



24H SERIES Bulletin Nr. 02/2018 dated 08.02.2018

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 amendments to the Sporting & Technical regulations of 24H SERIES 2018.
This bulletin is in force with immediate application

Amendments:

- Class A6: re-introduction of A6-AM-BOP-Advantage

Knac Nationale Autosport Federatie

Details, see following pages

Approved under KNAF permit No.: **0314.17.266B2**

1. Class A6: re-introduction of A6-AM-BOP-Advantage

1.1 Introduction

According to the Sporting regulations, Chapter VII, art. 1: "Another goal of the developed BOP-method is to give amateurs and semi-pros (over 90% of the competitors) a much more fair opportunity to compete with the professionals."

To fulfil this goal even better: A6-AM-BOP-Advantage will be re-introduced, by following means:

1.2 A6-Class-BOP table: Class A6-AM split with BOP-neutral and BOP-advantage

| Class* | Balance of Performance** | | Remarks |
|---------------|--------------------------|------------|-----------------------|
| | Weight | Refuelling | |
| A6-PRO | + 30 kg | -/- 5 L | |
| A6-AM | +/- 0 kg | +/- 0 L | BOP-neutral* |
| | -/- 50 kg | 120 L | BOP-advantage* |

*Class and corresponding BOP is determined by Team composition

** The Balance of Performance figures are an example, the final BOP will be published in the BOP-publication of the specific event.

1.3 Team Composition Class A6-AM with BOP-advantage

Additional to the A6-AM team composition requirements, to be eligible in class A6-AM with BOP-advantage:

- Team Composition: Maximum 1 SEMI-PRO driver and NO PRO driver allowed

Please note:

Team composition requirements for Class A6-AM, with BOP-neutral remains the same, see art. 8.3.2 (see next page).

1.4 Specific driving time requirements for Class A6-AM with BOP-advantage

Different than the A6-AM driving time requirements, the driving time requirements for Class A6-AM with BOP-Advantage will be:

- Maximum driving time SEMI-PRO: 25% of initial race duration
(Example: Max 3 hours @12h race and Max 6 hours @24h race)

Please note:

Driving time requirements for Class A6-AM, with BOP-neutral remains the same, see art. 8.4 (see next page).

2. Concrete amendments of regulations

2.1 Above amendments effects the following articles:

- Chapter I: art. 8.3.2, art. 8.4,
- Chapter VII: art. 3, art. 4, art. 5.1, 5.2, 5.3, 5.4
- Appendix 12: art. 3, art. 4.1

2.2 Chapter I replace art. 8.3.2 and art. 8.4 by following regulations:

Art. 8.3.2 Team Composition

The following table defines the team composition requirements that need to be met by all competitors. (Please note that the changes only effect Class A6-AM)

| Driver Category | All classes (except A6-AM and 991-AM) | Class A6-AM with BOP-neutral | Class A6-AM with BOP-advantage | Class 991-AM |
|-----------------|---------------------------------------|------------------------------|--------------------------------|-----------------------|
| PRO | Maximum 2 (two) | Maximum 1 (one) | No PRO driver allowed | No PRO driver allowed |
| SEMI-PRO | Free | Free | Maximum 1 (one) | Maximum 1 (one) |
| AM | Minimum 1 (one) | Minimum 2 (two) | Minimum 2 (two) | Minimum 2 (two) |

Art. 8.4 Specific driving time requirements

The specific driving time requirements for all classes are as described in the following table:

All times in the table below are sums of the driving times of all drivers of the specific category (PRO, SEMI-PRO-AM) of one team.

| Class | Driver Category | Rule Driving time (sum) | Example (12H race) | Example (24H race) |
|----------------------------|-----------------|---|--------------------|--------------------|
| All classes (except A6-AM) | PRO | Maximum 50% of initial race duration | Maximum 6 h | Maximum 12 h |
| | SEMI-PRO | Free | Free | Free |
| | AM | Minimum 30 minutes in a <10H* race Minimum 1 hour in a 10-12H race, Minimum 2 hours in a 24H race | Minimum 1 h | Minimum 2 h |
| A6-AM with BOP-neutral | PRO | Maximum 33,3% of initial race duration | Maximum 4 h | Maximum 8 h |
| | SEMI-PRO | Free | Free | Free |
| | AM | Minimum 50% of initial race duration | Minimum 6 h | Minimum 12 h |
| A6-AM with BOP-advantage | PRO | No PRO driver allowed | n.a. | n.a. |
| | SEMI-PRO | Maximum: 25% of initial race duration | Maximum 3 h | Maximum 6 h |
| | AM | Free | Free | Free |

