

SUPPLEMENTARY REGULATIONS

1st edition

ROUND 6 of 24H SERIES | Hankook 12H EPILOG BRNO

9-10 October 2015

Version: 18 September 2015

Approved with Permit Number: KNAF: 0314.15.2013

Approved with Permit Number: AČR: **ZAO00515**



Article 1a Event Information

Name Event: Hankook 12H EPILOG BRNO
Edition: 1st edition
Track: Automotodrom Brno
Date Event: 9-10 October 2015
Type of Event: International (part of 24H Series powered by Hankook)
Classes: Touring, GT and 24hSpecial according: Sporting & Technical Regulations
Race: The race duration will be 12 hours

Article 1b Entrant and Driver Eligibility

As described in the Sporting & Technical Regulations (Chapter I art. 8.1 & 8.2)

Competitors/Entrants

Any person or legal entity holding an International competitor/entrant or driver's licence.
Foreign competitors must submit the authorization of their ASN (see Art. 3.9 ISC 2015).

According to International Sporting Code (art. 9.1.2 of ISC 2015) if a team does not have a team entrant-competitor license, the entrant-competitor will become (automatically) the first driver in the entry form (entry list).

Participants/competitors

In the entry form, the Competitor must appoint a Team Manager who, in his/her absence, shall assume all of his/her rights and obligations.

The Competitor or the Team Manager must be available throughout the event.

Amongst others, the Competitor or Team Manager will be attributed the following tasks:

- To carry out the steps for Administrative Checks and scrutineering.
- To sign the acknowledgement of communications and sanctions.
- To attend the Briefing.

Driver Eligibility

The minimum age for a driver is 16 year.

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

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

All competitors must submit the authorization of their ASN (according Art. 3.9 ISC 2015).

A National (EU) license is NOT valid.

Article 2a Sporting Authority (parent ASN)

KNAC Nationale Autosport Federatie (KNAF)
P.O. Box 274
2300 AG Leiden
The Netherlands

Article 2b Sporting Authority (host ASN)

AČR - Autoklub České republiky
Federace automobilového sportu
Opletalova 29
110 00 Praha 1
Czech Republic

Article 2c Organizer

AUTOMOTODROM BRNO a.s.
P.O.Box 1, 641 00 Brno
Czech Republic

In cooperation with:

Creventic (license: 15.314)
PO Box 40
6590 AA Gennep
The Netherlands

D.N.R.T (license: 15.306)
Joop den Uyllaan 107
3119 VJ Schiedam
The Netherlands

Article 2d Promoter

Promoter – Postal Address

Creventic BV
PO Box 40
6590 AA Gennep
The Netherlands

Promoter – Contacts

Creventic BV
Phone: +31 (0)485-471166
E-Mail: willems@creventic.com
Internet: www.24hSeries.com

Article 2e Circuit

AUTOMOTODROM BRNO a.s.

The event will take place on the AUTOMOTODROM BRNO Circuit

The length of the circuit according to the FIA Track License is 5.403 m.

The course will run in clockwise direction.

Article 2f Organizing Committee

On behalf of the Circuit:

Jana Božková

On behalf of the Organizer/Promoter:

Gerrie Willems (Creventic)

On behalf of the Organizer/Promoter:

Helen Roukens (Creventic)

On behalf of the Organizer:

Ria Waterreus (DNRT)

On behalf of the CoC:

Paul Beck

Article 3 Locations

Race administration/Welcome:	Race tower ground floor
Scrutineering:	Box 26 and 27
Driver's Briefing Room:	Hospitality complex above the pits
Official Notice Board:	Front side of the race control tower
Secretary of the meeting:	Control tower; ground floor
Steward's Office:	Control tower; 1 st floor
Race Director:	Control tower; ground floor
Race Control:	ground floor of the race control tower
Time Keeping:	2 nd floor of the race control tower
Refueling area:	The central fuel station will be located at the end of the pit lane
Media room:	media centre
Parc Fermé:	Parc fermé at the end of the race will be on the main straight in front of the Grandstand. (as described in the Sporting & Technical Regulations) Different than described in the Sporting & Technical Regulations (art.39): After the qualifying practice there is NO Parc fermé

