

# SUPPLEMENTARY REGULATIONS

12th edition

**ROUND 1 of 24H SERIES | Hankook 24H DUBAI**  
**12-13-14 January 2017**

Version 29 December 2016

Approved with Permit number: KNAF 0314.16.273

Approved with Permit number: ATC/UAE ATC/UAE -2017 - 001

**KNAF**

Knac Nationale Autosport Federatie



**DUBAI AUTODROME**

### Article 1a Event Information

Name Event: Hankook 24H DUBAI  
Edition: 12th edition  
Track: Dubai Grand Prix Circuit, United Arab Emirates (Dubai Autodrome)  
Date Event: 12-13-14 January 2017  
Type of Event: International (part of 24HSERIES powered by Hankook)  
Classes: Touring, GT and 24hSpecial according: Sporting & Technical Regulations

### 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)

Automobile and Touring Club for United Arab Emirates (ATC UAE)  
Al Wuheida Street,  
P.O. Box 5078,  
Dubai, UAE. [matthew@atcuae.ae](mailto:matthew@atcuae.ae)

### Article 2c Organizer

Creventic BV (license 16.314 KNAF)  
PO Box 40  
6590 AA Gennep  
The Netherlands

In cooperation with

D.N.R.T. (license 16.306 KNAF)  
Joop den Uyllaan 107  
3119 VJ Schiedam  
The Netherlands

Dubai Autodrome Motorsports Club  
PO Box 57331  
DUBAI, UAE

### Article 2d Promoter

Promoter – Postal Address  
Creventic International DWC LLC  
DWC Business Center  
1st Floor Dubai World Central  
Dubai Logistics City  
PO Box 390667  
Dubai, U.A.E.

Promoter – Contacts

Creventic  
Gerrie Willems and Helen Roukens  
Phone: +31 (0)485-471166  
E-Mail: [info@creventic.com](mailto:info@creventic.com)  
Internet: [www.24HSERIES.com](http://www.24HSERIES.com)

## Article 2e Circuit

Dubai Autodrome Grand Prix Circuit (5,39km)

The event will take place on the Grand Prix Circuit  
 The length of the circuit according to the FIA Track License is 5,39km. The course will run in clockwise direction.  
 The race duration will be 24 hours.

## Article 2f Organizing Committee

On behalf of the Circuit/Organizer:	Richard Birch
On behalf of the Organizer & Promoter:	Gerrie Willems
On behalf of the Organizer & Promoter:	Helen Roukens
On behalf of the Organizer:	Ria Waterreus
On behalf of the CoC:	Jeroen Steenhuis

## Article 3 Locations

Race administration/Welcome:	Ground floor (next to scrutineering bay)
Parc Fermé:	Parc fermé at the end of the race will be on the main straight in front of the Grandstand on the start-finish straight.

Driver's Briefing Room:	Briefing Room Pit roof building above pit garages
Official Notice Board:	Outside wall (ground floor outside race administration)
Steward's Office:	1 <sup>st</sup> floor Control tower
Refueling area:	End of pit garages (before pit exit)
Media room:	Ground floor opposite race administration

## Article 4 Officials

Chairman of the Stewards:	Gerard du Pré	(License No. 2832)
Steward:	Arie Kroeze	(License No. 9812)
Steward:	Phiroze Jhaweri	(License No. 017014)
Race Director:	Martin vd Pavert	(License No. 22314)
Clerk of the Course:	Paul Beck	(License No. 10619)
Deputy Clerk of the course:	Jeroen Steenhuis	(License No. 17843)
Deputy Clerk of the course:	Jacques Doornenbal	(License No. 5403)
Deputy Clerk of the course:	Chris Norman (DAMC)	(License No. 140960)
Deputy Clerk of the course:	Peter Roberts (DAMC)	(License No. 140949)
Deputy Clerk of the course:	Fraser Martin (DAMC)	(License No. 017015)
Secretary of the event:	Ria Waterreus	(License No. 4000)
Ass. Secretary of the event:	Rob de Vries	(License No. 27907)
Ass. Secretary of the event:	Daisy Bouman	(License No. 28330)
Chief Medical Officer:	Dr. Victor Butros	
Chief Marshal:	Trevor Jackson (DAMC)	
Chief Timekeeper	Rob Oude Luttikhuis	(License No. 38761)
Timekeeper	Harald Roelse	(License No. 10974)
Timekeeper	Emily Groom	(License No. 3411 RACB)
Timekeeper	Alex Möller	(License 196508152896 SBF)
Chief Scrutineer:	Armin Kolmsee	(License No. 1046249)
Scrutineer:	Leo Schaap	(License No. 22130)
Scrutineer:	Marc Steeneveld	(License No. 34009)
Scrutineer:	Mario Hermani	(License No. 1163504)
Scrutineer:	Siep de Jong	(License No. 11538)
Official:	Bas Hennink	(License No. 27538)
Official:	Maarten Hofhuis	(License No. 35446)
Official:	Kees Koning	(License No. 27018)

