



HANKOOK  
12H HOCKENHEIMRING
22-23 May 2021

SUPPLEMENTARY REGULATIONS

2nd edition

Hankook 12H HOCKENHEIMRING
Part of 24H SERIES

21st -23rd May 2021

VERSION: 16th May 2021

Approved under DMSB permit No: R-12267/21-C



1. Event Information

Name Event: Hankook 12H HOCKENHEIMRING
Track: Hockenheimring Baden-Württemberg, GP-Kurs
Date Event: 21st -23rd May 2021
Type of Event: International (part of 24H SERIES powered by Hankook)
Races : 12H HOCKENHEIMRING: 12-hour race (splitted in 2 parts), see time schedule

2. Competitor and Driver Eligibility

2.1 Competitors

See Sporting & Technical Regulations, art. 8.1.1

8.1.1 Competitor licence

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

According to International Sporting Code (art. 9.1 of ISC) if a team does not have a team competitor licence, the competitor will become the first driver in the entry form and entry list.

For publication and ranking purposes, the competitor must register a Team name.
See article 39.6 of this chapter: Definition of a Team and Team name.

2.2 Drivers Eligibility

In case of underage driver the Team/Entrant is requested to fill in a parents authorisation (on forehand) that must be handed over to the sporting checks.

Further see Sporting & Technical Regulations, art. 8.5

8.5 Drivers Eligibility

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

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

8.5.3 A National (EU) licence is NOT valid.

8.5.4 All foreign* competitors must submit the authorization of their ASN (according Art. 3.9 ISC).
Please note, that some ASN's mention this authorisation on the International licence.

**Foreign = Licence is issued by a different ASN than the Host (local) ASN of the specific event.*

8.5.5 If the original licence 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 language.

3. Sporting Authorities

3.1 Sporting Authority (Parent ASN)

KNAF Nationale Autosport Federatie
Duwboot 85
3991 CH Houten
The Netherlands

3.2 Hosting Sporting Authority (Host ASN)

DMSB Deutscher Motor Sport Bund e.V.
Hahnstrasse 70
60528 Frankfurt
Germany

4. Organizer

Name	Address	ASN	License Number
Badischer Motorsport Club e. V. im DMV	68756 Hockenheim, post box 1306	DMSB (DEU)	-/-

5. Promoter

5.1 Postal Address

Creventic BV
PO Box 40
6590 AA Gennep
The Netherlands

5.2 Contacts

Creventic
Helen Roukens and Ole Dörlemann
Phone: +31 485 47 11 66
E-Mail: info@creventic.com
Internet: www.24HSERIES.com

6. Circuit

Name: Hockenheimring Baden-Württemberg
Layout: Grand Prix Circuit
Length: 4,574 Km according to the FIA track license
Direction: Clockwise

7. Organizing Committee

On behalf of the Circuit/Organizer: Jörg Bensemann
On behalf of the Organizer/Promoter: Ole Dorlemann
On behalf of the Organizer/Promoter: Helen Roukens
On behalf of the Race Director: Jeroen Steenhuis

8. Locations

Subject	Location
Race Administration/Welcome:	Ground floor of the Race Control Building
Briefing Room: Team managers	Sachs-Haus
Briefing Room: Drivers	The drivers briefings will be digital
Official Notice Board:	Notice board: Digital via Sportity app see: https://www.24hseries.com/team-info/race-info/2021/hankook-12h-hockenheimring-2021/digital-notice-board
Secretary of the Event:	Ground floor of the Race Control Building
Steward's Office:	Ground floor of the Race Control Building
Race Director/Clerk of the Course:	2 nd floor of the Race Control Building
Scrutineering:	Inside the FIA-Garages in the pitlane near race tower
Race Control:	2 nd floor of the Race Control Building
Time Keeping:	1 st floor of the Race Control Building
Refuelling Area:	Specially equipped area located at the END of the Pit Lane
Media Room:	Sachs-Haus
Parc Fermé:	Parc fermé at the end of PART1: parc ferme near refuel area, Paddock area 1 (North side area) Parc fermé at the end of the race (PART2) will be on the main straight in front of the Grandstand.