* <10H means, total initial race duration <10H (E.g. applicable in 3x3H PROTO/GT race. E.g. <10H is NOT applicable in case a 12H race is split in 3H+9H, as the total initial race duration is still 12H)

2.3 Chapter VII: replace art. 3, art. 4, art. 5.1, 5.2, 5.3, 5.4 by following regulations:

Art. 3.0 Division into two classes:

- **Class A6 divided into Class A6-PRO and Class A6-AM**
(and/or assigning A6-PRO-BOP, A6-AM-BOP-neutral and A6-AM-BOP-advantage)
- **Class 991 divided into Class 991-PRO and class 991-AM**
(and/or assigning 991-PRO-BOP and 991-AM-BOP)

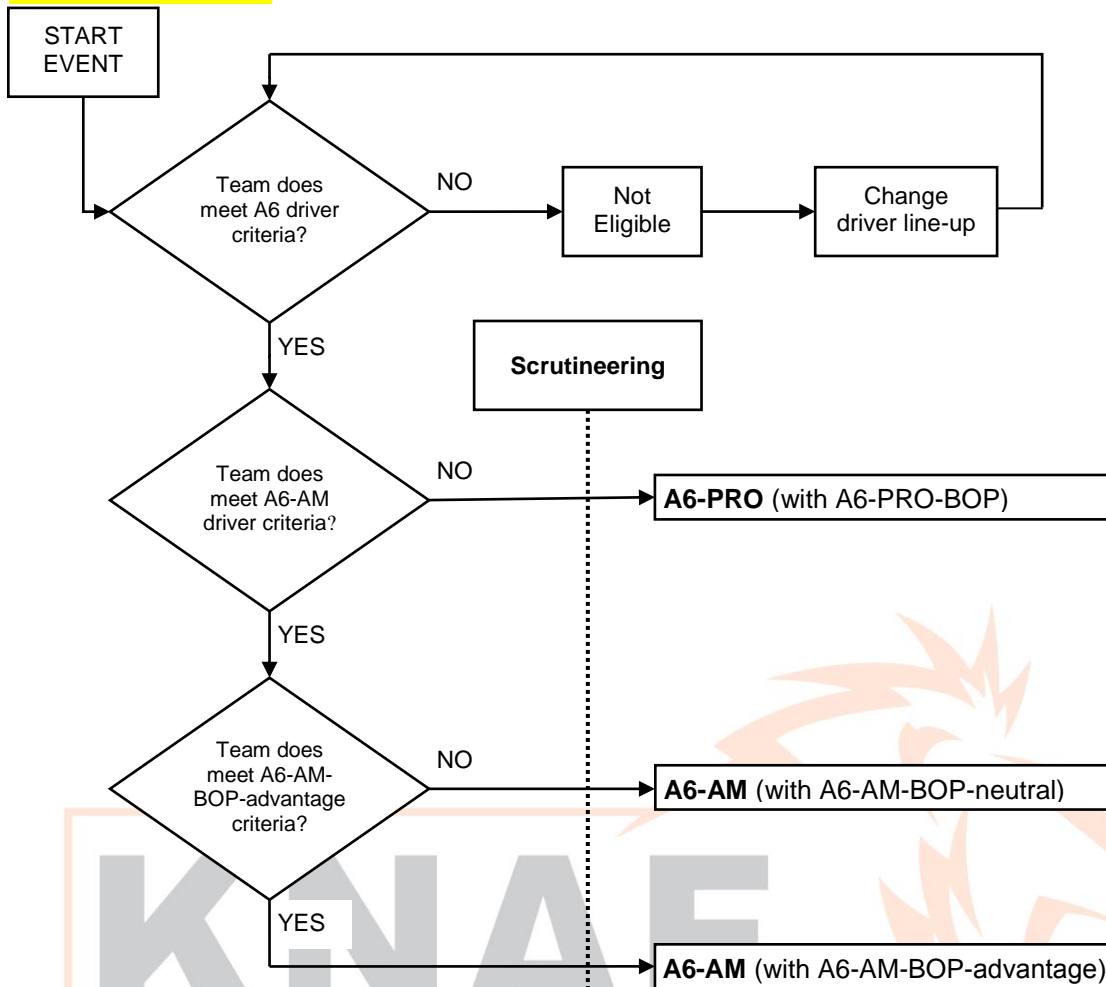
Class A6 flow-chart

The below flow-chart (see next page) shows the options and the final class and final BOP for class A6.