Article 4 Officials

Chairman of the Stewards:	Ton Nachtegeller	(License No. 9953)
Steward:	Marc van Geel	(License No. 9543)
Steward:	Veronika Bartošová	
Race Director:	Martin Van de Pavert	(License No. 22314)
Clerk of the course:	Paul Beck	(License No. 10619)
Deputy Clerk of the course:	Jeroen Steenhuis	(License No. 17843)
Deputy Clerk of the course:	Sander de Geus	(License No. 28970)
Deputy Clerk of the course:	Adam Svoboda	
Secretary of the Meeting:	Rob de Vries	(License No. 27907)
Chief Scrutineer:	Armin Kolmsee	(License No. 1046249)
Scrutineer:	Leo Schaap	(License No. 22130)
Scrutineer:	Marc Steeneveld	(License No. 34009)
Chief Medical Officer:	Ivo Dedek	
Chief Start/Pit Marshals:	Ondřej Krejčí / Jaromír Vojáček	
Chief Flag-/Rescue Marshals:	Jan Navrátil	
Chief Race Control:	Robert Herbst	
Chief Timekeeper:	Sanne Van Der Meer	(License No. 34974)
Timekeeper:	Maurice Spronkers	(License No. 28090)
Timekeeper:	Rob Oude Luttikhuis	(License No. 38761)

Knac Nationale Autosport Federatie

Article 5a Regulations

Held under the FIA International Sporting Code including Appendices and under the national competition rules of the ASN of The Netherlands, KNAF.

The following regulations will be used:

1. Present FIA International Sporting Code and Appendices (ISC 2015)
2. KNAF Regulations: Autosport Jaarboek 2015 Reglementen Sectie Autorensport 2015
3. Decisions and provisions published by the KNAF
4. Decisions and provisions published by the AČR
5. Decisions, provisions and bulletins, published by the Stewards of the Meeting and/or Race Director.
6. These Supplementary Regulations
7. Sporting and Technical Regulations: 24H SERIES powered by Hankook 2015. Revised version 13 December 2014 with KNAF permit nr. 0314.14.314
7. Conditions set up by AUTOMOTODROM BRNO and by the Czech Republic Authorities.

Radio communications

Contact: support@creventic.com

Article 5b Specific regulations for this race (12H EPILOG BRNO)

Class overview, minimum reference lap times and actual BOP

According to the Sporting & Technical Regulations, in appendix 1 of these Supplementary Regulations a complete overview of the classes is described. The figures in this overview are valid.

Appendix 1 also describes the applicable minimum reference lap times for the relevant classes.

Only for class Cup1

Different than in the BMW Cup regulations, also for Cup 1 BMW M235i Racing Cup Hankook tyre are obligatory. See appendix 2: Bulletin: CUP1 BMW M235i Racing Cup (Tyres according 24HSeries Regulations: Hankook)

Only for class A6:

According to the Sporting & Technical Regulations (Chapter III art.2.2.3 Class A6-Pro & A6-Am).

There are basically two A6 classes:

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

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

Should the number of cars entered in class A6 is below 12 (twelve) at the entry closing date (see art. 7 of these supp. regs), then the Class A6-Am and Class A6-Pro will be combined to one class A6.

Please note that independent of the number of cars in class A6, the BOP-implementation according Appendix 6 (of the Sporting & Technical Regulations) is applicable. This means:

- The BOP of each A6 car will be determined by the best qualifying lap according Appendix 6 (of the Sporting & Technical Regulations)
- See Appendix 3 of these supplementary regulations: For class A6 only: BOP-table AND BOP-acceptance form class A6.
- After qualifying there will be the extra team manager briefing for class A6. See time schedule.
- For preparations and adjustment of BOP and check by scrutineering, see: Team managers briefing info: Class A6 (This will be handed to A6 teams at administrative checks/registration)

Now each A6 car has a specific BOP (A6-Pro-BOP or A6-Am-BOP).