9. Officials

Position	Name	License No.	ASN
Chairman of the Stewards	Ton Nachtgeller	9953	KNAF
Steward	Leo van Haastrecht	4654	KNAF
Steward	Thomas Ferrero	SPA1116593	DMSB
Race Director	Jeroen Steenhuis	17843	KNAF
Deputy Race Director	Arie Kroeze	9812	KNAF
Deputy Race Director	Delcio Santos	PT 21/0495	FPAK
Clerk of the Course	Volker Ehekircher	SPA1095940	DMSB
Deputy Clerk of the Course	Wolfgang Vieren	SPA1062061	DMSB
Secretary of the event	Marcus Kuntz	SPA1131516	DMSB
Ass. Secretary of the event	Kelly Theunissen	42621	KNAF
Chief Medical Officer	Dr. Hans Georg Wulff	SPA1078883	DMSB
Chief National scrutineer	Werner Decker	SPA1060255	DMSB
Chief Safety Officer	Marcus Vogelgsang	SPA1107582	DMSB
Chief Timekeeper	Rob Oude Luttikhuis	38761	KNAF
Timekeeper	Arjan Bloch	TBA	TBA
Timekeeper	Bernd Jung	SPA1058764	DMSB
Chief Series Scrutineer	Marc Steeneveld	34009	KNAF
Scrutineer	Sebastian Schuricht	SPA1195539	DMSB
Scrutineer	Lena Haberjan	SPA1192440	DMSB
Official Refuelling	Johan Somers	27474	KNAF
Environmental Officer	Udo Bizenberger		
Covid Manager	Theresa Hügel		

10. Regulations

10.1 The following regulations apply:

1. Present FIA International Sporting Code and Appendices
2. Sporting & Technical Regulations 24H SERIES powered by Hankook 2021 (version 26 November 2020 with KNAF permit nr. 0314.21.002)
3. Decisions and provisions published by the KNAF
4. Series bulletins approved by the KNAF
5. Decisions and provisions published by the DMSB
6. Decisions, provisions and event bulletins, published by the Stewards
7. Balance of Performance Publication, published by the Promoter
8. These Supplementary Regulations
9. Conditions set up by Hockenheimring Baden-Württemberg

Specific Regulations for this event

10.2 COVID-19 Protocol

The latest version of the following Covid-19 Protocol is applicable for this event:

- COVID-19 Protocol 24H SERIES
This protocol can be found:
<https://www.24hseries.com/team-info/race-info/2021/hankook-12h-hockenheimring-2021/official-documents>

10.3 Radio Communication

To use communication equipment during events, teams need to apply for temporary use of radio equipment. This application needs to be made by the team itself and as soon as possible.

Please apply to:

Bundesnetzagentur Mr. Erich Busselmaier, Tel: +49 (0) 721 / 9828-228 or
e-mail: Erich.Busselmaier@BNetzA.de, Manfred.Vollmer@BNetzA.de, Frank.Dresel@BNetzA.de

10.4 Clean pit boxes and paddock

Teams must leave the pit boxes and paddock clean, in the same state as when they entered the property.

Please understand that any cost of cleaning circuit-properties, provoked by the competitor, driver or any team member will be accounted to the competitor.

10.5 Intervention break rules

For 12H HOCKENHEIMRING:

Intervention break rules, do apply according: art. 38 (Chapter I) of the Sporting & Technical Regulations.

See time table for Part 1 and Part 2.

10.6 Pitstop

Amendment to Art. 21.2.5 of Chapter I of the Sporting & Technical Regulations

All parts and tools must be kept behind the white line between the working lane and the Pit Garage. It is not permitted to place equipment and/or tyres in the working lane before the Car has come to a full stop.

As soon as the Car approaches the Pit Garage, only the lollypop man is allowed to come out from behind the white line and stop the Car in the working lane in front of the Pit Garage at the correct position.

In the case of a driver change, the new driver and the driver assist may also be ready in the working lane before the Car has stopped.

Only when the Car has come to a complete stop in front of the Pit Garage may the 4 mechanics (wearing the yellow vest) come out from behind the white line, taking the tools and parts with them, to carry out the pit stop.

