



24H SERIES Bulletin Nr. 01/2018 dated 24.11.2017

To Sporting & Technical Regulations 24H SERIES 2018 powered by Hankook
(with KNAF-permit No.: 0314.17.266)

Subject: Amendments to Sporting & Technical regulations 24H SERIES

Dear Teams and Drivers

In this bulletin you will find some amendments to the Sporting & Technical regulations of 24H SERIES 2018.
This bulletin is in force with immediate application

Amendments:

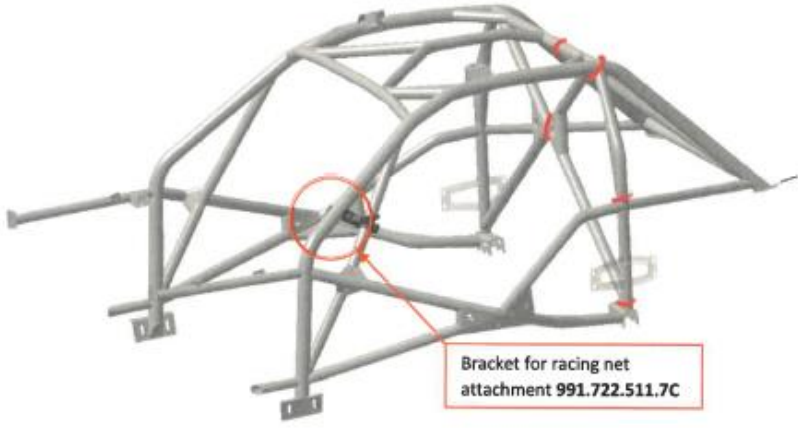
- Class 991: Window-Nascar-net
- Class 991: Specifications Restrictor-Blende
- Class TCR: Shock Absorbers
- Minimum Rest time (remains 50%)
- Championship: Scratch results and non-championship races
- Dynamic-BOP: Adjustment offence counter

Details, see following pages

Approved under KNAF permit No.: 0314.18.266

1. Class 991: Window Nascar net

The use of a FIA-approved Racing net as an alternative for NASCAR window net or arm restraint is allowed in class 991.

Article	The following must be added
<p>Art 3.1 Chapter II</p>	<p>3.1.4 For Class 991 only (Porsche 911 GT3 Cup (991) cars):</p> <p>It is mandatory to use one of the following options:</p> <ul style="list-style-type: none"> • Window (NASCAR) net • Arm restraint • FIA-approved Racing net (standard 8863) in combination with bracket for Racing net 991.722.511.7C, according to the drawing below: <div data-bbox="384 647 1417 1415" style="border: 1px solid black; padding: 10px;"> <p>Racing nets (FIA Standard 8863) in combination with Porsche 911 GT3 Cup (991) and DMSB Safety Cage Certificate 23-32/67-S</p> <p>Dear Madam or Sir,</p> <p>We hereby confirm that the DMSB certified safety cage 23-32/67-S fulfills the requirements for the attachment of FIA-approved 8863 racing nets at positions as follows:</p>  <p>Bracket for racing net attachment 991.722.511.7C</p> </div>

2. Class 991: Specifications Restrictor-Blende

Article	The following must be added												
Appendix 11 Art. 6	<p>6.4 Specifications Restrictor-Blende</p> <p>The restrictor-blende (dimension is described in the BOP-publication of the specific event) needs to be according to the specifications as described in the following image:</p>												
	<table border="1"> <thead> <tr> <th>Restriktormass</th> <th>Artikel</th> </tr> </thead> <tbody> <tr> <td>Ø59</td> <td>MTZN-000629</td> </tr> <tr> <td>Ø60,5</td> <td>MTZN-000626</td> </tr> <tr> <td>Ø62</td> <td>MTZN-000628</td> </tr> <tr> <td>Ø65</td> <td>MTZN-000365</td> </tr> <tr> <td>Ø72</td> <td>MTZN-000627</td> </tr> </tbody> </table>	Restriktormass	Artikel	Ø59	MTZN-000629	Ø60,5	MTZN-000626	Ø62	MTZN-000628	Ø65	MTZN-000365	Ø72	MTZN-000627
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	<p>R:\Technik\Zeichnungen\Solidworks\Manthey-Racing\Restriktorscheibe</p> <p>Diese Zeichnung darf nur mit CAD geändert werden</p>												
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3. Class TCR: Shock Absorbers