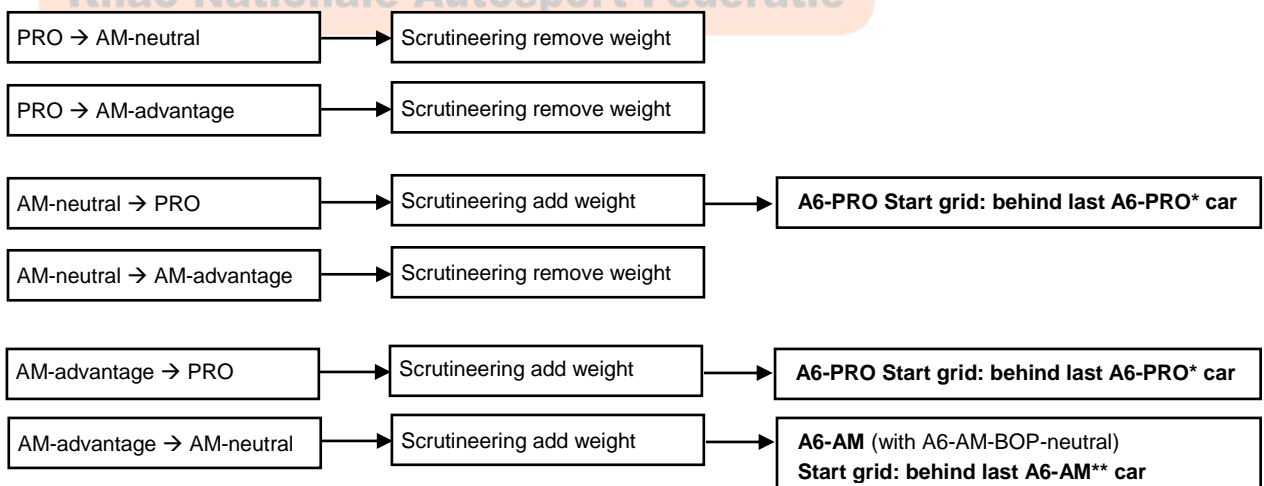
The details are described in the articles following this flow-chart, art. 4 and art. 5.



Class A6 flow-chart



In case of a class change after qualifying (only with approval of the Race Director), the following applies: (see also art. 5.4 in this bulletin)



*In case there is only one class A6, this team will be placed behind the last car with A6-PRO-BOP.

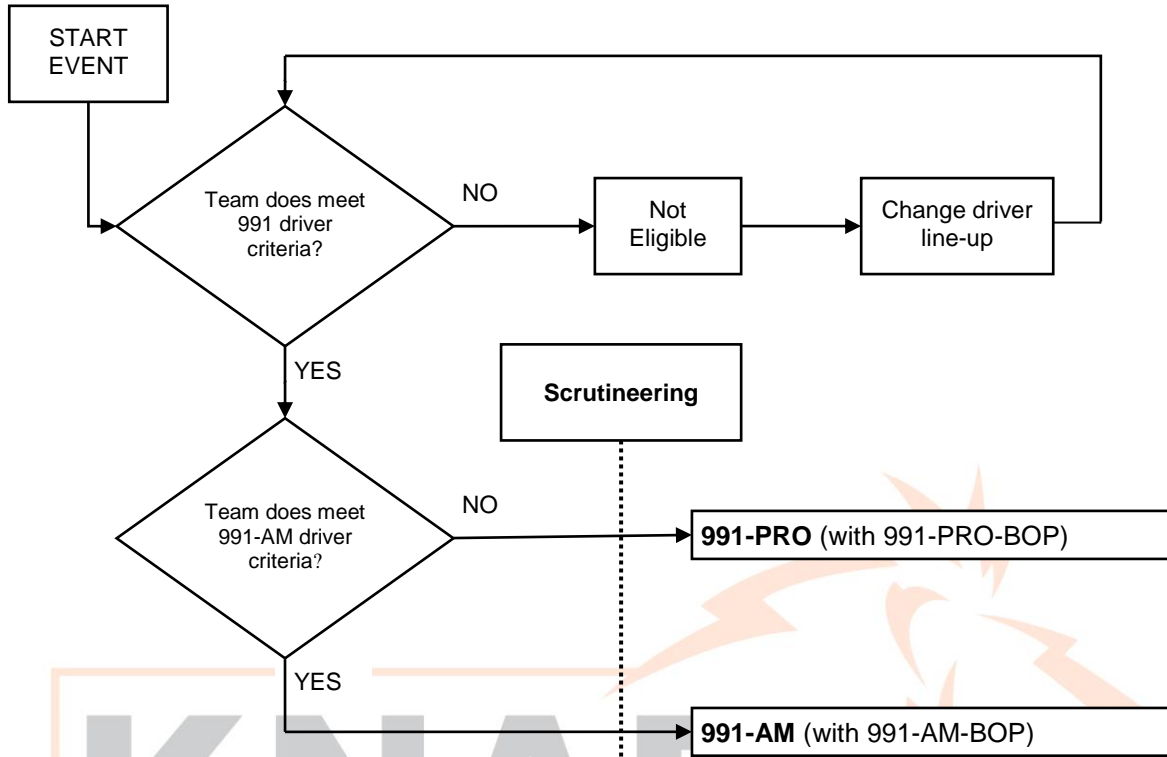
**In case there is only one class A6, this team will be placed behind the last car with A6-AM-BOP.(independent from AM-BOP-neutral or AM-BOP-advantage)