Now, depending on the number of cars at the entry closing date (see art. 7 of these supp. regs):

- Less than 12 cars: all A6 teams (with A6-Pro BOP AND A6-Am BOP) will be combined to one A6 class (please note, that in this case, for teams with A6-Am-BOP, still the minimum reference lap time is applicable)
- 12 cars or more: all A6 cars will be divided into class A6-Pro and A6-Am

Article 6 Track and conditions of practice/race

a. Maximum number of cars allowed to start:

The promoter reserves the right to accept less cars.

	Race	Practice
Touring & GT-Cars:	80	80

b. Lights

The lights on the car must be switched on at the sign "LIGHTS ON" The car's white headlights and red rear lights must be illuminated at all times when it is running on a track that has been declared a "WET TRACK" and/or immediately from the moment when the board "LIGHTS ON" is displayed on the Line

Article 7 Entry: closing date and acceptance

This event is open for drivers according to: see art. 1b of these supplementary Regulations

The entry closing date is 28 August 2015. The organizer might accept late entries.

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

A change of driver may be made till the end of Qualifying and must be done in writing to the secretary of the meeting. Each requested change must be accompanied by the applicable (amendment) fee.

A change of driver may be made after qualifying only with the approval of the Organising Committee and only if it does not involve a change of competitor.

Article 8 Collection of documents/Administrative Control

See official time schedule.

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

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

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

The team manager of each team must be recognisable with a name batch. (This will be provided by the organizer)

After the team has completed the control card, the team will receive a so called final approved sticker 12H EPILOG BRNO 2015 sticker.

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

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

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

See official time schedule.

Qualification and start grid procedure

See Sporting & Technical Regulations

According art. 34.1 (of the Technical & Sporting regulations) the start position of the race will be determined by the qualifying practise session.

Different than described in art. 39 (of the Technical & Sporting regulations) after the qualifying practise there will be NO parc fermé.

Article 10 Start

Touring, GT and 24hSpecial according to Sporting & Technical Regulations (art. 35).
The starting procedure will be explained at the driver's briefing.

Rolling start
Starting grid: in a 2x2 formation
Pole position rolling start: right side

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

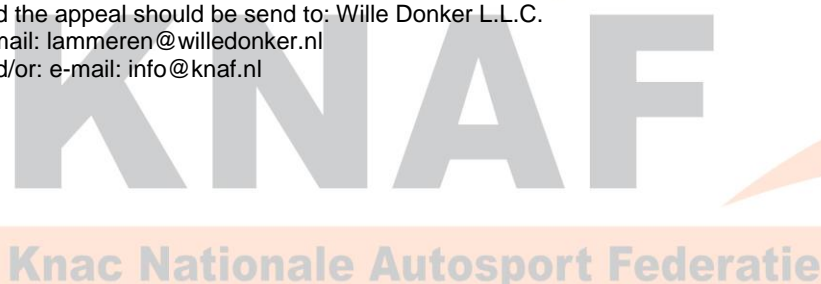
See Sporting & Technical Regulations. (art.38)

Article 12 Protests

- a. Protests must be made in writing and handed directly to the Secretary of the Meeting accompanied by a fee of € 500 in cash. Only the competitor or his representative has the right to make a protest. The provisions of Article 13 of the International Sporting Code govern the protest procedure.
- b. The appeal procedure is governed by the provisions of Article 14.1.4 of the International Sporting Code and by the National Sporting Code (Autosport Jaarboek 2015) of the KNAF.
- c. Any dismantling costs resulting from a protest or an appeal must be set in accordance with the prescriptions of the International Sporting Code.
- d. If the entrant would like to appeal the amount is € 1750,- to be made payable to:
KNAF FEDERATIEBUREAU
IBAN: NL57INGB0665545967

College voor Autosport Rechtspraak KNAF
PO Box 357
2400 AJ Alphen a/d Rijn

And the appeal should be send to: Wille Donker L.L.C.
E-mail: lammeren@willedonker.nl
And/or: e-mail: info@knaf.nl