For Class TCR only:

- The brand, model and type of shock absorbers and springs are free, including automatic, semi-automatic and/or electronic controlled dampers

The following text , as mentioned in Chapter III Art. 2 does not apply to class TCR

Item	Description
Shock absorbers	<ul style="list-style-type: none"> Brand, model and type of shock absorbers and springs are free, according to chapter IV of these regulations Automatic, semi automatic and/or electronic controlled dampers or shock absorbers are only allowed if described in the homologation

4. Minimum Rest Time (50%)

Article	Where is mentioned	Must be changed to
Chapter I Art. 30.3	<p>Minimum Rest Time The Minimum Rest Time is 75% of the Driving-time of a driver.</p> <p>Rest-time is: Last time pit-in till first Pit-out</p>	<p>Minimum Rest Time The Minimum Rest Time is 50% of the Driving-time of a driver.</p> <p>Rest-time is: Last time pit-in till first Pit-out</p>



5. Championship: Scratch Results and Non-Championship Races

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Chapter I Art. 39.16.5	<p>Number of races that count towards the European Championship</p> <p>The following table includes the number of races that count towards the European championship per division:</p> <table border="1"> <thead> <tr> <th>Division</th> <th>24H TCE SERIES</th> <th>24H GT SERIES</th> </tr> </thead> <tbody> <tr> <td>Number of races that count towards the championship</td> <td>4</td> <td>4</td> </tr> </tbody> </table> <p>24H PROTO SERIES Championship: TBA</p>	Division	24H TCE SERIES	24H GT SERIES	Number of races that count towards the championship	4	4	<p>Number of races that count towards the European Championship</p> <p>The following table includes the number of races that count towards the European championship per division:</p> <table border="1"> <thead> <tr> <th>Division</th> <th>24H TCE SERIES</th> <th>24H GT SERIES</th> <th>24H PROTO SERIES</th> </tr> </thead> <tbody> <tr> <td>Number of races that count towards the championship</td> <td>4</td> <td>4</td> <td>3</td> </tr> </tbody> </table> <p>24H PROTO SERIES Championship: TBA</p>	Division	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES	Number of races that count towards the championship	4	4	3
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Chapter I Art. 39.16.6	<p>Number of races that count towards the Champion of the Continents</p> <p>The best result on each of the three continents counts for the standings. Therefore, the following 3 races will be taken into account:</p> <table border="1"> <thead> <tr> <th>Division</th> <th>24H TCE SERIES</th> <th>24H GT SERIES</th> <th>24H PROTO SERIES</th> </tr> </thead> <tbody> <tr> <td>Asia</td> <td>Hankook 24H DUBAI</td> <td>Hankook 24H DUBAI</td> <td>Hankook 12H DUBAI</td> </tr> <tr> <td>Europe</td> <td>Hankook 24H PORTIMAO</td> <td>Hankook 24H PORTIMAO</td> <td>Round TBA</td> </tr> <tr> <td>Northern America</td> <td>Hankook 24H COTA USA</td> <td>Hankook 24H COTA USA</td> <td>Hankook 9H COTA USA</td> </tr> </tbody> </table>	Division	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES	Asia	Hankook 24H DUBAI	Hankook 24H DUBAI	Hankook 12H DUBAI	Europe	Hankook 24H PORTIMAO	Hankook 24H PORTIMAO	Round TBA	Northern America	Hankook 24H COTA USA	Hankook 24H COTA USA	Hankook 9H COTA USA	<p>Number of races that count towards the Champion of the Continents</p> <p>The best result on each of the three continents counts for the standings. Therefore, the following 3 races will be taken into account:</p> <table border="1"> <thead> <tr> <th>Division</th> <th>24H TCE SERIES</th> <th>24H GT SERIES</th> <th>24H PROTO SERIES</th> </tr> </thead> <tbody> <tr> <td>Asia</td> <td>Hankook 24H DUBAI</td> <td>Hankook 24H DUBAI</td> <td>Hankook 3x3H DUBAI</td> </tr> <tr> <td>Europe</td> <td>Hankook 24H PORTIMAO</td> <td>Hankook 24H PORTIMAO</td> <td>Hankook 3x3H PORTIMAO</td> </tr> <tr> <td>Northern America</td> <td>Hankook 24H COTA USA</td> <td>Hankook 24H COTA USA</td> <td>Hankook 3x3H COTA USA</td> </tr> </tbody> </table>	Division	24H TCE SERIES	24H GT SERIES	24H PROTO SERIES	Asia	Hankook 24H DUBAI	Hankook 24H DUBAI	Hankook 3x3H DUBAI	Europe	Hankook 24H PORTIMAO	Hankook 24H PORTIMAO	Hankook 3x3H PORTIMAO	Northern America	Hankook 24H COTA USA	Hankook 24H COTA USA	Hankook 3x3H COTA USA
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Article	The following must be added
Chapter I Art. 39.16	<p>39.16.7 Non-championship races 24H GT SERIES</p> <p>The following races of the "24H GT SERIES" division are regarded as non-championship races and do not count towards any championship standings:</p> <ul style="list-style-type: none"> Hankook 3x3H DUBAI Hankook 3x3H PORTIMAO Hankook 3x3H COTA USA