### 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 and provisions published by the KNAF
4. Decisions and provisions published by the UAE
5. Decisions, provisions and bulletins, published by the Stewards and/or Race Director.
6. These Supplementary Regulations.
7. Conditions set up by the Dubai Autodrome and by the UAE and DUBAI Authorities.

### Article 5b Specific regulations for this race (24H DUBAI)

#### Clean pit boxes and paddock

Teams have to leave the pit boxes and paddock clean, in the same way they entered 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.

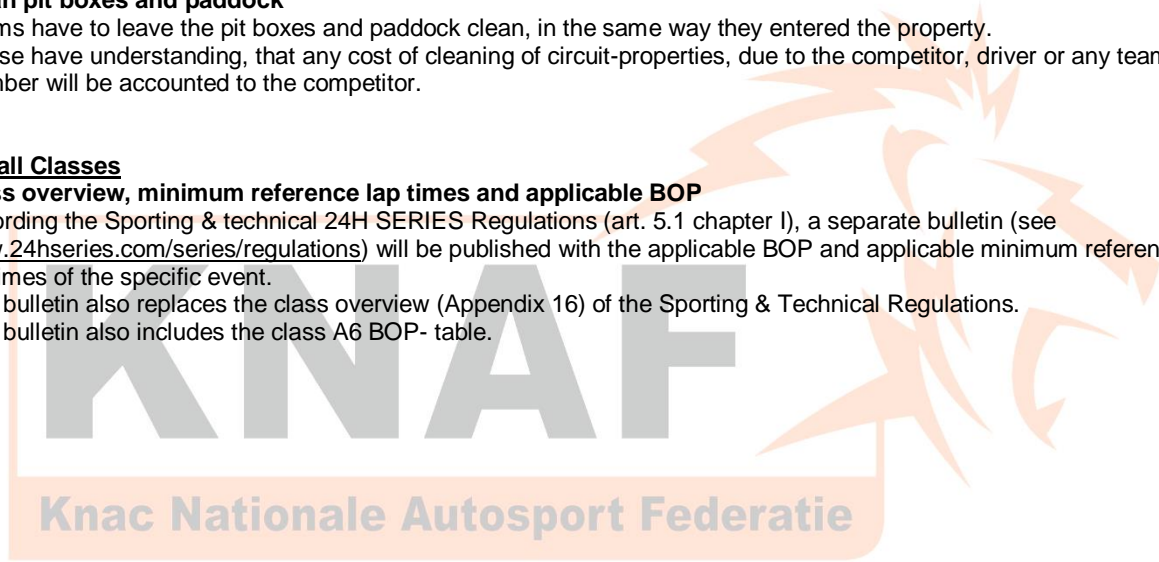
#### For all Classes

##### **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.



**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”. This part describes these additional rules.

This also includes an overview of the “Minimum reference Lap time” rules to give a better understanding and the relation with “Sandbagging”.

**“Minimum reference lap time” rules overview including “Sandbagging” rules**

For some classes, the so called “Minimum reference lap time” regulations are applicable. See table below:

**Classes for which the “Min. Reference lap time rules” are applicable**

Class	Applicable	Remarks
A6-PRO	-	
A6-AM	✓	Or A6 with AM-BOP
991	-	
997	-	
SPX	✓	
SP2	✓	
SP3	✓	
SP4	✓	
TCR	-	
CUP 1	-	
A3	✓	
A2	✓	
D1	✓	

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**Overview Min. ref. lap time rules, Theoretical min. ref lap time rules, jokers and penalties per class**

For some classes, “Sandbagging” rules are applicable, of which the so called “Theoretical min. ref lap time” is a significant part.