KNAF
Knac Nationale Autosport Federatie

Article 13 Pit regulations

See Sporting & Technical Regulations (art.21) Additional pit regulations are:

- a. It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pit building.
- b. The pit lane has been divided into two lanes. The lane closest to the pit wall/track is designated the 'fast lane' and the lane closest to the pit boxes is designated the 'inner lane' or 'working lane', and is the only area where any work can be carried out on a car.
- c. The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane.
- d. No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.
- e. Any change of drivers may only take place in the pit of the team or in the working area of Pit lane before the pit assigned to the team.
- f. Every driver change, pit stop, refuelling operation and (time) penalty must be administered by the team. For this purpose the organization will provide so called YELLOW CONTROL CARDS. It is the responsibility of the team manager that those Yellow Control Cards are filled in correctly. Those Yellow Control Cards should be preferable be put on the wall in the pit box (at pit lane side). So the CoC's and/or officials can easily verify at any moment the correctness if the pit stop/refuelling administration.
- g. Not applying correct setting of the "Driver-ID switch#" during a pit stop
Driver-ID switch (driver-ID transponder) is described in Chapter II, art.4.6 of the Sporting & Technical Regulations
 - If a driver is on track with the wrong driver-ID, the team must:
 - change to correct driver-ID# setting of this driver (1..5)
 - report to Secretary of the meeting with Yellow-Card within 20 minutes
 - If these 2 criteria are met **within** 20 minutes after the start of the stint of this driver no penalty will be given.
 - If these 2 criteria are met **after** 20 minutes after the start of the stint of this driver a penalty of minimum 60 seconds will be given.
 - If the time keeper or Race Director or CoC finds out that this switch is not in the right position there will be a minimum 2 minutes time penalty.

Article 14 Driver's briefing & Team managers briefing

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

For date and time: see official time schedule.

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Article 15 Scrutineering (TC)

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

If the car has been considered as according to the regulations on the points checked, the car will signed off (TC-approved) on the teams control card and receive a TC-approved sticker.

Please note additional to this TC-approved sticker the team also need a so called final approved sticker (see art. 8 of these supplementary regulations)

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

Weighing of the cars (scrutineering and during the race)

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

Overview of required items which need to be present/operational at scrutineering

Item	Obligatory ?	See Sporting & Technical Regulations	Remarks
Start numbers	Yes	art. 4 Chapter II	Provided by Creventic
Compulsory advertising	Yes	art. 13	Provided by Creventic
Illuminated back panels (left and right door start numbers)	Yes	art. 3.8 Chapter II	Can be purchased at Creventic
Transponder with driver-ID	Yes	art. 4.6 Chapter II	Can be rented/purchased at Creventic
Led-Position display (SPAA05) (one left- and on right-side)	Yes	art. 4.8 Chapter II	Can be rented/purchased at Creventic
Data-logger (Evo4) only for class A6	Yes	art. 2.2.3.9 Chapter III	Can be rented/purchased at Memotec More info see entry-service-form
GPS tracking system	No	Appendix 1	If applicable provided by Creventic

Article 16 Fuel and Refuelling

See Sporting & Technical Regulations (art. 21.3)

Different than described in art. 21.3.1 a tyre cover is preferred (not compulsory), there for the text becomes:

It is **preferred** to cover the upper part of the rear tyre located below the filler neck with a wet towel or tyre cover.

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

Knac Nationale Autosport Federatie

Article 17 Tickets/Passes

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

The team manager of each team must be recognisable with a name batch. (This will be provided by the organizer). (see art. 8 of these supplementary regulations).

Article 18 Timekeeping

Every car must be equipped with a ID-transponder.

See art. 4.6 Chapter II of the Sporting & Technical regulations.

Fraud or obstruction of the rules mentioned in this article will lead to exclusion and shall be reported to the Stewards of the Meeting.

Article 19 Signalling

See art. 30 Chapter I of the Sporting & Technical regulations.