6. Dynamic BOP : Adjustment Offence Counter

Article	Where is mentioned	Must be changed to
Chapter IV Art. 6.3.2	<p>During the race (starting from the first lap)</p> <p>In case a car will exceed the so called "Theoretical Best lap time category" boundary during the race, the BOP will be automatically adjusted according the SP-BOP-table.</p> <p>To avoid this BOP-adjustment is done at an incidental exceedance of the boundary, the BOP (max refuel amount) will be done after the third offence.</p> <p>The number of offence, the actual BOP and the BOP-adjustment will be shown on the timing-screens (see next pages for detailed description of the timing-screens).</p> <ul style="list-style-type: none"> At first offence: notification on timing-screen ("Offence 1") At second offence: notification on timing-screen ("Offence 2") At third offence: notification on timing-screen ("Offence 3") AND <ul style="list-style-type: none"> Automatically adjustment of the max refuelling amount, with -/-10 Litres* This new BOP is in force with immediate application. So already at the next refuelling stop (even if this will take place in the next lap). It is the responsibility of the team, NOT to refuel more than actually allowed.** Automatically adjustment of the new "SP-BOP-category" (usually one second faster) The "offence notification counter" will be reset to "0". So, in the new (faster) "SP-BOP-category" a team will start with zero offences. <p>This means that, after being placed in a new SP-BOP-category (with lower refuelling amount), a team is placed to the next SP-BOP-category after (again) three new offences with regards to the new "theoretical best lap time".</p> <p>* Unless an another amount is mentioned in the applicable SP-BOP-table of the specific event ** If "fuel-tags" are available a team can request to update the "tag" to the new max refuel value.</p>	<p>During the race (starting from the first lap)</p> <p>In case a car will exceed the so called "Theoretical Best lap time category" boundary during the race, the BOP will be automatically adjusted according the SP-BOP-table.</p> <p>To avoid this BOP-adjustment is done at an incidental exceedance of the boundary, the BOP (max refuel amount) will be done after the third offence.</p> <p>The number of offence, the actual BOP and the BOP-adjustment will be shown on the timing-screens (see next pages for detailed description of the timing-screens).</p> <ul style="list-style-type: none"> At first offence: notification on timing-screen ("Offence 1") At second offence: notification on timing-screen ("Offence 2") At third offence: notification on timing-screen ("Offence 3") AND <ul style="list-style-type: none"> Automatically adjustment of the max refuelling amount, with -/-10 Litres* This new BOP is in force with immediate application. So already at the next refuelling stop (even if this will take place in the next lap). It is the responsibility of the team, NOT to refuel more than actually allowed.** Automatically adjustment of the new "SP-BOP-category" (usually one second faster) The "offence notification counter" will be recalculated in reference with the new (faster) "SP-BOP-category". All sectors count towards the new "offence notification counter", also sectors from previous offences in the old "SP-BOP-category" count. So, "offence counter" will become: "0", "1", "2" or "3". (E.g. most likely "0". However can also become e.g. "3" in case 3 previous offences are also "faster" than the new "SP-BOP-category". In such a case the SP-BOP-category will be adjusted again to a faster category.) <p>* Unless an another amount is mentioned in the applicable SP-BOP-table of the specific event ** If "fuel-tags" are available a team can request to update the "tag" to the new max refuel value.</p>