Other team members must remain behind the red line and are not allowed to pass or remove any tools or parts.

After the pit stop the team must evacuate immediately the working lane taking all equipment and parts with them.

10.7 Class Overview and applicable BOP

According to the Sporting & Technical Regulations of the 24H SERIES, a separate BOP-publication is published per event. See:

<https://www.24hseries.com/team-info/race-info/2021/hankook-12h-hockenheimring-2021/official-documents>

including the applicable BOP figures of the specific race.

This publication also replaces the class overview (Appendix 11) of the Sporting & Technical Regulations.

10.8 Other specific regulations for this event

10.8.1 Class GT3:

According to the Sporting & Technical Regulations (Chapter II, art. 3.1.2):

Both Classes GT3-AM and GT3-PRO will remain OR will be combined into ONE GT3 class, (unless otherwise published with an event bulletin)

Please note: in both cases GT3-PRO and GT3-AM BOP remains applicable.

10.8.2 Class 991:

According to the Sporting & Technical Regulations (Chapter II, art. 3.2.2):

Both Classes 991-AM and 991-PRO will remain OR will be combined into ONE 991 class, (unless otherwise published with an event bulletin)

Please note: in both cases 991-PRO and 991-AM BOP remains applicable.

10.9 Driver changes(during the event)

Clarification of art. 8.1.3 Chapter I of the Sporting & Technical Regulations.

A change of drivers is meant to be a change of drivers line-up. So it includes adding drivers and/or removing drivers.

10.11 Front Headlights

Amendment of art. 3.4 Chapter III of the Sporting & Technical Regulations.

Article	Where is mentioned	Must be changed to
Chapter III Art. 3.4. and 3.4.1	<p>3.4 Front Headlights This art. is applicable for all cars</p> <p>3.4.1 Excessive light NOT allowed Mounting of extra headlights (within below regulations) is allowed. However the standard headlights and/or extra headlights may in any case NOT result in excessive light that might obstruct or blind another competitor, see art. 3.4.4 of this chapter. Whether or not there is 'Excessive light' noted, the final judgement is up to the decision of the Race Director in consultation with the Chief Scrutineer.</p>	<p>No change</p> <p>3.4 Front Headlights This art. is applicable for all cars</p> <p>3.4.1 Excessive light NOT allowed Mounting of extra headlights (within below regulations) is allowed. However the standard headlights and/or extra headlights may in any case NOT result in excessive light that might obstruct or blind another competitor, see art. 3.4.4 of this chapter. Whether or not there is 'Excessive light' noted, the final judgement is up to the decision of the Race Director in consultation with the Chief Scrutineer.</p>
Chapter III Art. 3.4.2	<p>3.4.2 Classes GT3 and GT4 For cars in class GT3 and GT4, only homologated headlights are allowed. Either in the basic homologation or in (Endurance) Variant options. Please note art. 3.4.4 of this chapter, is remains applicable. The promoter can at his discretion decide upon waivers.</p>	<p>3.4.2 Classes GT3 and GT4 For cars in class GT3 and GT4, only headlights which are in the homologation of the car are allowed. Either in the basic homologation or in (Endurance) Variant options. Please note art. 3.4.4 of this chapter, is remains applicable.</p> <p>To avoid any misunderstandings, supplementary headlights described in art. 257A of Appendix J of the FIA are NOT allowed if these are NOT part of the homologation of the car.</p> <p>The promoter can at his discretion decide upon waivers.</p>
Chapter III Art. 3.4.3 and 3.4.3.1 and 3.4.3.2	<p>3.4.3 For all classes, except GT3 and GT4</p> <p>3.4.3.1 The mounting of additional headlights is authorized provided that the total number of headlights equipping the car (including the standard lights) does not exceed 4 headlights (parking lights and side lights not included) and provided that the total is an even figure. In relation to this; a standard headlight unit with 2 lamp-bulbs or several LED, is considered as 1 headlight.</p> <p>3.4.3.2 They must be fitted in the front bumper or in the radiator grille, but such openings as needed in this case must be completely filled by the headlights. So, it is NOT allowed to install them on the bonnet. Otherwise, the lighting system must be comply with the standard system.</p>	<p>No change</p> <p>3.4.3 For all classes, except GT3 and GT4</p> <p>3.4.3.1 The mounting of two (2) additional headlights is allowed.</p> <p>3.4.3.2 They must be fitted in the front bumper or in the radiator grille, but such openings as needed in this case must be completely filled by the headlights. (at discretion of scrutineering) So, it is NOT allowed to install them on the bonnet. So, it is NOT allowed to install them in front of the bumper. (at discretion of scrutineering) Otherwise, the lighting system must be comply with the standard system.</p>