	Group GT's A6-AM	Group Specials SPX SP2 SP3 SP4	Group Touring cars A3 A2 D1
Min. Reference lap time	✓	✓	✓
Theoretical Min. Reference lap time	-	✓	✓
Jokers	✓ (10)	✓ (3)	-
Penalties	✓	✓	✓

**“Sandbagging” and introduction of “Theoretical minimum reference lap time”**

**“Sandbagging”**

If a team, does NOT show the actual performance of the car or the combination of the car and driver (on purpose), this is called: “Sandbagging”.

A good example of “Sandbagging” is driving (consistently) laps, close to the “minimum reference lap time”, even in case being hold-up by traffic. E.g. a (extreme) slow first sector, which is made up in sector 2 and 3.

This is NOT considered as sporting racing. And therefore additional rules will be implemented to avoid teams doing this.

In case the Race Director recognizes/determines that a team is “sandbagging”, the Race Director will impose a penalty at his discretion.

Below these additional rules are described:

**“Theoretical minimum reference lap time” definition**

The “Theoretical minimum reference lap time” is the calculated sum of the actual (mostly 3) best sector times. For this calculation all sector times of the car (all drivers) are taken into account of the specific session. (e.g. the race).

**The basic rule is:**

**If the calculated “Theoretical minimum reference lap time” is faster than a pre-set time, the team will receive a penalty.**

In such a case, these specific best sector times (mostly 3) are not taken into account to calculate the next “Theoretical minimum reference lap time”.

**Pre-set time boundary for the “Theoretical minimum reference lap time”**

Same as the “minimum reference lap time”, the actual “pre-set time” will be different for each circuit and will be specified in a separate “BOP-min ref lap time” bulletin. This “pre-set time” will be referred to in this bulletin as “Theoretical minimum reference lap time”.

This Pre-set time boundary can be for example 1 second faster than the “Minimum reference lap time”

**“Minimum reference Lap time” | “Theoretical minimum reference lap time” and Penalties**

As mentioned in the regulations, the lap times will be measured by the official timekeeping.

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

In case the “Theoretical minimum reference lap time” is faster than a pre-set time (Theoretical Min. Reference lap time), the following penalties will apply:

**“Min. Reference lap time” and “Theoretical Min. Reference lap time” Penalties table**

Session	Faster than Min. Reference lap time	Faster than Theoretical Min. Reference lap time
Free Practice	@RD *	@RD *
Qualifying	@RD *	@RD *
Night Practice	@RD *	@RD *
Race	30 sec. **	120 sec. **

\* The penalty will be decided by the Race Director, which might be to assign the team to another class. (generally a 1 to 2 seconds faster lap time in the practise or qualifying session will be considered as acceptable)

\*\* Race Director may also decide (e.g. after more offences) to assign the team to another class, even during the race.

**Both infringements at the same time**

“Min. Reference lap time” and “Theoretical Min. Reference lap time” infringement at the same time:

In case it occurs a driver exceeds both boundaries after completing a specific lap, only the 30 seconds of the “Min. Reference lap time” will be applied.

In such a case, for the calculation of the next “Theoretical minimum reference lap time”, the specific sector times of this specific lap, are not taken into account.

**Escape Jokers CANNOT be used in relation to “Theoretical Min. Reference lap time”**

As described in the Sporting & Technical regulations, there are escape jokers for classes: SPX, SP2, SP3 and SP4.

For class A6, see Sporting & Technical regulations.

For classes D1, A2 and A3 there are NO escape jokers.

As described in the regulations, the escape jokers can be used to avoid penalizing a driver at a first incident, being faster than the “Min. Reference lap time”.

These escape jokers **CANNOT** be used for a “Theoretical Min. Reference lap time” infringement.

Only exception is if both infringements occur at the same time.

## Article 6 Track and conditions of practice/race

a. Maximum number of cars allowed to start:

	Race	Practice
Touring & GT-Cars (24h race):	100	100

b. Access to the track

Practices, Qualifying practices and the races

For drivers with a pit box through the pit lane. (applicable for all 24H DUBAI teams)

c. Lights

The lights on the car must be switched on at the sign "LIGHTS ON"

## Article 7 Entry: closing date and acceptance

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

As specified on the entry form the entry closes 01 November 2016.

Acceptance of the entry will be send no later than 15 December 2016. 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 24H DUBAI 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.

There are 2 separated qualification sessions, see time table.

## Article 10 Start

Touring, GT and 24hSpecial 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 side

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

See also art. 6 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.

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

See art. 21.3 of the Sporting & Technical regulations.

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

In Dubai there will be 10 petrol and 10 diesel pumps.

**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 be 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**

DUBAI AUTODROME 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