NIGHT SIGNALLING

- a) Night signalling starts when "LIGHTS ON" board is displayed on the "Line" and/or message "Night signalling" is displayed on the timing monitors.
- b) Night signalling is done by means of LED panels at marshals' posts 1, 3, 4, 7, 11, 14, 16, 19 and 21.
- c) LED panels replace the following flags: yellow, green, red and yellow with red stripes.
- d) Those panels have the same meaning as the flag signalling, in case of yellow it means overtaking is prohibited from the first yellow panel until passing the green panel.
- e) CODE 60 will only be signalled with the purple code 60 flag at the marshal posts. (so not by LED panel). During the night the Code 60 flags will be illuminated with a torch.

Article 20 Noise regulations

See art. 2 Chapter II of the Sporting & Technical regulations.

Article 21 Tyres

See art. 22 Chapter I of the Sporting & Technical regulations.

Article 22 Supplementary Regulations

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

Article 23 Insurance

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

Appendices:

- Appendix 1: Class Overview (all classes) including applicable minimum reference lap times
- Appendix 2: Bulletin: CUP1 BMW M235i Racing Cup (Tyres according 24HSeries Regulations: Hankook)
- Appendix 3: For class A6 only: BOP-table AND BOP-acceptance form class A6.

Other appendices:

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

Appendix 1: Class Overview (all classes)

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

The major differences are the fact that for the relevant classes the applicable “minimum reference lap times” are specified.

For class A6 (GT cars) also the BOP figures are completed and/or updated. Also for other classes there can be amendments.

Petrol Touring cars, up to 3500cc

Class	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
A1 (up to 1.600cc)	up to 1.300 cc	710 kg	80 L	
	1.300 - 1.400 cc	760 kg	80 L	
	1.400 - 1.600 cc	820 kg	90 L	
A2 (1.600 - 2.000 cc) & Supercharged engines (up to 1.650cc)	1.600 - 1.800 cc	900 kg	100 L	Min ref lap time* TBA (BRNO)
	1.800 - 2.000 cc	980 kg	100 L	
	Peugeot RCZ (1.600cc / Turbo)	1080 kg	80 L	
	Supercharged engines up to 1.650cc	1000 kg	70 L	
		1100 kg	80 L	
		1200 kg	90 L	
A3T Supercharged engines (1.650 - 2.000 cc)	1.650 – 1.800 cc	1000 kg	120 L	e.g. Seat Leon MK1
	Seat Leon Cup Racer 2.000cc / Turbo	1200 kg	90 L	Seat Leon Cup Racer
	1.800 – 2.000 cc	1000 kg	90 L	e.g. Seat Leon MK2, Opel Astra
		1100 kg	100 L	
		1200 kg	120 L	
A4 (2.000 - 3.000 cc)	2.000 - 2.500 cc	1000 kg	120 L	
	2.500 - 3.000 cc	1100 kg	120 L	
A5 (3.000 - 3.500 cc)	3.000 - 3.500 cc	1200 kg	120 L	
CUP 1 BMW M235i Cup	3.000 cc Twin Turbo	Remarks	Remarks	According to BMW M235i Cup regulations

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

Diesel Touring Cars, up to 3000cc

Class	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
D1 Up to 2000cc	Up to 2000cc	1.100 kg	100L	Min ref lap time* TBA (BRNO)
		1.200 kg	120L	
D2 (2.000 – 3.000cc)	2.000 – 2.500 cc	1.100 kg	120L	
	2.500 – 3.000 cc	1.200 kg	120L	

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

GT cars: Porsche 996 Cup and Porsche 997 Cup classes

Class	Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
Class 996	Porsche 996 Cup	3.600 cc	1150 kg	120 L	
Class 997	Porsche 997 Cup	3.600 cc	1150 kg	120 L	Models 2007 .. 2009
		3.800 cc	1200 kg	100L	Models 2010 .. 2013
	Porsche 997 Cup S	3.600 cc	1200 kg	100L	
		3.800 cc	1230 kg	100L	
	Porsche 991 Cup	3.800 cc	1230 kg	100L	