Chapter III Art. 3.4.3.3	3.4.3.3 These additional headlight (units) may also be LED-units. A LED-unit (length, width or diameter up to max. 120mm, at discretion of scrutineering) is considered as one headlight. The additional headlights must be applied symmetrically as a pair with at least 800mm distance in between each other.	3.4.3.3 These additional headlight (units) may also be LED-units. A LED-unit (Max. surface 170cm ² (e.g. 230x73mm or diameter up to max. 130mm, at discretion of scrutineering) is considered as one headlight. The additional headlights must be applied symmetrically as a pair. In case the additional headlights are positioned in the centre of the cars, alternatively one (LED) headlight unit with double surface is allowed. (e.g. 460x73mm).
Chapter III Art. 3.4.4	3.4.4 The main- and additional headlight adjustment must be installed in a way that no other competitor is obstructed or blinded. If, at discretion of scrutineering, any car, might be obstructing or blinding another competitor, scrutineering may decide and instruct a competitor to: <ul style="list-style-type: none"> • Re-adjust the headlights • Remove or taping additional headlights • Re-install original headlights 	No change 3.4.4 The main- and additional headlight adjustment must be installed in a way that no other competitor is obstructed or blinded. If, at discretion of scrutineering, any car, might be obstructing or blinding another competitor, scrutineering may decide and instruct a competitor to: <ul style="list-style-type: none"> • Re-adjust the headlights • Remove or taping additional headlights • Re-install original headlights
Chapter III Art. 3.4.5	3.4.5 It is not allowed to have any kind of red or orange light at the front of the car (See Chapter 1, art. 27.9)	No change 3.4.5 It is not allowed to have any kind of red or orange light at the front of the car (See Chapter 1, art. 27.9)

10.12 Class PROTO

According to the Sporting & Technical Regulations (Chapter III, art. 10.1.2 "Only the promoter decides about the admission of a car and upon possible waivers"), also the following cars are eligible for this event:

- Production sports cars, FIA group CN, according: FIA Appendix J Art. 259 of ISC
- Prototype cars, according: FIA Appendix J Art. 277 Category II-SC of ISC (e.g. Wolf GB08, Ligier JS P3, Ligier JS 51, etc.)

Under following conditions:

- Each car will be accepted on individual basis at discretion of the promoter. This may include open cars. These cars will be named "Protos"
- These "Protos" will NOT be eligible to score points for the 24H SERIES Championship
- However, these "Protos" will be eligible for the podium ceremony for this event. For these "Protos", a separate classification will be made.
- The Promoter may assign a specific BOP for each "Proto".

11. Track and conditions of practice/race

11.1 Maximum number of cars allowed to start

Race Name	During Race	During Practices
Hankook 12H Hockenheimring	50	60

12. Entry: Closing Date and Acceptance

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

The entry closes 10 May 2021. The promoter may accept entries after the entry closing date.

Acceptance of the entry will be sent no later than 11 May 2021. 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).

13. Collection of Documents/Administrative Control

Digital administrative procedures

14. Time schedule

See official time schedule

Practices, Qualifying and Night Practice

See Chapter I, art. 30 of the Sporting & Technical Regulations

15. Start

According Chapter I, art. 32 and 33 of the Sporting & Technical Regulations

15.1 Start grid procedure

The Start grid will be divided in 2 groups.

- Group 1: all classes of GT
- Group 2: all classes of TCE

The start grid procedure will be explained in the team manager's briefing.