In case more teams will be placed back according above rule, the position at the back of their class will be according the best qualifying lap.

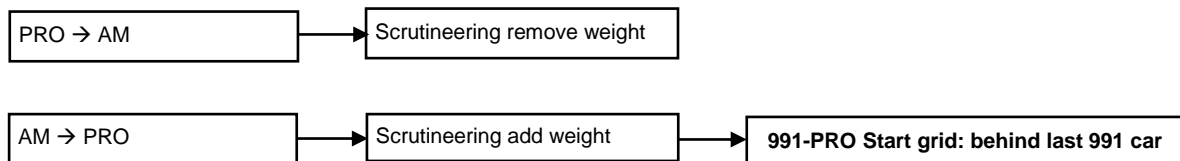
Class 991 flow-chart

The below flow-chart shows the options and the final class and final BOP for class 991.

The details are described in the articles following this flow-chart, art. 4 and art. 5.



In case of a class change after qualifying (only with approval of the Race Director), the following applies: (see also art. 5.4 Chapter VII)



Art. 4.0 BOP-advantage for A6-AM compared to A6-PRO / 991-AM compared to 991-PRO

The final BOP will be published in the BOP-publication of the specific event.

Below examples gives a good indication of the BOP-advantage of class A6 and class 991.

Example:

A6-Class-BOP table: Class A6-AM split with BOP-neutral and BOP-advantage

| Class* | Balance of Performance** | | Remarks |
|---------------|--------------------------|------------|-----------------------|
| | Weight | Refuelling | |
| A6-PRO | + 30 kg | -/- 5 L | |
| A6-AM | +/- 0 kg | +/- 0 L | BOP-neutral* |
| | -/- 50 kg | 120 L | BOP-advantage* |

*Class and corresponding BOP is determined by Team composition

** The Balance of Performance figures are an example, the final BOP will be published in the BOP-publication of the specific event.

Please note Example of 991-table remains unchanged, see art. 4. (Chapter VII)

Art. 5.1

Driver's line-up criteria for being assigned to A6-Pro or A6-Am / 991-Pro or 991-Am

The class A6-Am or A6-Pro is (only) determined by the drivers line up, according this table:

See also art. 8.3.2 Team Composition (Chapter I)

| Class | Number of drivers per driver category* | | |
|---|--|------------------------|------------------------------|
| | AM | SEMI-PRO | PRO |
| Class A6-Pro | Minimum 1 (one) | Free | Maximum 2 (two) |
| Class A6-Am With BOP-neutral | Minimum 2 (two) | Free | Maximum 1 (one) |
| Class A6-Am With BOP-advantage | Minimum 2 (two) | Maximum 1 (one) | No PRO driver allowed |

* the driver category will be determined according art. 8.3.1 of Chapter I

Please note: drivers line-up criteria for class 991 remains unchanged, see art. 4. (Chapter VII)

