of these provisions relating to refuelling will entail penalties at the discretion of the Clerck of the Course or the Race Director or Stewards of the Meeting up to the disqualification of the car and driver(s) concerned from the event.

Technical Regulations 2021

156. Fuel Circuit

Defined in the parts catalogue and must be installed without modification.

A cable tie may be installed at the fuel tank cap (filler neck) for better handling due to the use of fire-proofed gloves.

~~The maximum fuel volume is restricted to 84 litres. The participant is responsible to adjust the fuel volume by means of a displacement body. To examine the maximum volume of the tank one must empty the tank completely in front of the acceptance committee and then refuel the tank. The refuelling may not exceed 84 litres.~~

The standard fuel tank of 84 litres can be replaced by the official BMW M Motorsport 120 l fuel tank but must be restricted to 84 litres by means of a displacement body.

The refuelling for the BMW M2 CS Racing Cup Benelux races may not exceed 84 litres. To examine the maximum volume of the tank the team must empty the tank completely in front of the acceptance committee and then refuel the tank.