

# SUPPLEMENTARY REGULATIONS

1<sup>st</sup> edition

ROUND 2 of 24H SERIES | 12 H RED BULL RING  
7-8 April 2017

Version 27 March 2017

Approved with Permit number: KNAF 0314.17.087  
Approved with Permit number: AMF/ÖAMTC



### Article 1a Event Information

Name Event: Hankook 12H RED BULL RING  
Edition: 1<sup>st</sup> edition  
Track: Red Bull Ring  
Date Event: 7-8 April 2017  
Type of Event: International (part of 24HSeries powered by Hankook)  
Classes: Touring, GT and 24hSpecial according: Sporting & Technical Regulations  
Race: The race duration will be 12 hours. (3,5 + 8,5 hours, see time table)

### Article 1b Competitor and Driver Eligibility

#### Competitors

See Sporting & Technical Regulations

#### Drivers Eligibility

See Sporting & Technical Regulations

### Article 2a Sporting Authority (Parent ASN)

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

### Article 2b Hosting Sporting Authority (Host ASN)

Austrian Motorsport Federation  
AMF/ÖAMTC  
Baumgasse 129  
1030 Wien

### Article 2c Organizer

In cooperation with  
Creventic BV (license 17.314 KNAF)  
PO Box 40  
6590 AA Gennep  
The Netherlands

In cooperation with  
D.N.R.T. (license 17.306 KNAF)  
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  
Gerrie Willems and Helen Roukens  
Phone: +31 (0)485-471166  
E-Mail: info@creventic.com  
Internet: www.24HSERIES.com

### Article 2e Circuit

Red Bull Ring (4.318 m)

The event will take place on the Grand Prix Circuit

The length of the circuit according to the FIA Track License is 4.318m

The course will run in clockwise direction.

### Article 2f Organizing Committee

On behalf of the Circuit:	Rene Binna (Red Bull Ring)
On behalf of the Circuit:	Cynthia Flaggi (Red Bull Ring)
On behalf of the Organizer/Promoter:	Ole Dörlemann (Creventic)
On behalf of the Organizer/Promoter:	Helen Roukens (Creventic)
On behalf of the Organizer:	Ria Waterreus (DNRT)
On behalf of the CoC:	Jeroen Steenhuis

### Article 3 Locations

Race administration/Welcome:	1 <sup>st</sup> floor
Scrutineering:	Pit Garage No. 1 and 2
Briefing Room:	TBA
Official Notice Board:	Staircase Nr. 2, Ground floor
Steward's Office:	Staircase Nr. 1, 1 <sup>st</sup> floor
Race Director/Clerk of the Course:	1 <sup>st</sup> floor
Refueling area:	At the END of pit lane
Media room:	1 <sup>st</sup> floor
Parc Fermé:	Parc fermé at the end of the race (PART1 as well as PART 2) will be on the main straight in front of the Grandstand.

### Article 4 Officials

Chairman of the Stewards:	Gerard du Pré	(License No. 2832) KNAF
Steward:	Ton Nachtegeller	(License No. 9953) KNAF
Steward:	TBA (ÖAMTC)	
Race Director:	Martin van de Pavert	(License No. 22314)
Clerk of the course:	Jeroen Steenhuis	(License No. 17843)
Deputy Clerk of the course:	Jacques Doornenbal	(License No. 5403)
Deputy Clerk of the course:	Adam Svoboda	(License No. 397)
Deputy Clerk of the course:	Andreas Meklau	
Secretary of the Event:	Rob de Vries	(License No. 27907)
Secretary of the Event:	Cynthia Flaggi	
Chief Scrutineer:	Armin Kolmsee	(License No. 1046249)
Scrutineers:	Marc Steeneveld	(License No. 34009)
	Wolf von Barby	(SPA 1109741)
Chief Medical Officer:	Dr. Walter Huber	
Chief Marshal:	Siegfried Kaltenegger	
Chief Security:	Bernd Schüller	
Chief Timekeeper:	Rob Oudeluttikhuis	(License No. 38761)
Timekeeper:	Floortje Snoek	(License No. 36409)
Official:	Kees Koning	(License No. 27018)
Official:	Maarten Hofhuis	(License No. 35446)

## Article 5a Regulations

Event held under the present International Sporting Code of the FIA.

The following regulations will be used:

1. Present FIA International Sporting Code and Appendices
2. Sporting and Technical Regulations:  
Sporting & Technical Regulations 24HSERIES powered by Hankook 2017 version 30 November 2016 with KNAF permit nr. 0314.16.272
3. Decisions, provisions and bulletins published by the KNAF
4. Decisions and provisions published by the AMF/ÖAMTC
5. Decisions, provisions and bulletins, published by the Stewards and/or Race Director.
6. These Supplementary Regulations.
7. Conditions set up by the RED BULL RING CIRCUIT. and by the Austrian Authorities

## Article 5b Specific regulations for this race (12H RED BULL RING)

### 5b.1 Radio communications

The use of two way radio communication is subject to local authority approval (including the allocation of frequency). Teams must get their permission from:

Telecommunication Authority of Styria and Carinthia  
A-8010 Graz Conrad-von-Hötzendorf-Straße 86  
Tel.: +43(0)1/71162-654600 Fax: +43(0)1/71162-654609  
www.bmvit.gv.at Email: fb.graz@bmvit.gv.at

**Application form available**

### 5b.2 Clean pit boxes and paddock

Teams have to leave the pit boxes and paddock clean, in the same way as it was when entering the property. Please have understanding, that any cost of cleaning of circuit-properties, due to the competitor, driver or any team member will be accounted to the competitor.