15.2 Starting procedure

Rolling start in ONE group.

The starting procedure will be explained in the team manager's briefing.

15.3 Start method

Starting type: Rolling start in ONE group

Starting Grid: In a 2x2 Formation

Pole Position: Right Hand Side (Hockenheimring)

16. Cooling down lap (after the Finish flag)

After the finish flag there is one coolingdown lap.

See Chapter I, art. 36 of the Sporting & Technical Regulations

17. Protests

See Chapter I, art. 42 of the Sporting & Technical Regulations

In accordance with the ISC:

The protest fee is € 500,00 (KNAF)

The appeal fee is € 1.500,00 (KNAF)

All protests will be lodged in accordance with the Code. All protests must be made in writing and handed to the clerk of the course or his assistant, or in their absence any of the stewards of the event, together with the required protest fee.

Competitors have the right to appeal, as laid down in Article 15 of the Code and also as set out in the Rules of the International Court of Appeal.

(Protest and appeal deposits are exempt from VAT)

18. Pit regulations

See Chapter I, art. 21 and 27.11 of the Sporting & Technical Regulations

19. Driver's briefing & Team managers briefing

The team managers briefing will be in briefing room (physical). For date and time, see official time schedule.

The drivers briefings will be digital. (video presentation and briefing notes)

20. Scrutineering

20.1 General Scrutineering information

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

If the car is deemed not to be in accordance with the regulations, the competitor may not compete in the 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 team's control card and receive a "TC-APPROVED" sticker. See also art. 13 of these supplementary regulations regarding the required "FINAL APPROVED" sticker.

Static noise tests may be carried out at pre-event scrutineering or at any other time during the event to check compliance with the Technical regulations.

20.2 Overview of required items

The following table replaces the overview in Chapter I, art. 15.3 of the Sporting & Technical regulations for this event.

Item	Obligatory?	See Sporting & Technical Regulations	Remarks
Start numbers	Yes	art. 5.1 Chapter III	Provided by Creventic
Compulsory advertising	Yes	art. 13 Chapter I	Provided by Creventic
Illuminated back panels (left and right door start numbers)	No	art. 5.3 Chapter III	Can be purchased at Creventic
Transponder with driver-ID	Yes	art. 5.2 Chapter III	Can be purchased at Timekeeping, delivery time approx. 4 weeks
Led-Position display (SPAA05) (one left- and one on right-side)	Yes	art. 5.4 Chapter III	Can be rented/purchased at Creventic Mandatory display colours: 24H GT SERIES: ORANGE 24H TCE SERIES: GREEN
Data-logger (Evo4/Evo5) only for class GT3, 991, GT4 and TCR. And selected cars class TCX & GTX	Yes	art. 5.5 Chapter III	Can be rented/purchased at: AIM-Scrutineering technical@aim-scrutineering.com
The roll cage certificate	Yes		Valid roll cage certificate (if applicable)
The FIA-safety tank certificate	Yes		FIA-safety tank certificate
Homologation papers	Yes		Homologation papers (if applicable)

21. Fuel and Refuelling

See Chapter I, art. 21.3 of the Sporting & Technical Regulations.

The opening times of the pumps will be published on the official time schedule.

There will be minimum 4 Petrol pumps.

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

22. Tickets/Passes/Paddock

Every person (drivers, team members, officials, press etc.) who enters the pit area must at all times wear his or her ticket/pass clearly 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 or her ticket/pass clearly visible, he or she may not enter the pit area.

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

23. Timekeeping

Every car must be equipped with an ID-transponder.
See art. 5.2 Chapter III of the Sporting & Technical regulations.

24. Flag signals

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

25. Noise regulations

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

26. Tyres

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

27. Insurance

Hockenheim-Ring GmbH/Badischer Motorsport Club e. V. im DMV has concluded a third party insurance in compliance with the DMSB Event Regulations for all competitors, their personnel and drivers. Drivers taking part in the event are not third parties with respect to one another.

28. Supplementary Regulations

Any changes to these regulations will be published on the virtual official notice board by Bulletin.

29. Appendices

- Time Schedule Version: V5_21-5-2021 is valid