GT cars (Mainly GT cars, also American GT's are eligible in this class)

Class A6-Am & Class A6-Pro

(revised: 6 November 2014)

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

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

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP	Remarks
ASTON MARTIN DBRS9	5900cc/12cyl	1240 kg	110 L	2x59,0mm	
ASTON MARTIN VANTAGE GT3	5900cc/12cyl	1290 kg	115 L	2x34,0mm	
AUDI R8 LMS & Ultra	5200cc/10cyl	1265 kg	110 L	2x47,2mm	
BENTLEY CONTINENTAL GT3	4000cc/8cyl.	1300 kg	115 L	2x38,0mm	Max Boost(barA/rpm) 2,00 / 4000 1,90 / 4500 1,80 / 5000 1,70 / 5500 1,60 / > 6000
BMW Z4 GT3	4400cc/8cyl.	1250 kg	105 L	1x70,0mm	
CHEVROLET CAMARO GT3	7900cc/8cyl.	1300 kg	115 L	1x72,0mm	
CHEVROLET CORVETTE Z06R GT3	7000cc/8cyl.	1300 kg	115 L	1x59,0mm	
CHEVROLET CORVETTE C6/Z06 LMGT1	7000cc/8cyl.	1270 kg	95 L	2x31,6mm	Chas #C6R-005# Chas #C6R-006#
DODGE VIPER COUPE SERIES 2	8400cc/10cyl	1300 kg	115 L	Tba	
DODGE VIPER COMP. COUPE	8300cc/10cyl	1300 kg	115 L	N/A	Chas # VCC-C113# GT3-002/GT3-020
FERRARI 430 SCUDERIA GT3	4500cc/8cyl.	1230 kg	100 L	2x53,0mm	
FERRARI 458 ITALIA GT2	4500cc/8cyl.	1250 kg	100 L	2x31,7mm	
FERRARI 458 ITALIA GT3	4500cc/8cyl.	1280 kg	110 L	2x45,0mm	
FERRARI F458GT (VdeV1)	4500cc/8cyl.	1250 kg	100 L	2x56,0mm	Chas #2850#
FORD GT GT3	5000cc/8cyl.	1230 kg	110 L	1x61,5mm	
FORD MUSTANG MARC VDS	5300cc/8cyl.	1350 kg	110 L	N/A	
GINETTA G55 GT3	4350cc /8cyl.	1200 kg	100 L	N/A	OSK GT3-062012
LAMBORGHINI GALLARDO LP560 GT3	5200cc/10cyl	1225 kg	100 L	2x47,2mm	
LAMBORGHINI GALLARDO LP520 GT3	5000cc/10cyl	1225 kg	100 L	2x53,0mm	
LOTUS EXIGE GT3	1800cc/4cyl.	808 kg	Tba	Tba	
MASERATI GRANTURISMO MC GT3	4700cc/8cyl.	1220 kg	105 L	1x65,0mm	
McLaren MP4-12C GT3	3800cc/8cyl.	1275 kg	115 L	2x36,0mm	Max Boost(barA/rpm) 1,82/4000 1,80/4500 1,78/5000 1,76/5000 1,72/6000 1,65/6500 1,59/7000 1,53/>7500
McLaren 650S GT3	3800cc/8cyl.	Tba	Tba	Tba	Max Boost Tba
MERCEDES SLS AMG GT3	6200cc/8cyl.	1350 kg	105 L	2x34,8mm	
MOSLER MT 900 GT3	7000cc/8cyl.	1200 kg	100 L	2x42,7mm	
NISSAN GT-R GT3	3800cc/6cyl.	1335 kg	115 L	2x40,0mm	Max Pboost 2,05 barA (all rpm)
PORSCHE 997 GT3 R	4000cc/6cyl.	1225 kg	100 L	1x72,0mm	MY2012 or older
	4000cc/6cyl.	1225 kg	100 L	1x60,0mm	MY2013
PORSCHE 997 RSR	4000cc/6cyl.	1250 kg	110 L	2x31,0mm	MY2012 or older
SRT VIPER GT3-R	8400cc/10cyl	Tba	Tba	Tba	

Your (GT) car not listed here? Please make an individual request to info@creventic.com

*According to the regulations, the organiser alone decides on eligibility of individual vehicles.