### 5b.3 For all Classes

#### **Class overview, minimum reference lap times and applicable BOP**

According the Sporting & technical 24H SERIES Regulations (art. 5.1 chapter I), a separate bulletin (see [www.24hseries.com/series/regulations](http://www.24hseries.com/series/regulations)) will be published with the applicable BOP and applicable minimum reference lap times of the specific event.

This bulletin also replaces the class overview (Appendix 16) of the Sporting & Technical Regulations.

This bulletin also includes the class A6 BOP- table.

### 5b.4 Applicable for Classes: D1/A2/A3 and SPX,SP2, SP3 and SP4

#### **Sandbagging, additional rules:**

Referring to "Sandbagging" described in the Sporting & Technical Regulations, "additional rules will be implemented". These additional rules are described in 24H SERIES Bulletin 05.

### 5b.5 For class A6: Class A6 will be divided into class A6-Pro and A6-Am

According the Sporting & Technical Regulations, class A6 will be divided to classes A6-Pro and A6-Am in case at entry closing date (see art. 7) ) there are more than 12 cars in class A6.

This is the case, so class A6 will be divided into class A6-Pro and A6-Am

For the class A6 BOP- table, see the BOP-bulletin for **12H RED BULL RING**.

### 5b.6 For all classes:

**The race duration will be 12 hours. (3,5 + 8,5 hours, see time table)**

PART 1: 3,5 hours (The first 3,5 hours will be referred to as: **PART 1**)

PART 2: 8,5 hours (The second and last 8,5 hours will be referred to as: **PART 2**)

Due to strict (noise) regulations, applicable for the **RED BULL RING**, the 12hour race will be held over 2 days.

There will be an intervention after **PART 1** at the first day. At the second day the race will continue with **PART 2**, with a total race length of 12hours.

For the start of **PART 1**, see art. 10 Start (of these supplementary regulations)

The specific intervention-, parc fermé- and the re-start-regulations are as follows:

#### **Intervention break after PART 1**

Start of the 12h race (**PART 1**): See time table

10 minutes before the end of **PART 1** the Pit entry is closed (at a penalty of 2 laps).

Finish (**PART 1**): See time table

After the cooling down lap, all cars have to proceed directly to parc fermé (Drivers must follow the instructions of the Marshalls).

Cars which are in the pit, are also under parc fermé rules and need to be directly moved to scrutineering box.

30 minutes after the publication of the results of **PART 1**, parc fermé ends AND "Intervention break" begins.

"Intervention break"

The "intervention break" is the time between **PART 1** and **PART 2** of the race. (until we begin with the start grid of **PART 2**)

The "intervention area" will be the same as the parc fermé area.

During this "intervention break" the cars stay in the "intervention area"

Besides officials, it is NOT allowed to enter this area and as a consequence it is not possible/allowed to work on the cars in this area. Unless explicit otherwise described and/or instructed otherwise by the officials.

Team managers will be asked to assist with replacing the cars to their new starting order.

For cars which are already in the pit, at the finish of **PART 1** the "intervention rules" are also applicable. The cars need to be moved to and/or stay in the scrutineering box.

The penalty for an "intervention break" infringement is **10 laps**, in case a team has made a written request to work on the car, to the Secretary of the Event within 30 minutes after **PART 1** is finished. **Otherwise the penalty is 20 laps.**

As soon as the request is accepted and confirmed the team can move the car to their own pit box and the 10 laps penalty will be applied and deducted from the number of laps after **PART 1**.

#### **Restart (next day)**

Start grid and end "Intervention break": See time table

On the start grid it is still NOT allowed to work on the car, with the exception of the following tasks:

- Adjust mirrors
- Clean the windows
- Adjust tyre pressure (with small hand-tools, not with a (big) compressor)
- Put new drinking bottle in the car
- Readout data-logger (only of this can be done without opening the bonnet)
- Warming-up the engine / drive shafts on air jacks is allowed (it is NOT allowed to open the bonnet/engine-cover)

(Any other work on the car is strictly forbidden, e.g. removing or changing tyres, opening the bonnet, refuelling, etc.)

Cars in the pit: (during start grid / restart)

- Cars with written approval (and 10 laps penalty) are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.  
Or alternatively, as soon as the car is ready and after being checked and approved by scrutineering, they can start from the pit lane (after the re-start of the race from the moment the pit lane exit light is green).
- Cars in scrutineering box are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.  
These cars have to go straightforward from scrutineering box to the track and are not allowed to stop at the team box nor any other place in the pit lane. (no work, nor refuelling on these cars is allowed)
- All other cars in scrutineering box will be released when the race is restarted and when the pit lane exit light is green.  
From this moment, teams can move their cars to their own box and can start working on the car.  
As soon as the car is ready and after being checked and approved by scrutineering, they can join the race from the pit lane.