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

Exceptional cars, class SP2 (Petrol and Diesel)

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

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

This SP2 class is meant for the following range of cars:

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

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount		
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1300 kg
SP2*	N/A	12H BRNO: TBA	80 L	90 L	100 L
		12H BRNO: TBA	90 L	100 L	110 L
		12H BRNO: TBA	100 L	120 L	120 L

*According to the regulations, the organiser alone decides on eligibility of individual vehicles.

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

Exceptional cars, class SP3 (Petrol or Diesel)

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

The performance level, regulated by minimum lap time (guide-line is approx. 3,5kg/hp or more)

This is approximately comparable with GT4 cars.

This SP3 class is meant for the following range of cars:

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

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

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount				
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1100 kg	Minimum Weight 1200 kg	Minimum Weight 1300 kg
SP3*	N/A	12H BRNO: TBA	70 L	80 L	90 L	100 L	110 L
		12H BRNO: TBA	80 L	90 L	100 L	110 L	120 L

*According to the regulations, the organiser alone decides on eligibility of individual vehicles.

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

Appendix 2: Bulletin: CUP1 BMW M235i Racing Cup (Tyres according 24H Series Regulations: Hankook)

BMW Motorsport



Information

Empfänger 24h Series by Creventic
Abt./Absender BMW Motorsport

Telefon +49 - 151 - 601 14202
Fax
E-Mail catharina.felser@partner.bmw-motorsport.com
Kopie an
Datum 25.02.2015
Thema **BMW M235i Racing - 24h Series by Creventic**

Bulletin

The regulations of BMW M235i Racing Cup applies in the latest approved version with the existing bulletins.

For the BMW M235i Racing Cup class the latest approved version of the technical regulations of the BMW M235i Racing Cup apply with the following exceptions:

1. Art. 2.7:

For the races of the 24h Series by Creventic the tire brand and the tire size is shown in the Event-Regulations, the number of tires is not restricted, and the tires will not be marked.

Mit freundlichem Gruß
Bayerische Motoren Werke Aktiengesellschaft
Motorsport

i.A.

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Dipl.-Jur. Univ. Catharina Felser
Reglementgestaltung und
-interpretation

Florian Peter
Technische Betreuung BMW M235i
Racing Cup

powered by

Appendix 3 For class A6 only: BOP- table AND BOP-acceptance form

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

BOP- table for class A6-Pro & A6-Am for AUTOMOTODROM BRNO circuit (5.403m)

Class*	Qualifying range	Race Minimum reference lap time	Balance Of Performance***		Remarks***
			Weight	Refuelling	
A6-Am	> TBA	TBA**	-/- 50kg	120 L	BOP-advantage Mainly Amateurs & gentlemen
	TBA .. TBA	TBA**	+0kg	+0 L	BOP-neutral Mainly Amateurs & gentlemen & semi-pros
A6-Pro	< TBA	free	+30kg	-/- 5 L	BOP-handicap Mainly semi-pros & professionals (No lap time restrictions)

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

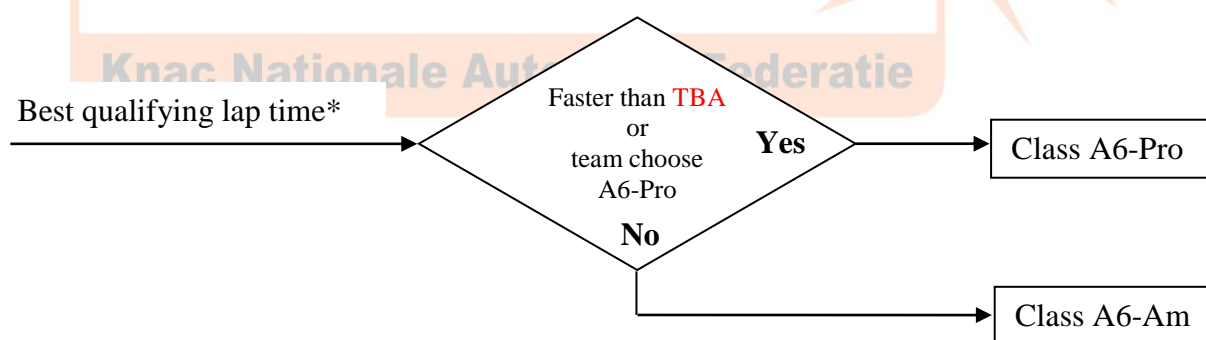
According to the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.