Pit lane exit closed: See restart-procedure in briefing notes

Restart procedure: See restart-procedure in briefing notes

Pit entry is closed (at a penalty of 4 laps) until your team has passed the start/finish line after the start (red lights off).

Before entering the pit lane the car has to cross the start/finish line once after the start of **PART 2**.

Restart of the 12h race (**PART 2**): See restart-procedure in briefing notes  
 Driver who restarts the race is free.

#### Restart order

The restart order of **PART 2** will be determined as follows:

- For the restart the cars will be grouped per class.
- The class order will be:
  - Group 1: (first group): class A6 (A6-Pro and A6-Am)
  - Group 2: class SPX
  - Group 3: class 991
  - Group 4: class 997
  - Group 5: class SP2
  - Group 6: class SP3
  - Group 7: class SP4
  - Group 8: class TCR
  - Group 9: class CUP1
  - Group 10: class A3
  - Group 11: class A2
  - Group 12: class D1
- The order of the cars per class is according the classification after the finish of **PART 1**.

#### Restart standing (number of laps)

The number of laps counting at the restart of **PART 2** for each car will be determined according the following procedure:

- The number of laps counting at the restart of all class leaders, will be the number of laps of the classification after the finish of **PART 1** minus 1 lap. This figure is called: Class\_leader\_restart\_laps.
- The number of laps counting at the restart of all other teams will be: Class\_leader\_restart\_laps minus GAP  
 The GAP of each team will be determined per class. The GAP (in laps) of each team will be the GAP behind the class leader one lap before the finish lap of the class leader.
- Each team which did not cross the finish line (within 5 minutes) after the finish flag (of **PART 1**), the number of laps counting at the restart will become the number of laps in the classification after the finish of **PART 1**.
- In the exceptional case a (specific) class leader did not cross the finish line (within 5 minutes) after the finish flag (of **PART 1**) and as a consequence there is NO "one lap before the finish lap of this specific class leader", the second in class will be used to determine the laps counting at the restart.

#### Article 6 Track and conditions of practice/race

a. Maximum number of cars allowed to start:

	Race	Practice
Touring & GT-Cars (12h race):	50	50

b. Access to the track

Practices, Qualifying practices and the races through the pit lane. (applicable for all **12H RED BULL RING** teams)

c. Lights

The lights on the car must be switched on at the sign "LIGHTS ON" (displayed at the start/finish line)

#### Article 7 Entry: closing date and acceptance

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

As specified on the entry form the entry closes 25 March 2017. The organizer might accept late entries.

Acceptance of the entry will be send no later than 1 April 2017. Under particular circumstances the forwarding of the acceptance may be postponed.

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

## **Article 8 Collection of documents/Administrative Control**

See official time schedule.

The competitor 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 competitor will receive the scrutineering forms (control card).

The driver 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 RED BULL RING 2017** sticker.

Only this final sticker (as provided by the secretary of the event) 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.

### **Practises, Qualification and night practice**

See art. 30 and art. 32 of the Sporting & Technical regulations.

## **Article 10 Start**

Touring, GT and 24h Special according to art. 34 and 35 of the Sporting & Technical Regulations

### **Start grid procedure**

Will be explained during the team manager briefing.

### **Starting procedure**

Will be explained at the driver's briefing.

Rolling start

Starting grid: in a 2x2 formation

Pole position: **Right**

According to art. 33.4 of the sporting & technical regulations, there will be TWO (2) formation laps

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

See art. 36 of the Sporting & Technical Regulations.

## **Article 12 Protests**

See art. 41 of the Sporting & Technical Regulations.

## **Article 13 Pit regulations**

See art. 21 and art. 27.9 of the Sporting & Technical Regulations.

## **Article 14 Driver's briefing & Team managers briefing**

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

### **Article 15 Scrutineering (TC)**

According to art. 15 of the Sporting & Technical Regulations:

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 be signed off (TC-approved) on the teams control card and receive a TC-approved sticker.

See also art. 8 of these Supplementary Regulations regarding the required final approved sticker.

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

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

See art. 15.3 of the Sporting & Technical Regulations.

Different than in art. 15.3: Illuminated back panels for the start numbers are NOT obligatory.

### **Article 16 Fuel and Refuelling**

See art. 21.3 of the Sporting & Technical regulations.

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

There will be 6 petrol and 2 diesel pumps.

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

### **Article 17 Tickets/Passes/Paddock**

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

Paddock space (behind the pit box) per entry (included in the entry fee) is 4x6m.

### **Article 18 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 be sanctioned by Race Director.

### **Article 19 Flag Signals**

See art. 28 Chapter I of the Sporting & Technical regulations.

### **Article 20 Noise regulations**

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

### **Article 21 Tyres**

See art. 22 of the Sporting & Technical Regulations.

### **Article 22 Insurance**

The organiser (Creventic)-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

### **Article 23 Supplementary Regulations**

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

Appendices:

Time Schedule

Plan of the circuit

Plan of the paddock