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

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

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 1 (Class Overview)

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



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

According to the regulations:

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

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

Class A6-Pro & A6-Am: BOP-ACCEPTANCE FORM

Applicable for AUTOMOTODROM BRNO circuit (5.403m)

Start nr:	Box:	Team name:
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A6:BOP-ACCEPTANCE FORM page 1/2

The so called BOP-ACCEPTANCE FORM need to be filled, signed and handed to the secretary of the meeting, within **15 minutes** after qualification has finished. This is valid for ALL teams in class A6. (Independent of the lap time and an eventually BOP)

This BOP-acceptance form will overcome situations where teams were NOT able (e.g. due to a technical problem or rain) to show their best lap time at qualifying.

Please choose AND fill in one of the following choices:

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

Note: To be able to adjust the car during qualification as optimal as possible, a team can choose to drive the qualifying with extra ballast weight (not less weight).

This will have no negative influence on the final BOP. This because the additional BOP-figures derived from the BOP-table below will be added to the initial BOP-figures mentioned in the regulations.

BOP- table for class A6-Pro & A6-Am for AUTOMOTODROM BRNO circuit (5.403m)

Class*	Qualifying range	Race Minimum reference lap time	Balance Of Performance***		Remarks***
			Weight	Refuelling	
A6-Am	> TBA	TBA**	-/- 50kg	120 L	BOP-advantage Mainly Amateurs & gentlemen
	TBA .. TBA	TBA**	+0kg	+0 L	BOP-neutral Mainly Amateurs & gentlemen & semi-pros
A6-Pro	< TBA	free	+30kg	-/- 5 L	BOP-handicap Mainly semi-pros & professionals (No lap time restrictions)

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

According to the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.

Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even if the best qualifying lap is slower than TBA the team might be assigned to class A6-Pro.

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

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 7 (Eligible Cars and Class Overview)

For Class A6-Pro & A6-Am: BOP-ACCEPTANCE FORM Page 2

Applicable for AUTOMOTODROM BRNO circuit (5.403m)

Start nr:	Box:	Team name:
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Version: 21.05.2015

A6:BOP-ACCEPTANCE FORM page 2/2

Final BOP adjustment figures for our specific car.

Minimum car weight

Minimum weight according the regulations:kg

BOP-weight (+/-) according to BOP-table:kg

Final minimum weight during the race:kg

Maximum refuelling amount

Maximum refuelling amount according the regulations:Litre

Refuelling amount handicap according to BOP-table:Litre

Final maximum refuelling amount during the race:Litre

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

Minimum reference lap time

Circle applicable Minimum reference lap time according BOP-table		
TBA	TBA	free
And we understand the penalties in case we cross this boundary. At handing over this form we will receive 10 "ESCAPE JOKERS" which can be used as an escape (from a time penalty) in the very unlikely case we just cross this boundary. This means we can use 10 times an "ESCAPE JOKER" (10 laps). We understand the rules applying to this ESCAPE JOKER.		No minimum reference lap time applicable, so (Escape jokers are not applicable.)

SUMMARY FINAL BOP		
<i>Circle and Fill-in</i>		
Class	A6-Pro	A6-Am
Min weight		
Max refuelling amount		
Min reference lap time	Free	TBA / TBA

TEAMMANAGER NAME:

SIGNATURE