Art. 5.2 Driving time requirements for Class A6-PRO or A6-AM / 991-PRO or 991-AM

Table: Class A6-Am and A6-Pro driver-time requirements / limitations

Class A6-Am and A6-Pro driver-time requirements / limitations

| Class | Driver Category | Total driving time (sum) of all drivers of the specific category |
|---------------------------------|----------------------------|---|
| A6-PRO | PRO-drivers (all together) | Maximum 50% of initial race duration |
| | SEMI-PRO drivers | Free |
| | AM-drivers (all together) | Minimum 30 minutes in a <10H* race Minimum 1 hour in a 10-12H race, Minimum 2 hours in a 24H race |
| A6-AM with BOP-neutral | PRO-driver | Maximum 33,3% of initial race duration |
| | SEMI-PRO drivers | Free |
| | AM-drivers (all together) | Minimum 50% of initial race duration |
| A6-AM with BOP-advantage | PRO | No PRO driver allowed |
| | SEMI-PRO | Maximum: 25% of initial race duration |
| | AM | Free |

* <10H means, total initial race duration <10H (E.g. applicable in 3x3H PROTO/GT race. E.g. <10H is NOT applicable in case a 12H race is split in 3H+9H, as the total initial race duration is still 12H)

Please note: Additional to these driving time requirements, each individual driver must fulfil the minimum driving time requirements as prescribed in Chapter I, art. 39.16, to be awarded with points for the championship.

Please note: drivers-time requirements / limitations for class 991 remains unchanged, see art. 5.2. (Chapter VII)

Art. 5.3 Basic assignment of Class A6-PRO or A6-AM / 991-PRO or 991-AM

With the entry and according drivers composition, the teams will be listed on the provisional entry list as follows:

A6 / 991
A6-PRO / 991-PRO
A6-AM / 991-AM

For Class A6:

With the entry application:

- A team which does NOT meet the A6-AM criteria will be automatically assigned to Class A6-PRO **with PRO-BOP**
- A team which does NOT meet the **A6-AM-BOP-advantage** criteria will be automatically assigned to Class A6-AM **with AM-BOP-neutral**
- **A team which does meet the A6-AM-BOP-advantage criteria will be automatically assigned to Class A6-AM with AM-BOP-advantage**
- A **A6-AM with A6-BOP-neutral** team can make a written request* to be assigned to A6-PRO
- **A A6-AM with A6-BOP-advantage** team can make a written request* to be assigned to **either A6-PRO or A6-AM with A6-BOP-neutral**

For Class 991:

Please note: For Class 991 the rules remains unchanged, see art. 5.3 Chapter VII.

With the entry application:

- A team which does NOT meet the 991-AM criteria will be automatically assigned to Class 991 **with PRO-BOP.**
- A team which does meet the 991-AM criteria will be automatically assigned to Class 991 **with AM-BOP.**
- A team can make a written request* to be assigned to 991-PRO

*Note:

Before the start of the event, the promotor will decide upon such request.

During the event, the Race Director will decided upon such request. In such a case the team must be scrutineered (regarding BOP) again.

Teams will be scrutineered (regarding BOP), according the class (A6-PRO or A6-AM / **991-PRO or 991-AM**) listed in the (provisional) entry list.

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5.4 Start grid consequences

For Class A6:

Referring to art. 5.3, in case of changes of A6-BOP, before the start of the race and after qualifying, **due to weight advantage during qualifying, these teams will be re-positioned on the start grid, according the flow-chart of art. 2.3 of this bulletin.**

For Class 991:

Referring to art. 5.3, in case of changes of 991-BOP, before the start of the race and after qualifying, due to weight advantage during qualifying, the following teams have to start at the back of their class. (independent of their actual qualifying time). See also flow-chart of Class 991 in this bulletin.

- **Teams with: 991-AM-BOP -> 991-PRO-BOP**

2.4 Appendix 12: art. 3, art. 4.1

Art. 3.0 Changes compared to 2017

- Minimum reference time rules completely skipped
- So all teams in class A6 (A6-Pro and A6-AM) can drive as fast as they can (in qualifying and in the race)
- No consequences of driving fast lap times anymore
- Class (A6-PRO or A6-AM) NO longer determined by best qualifying lap
- No extra A6 team managers briefing anymore
- Class (A6-PRO or A6-AM) will now be (only) determined by drivers line-up (Team composition)
- Changes compared to 2017 regulations regarding Class A6-Am (and A6-Am-BOP)
 - Only ONE A6-AM BOP (in 2017 we had AM-neutral and AM-advantage)
 - See below the OLD and NEW A6-class BOP table
- Regulations regarding team composition (drivers line-up), see this bulletin
- Regulations regarding driving time requirements, see this bulletin
- **For your information (not changed)**

The combination of team composition and driving time requirements/limitations are considered adequate to have a good separation between class A6-Pro and Class A6-Am.

OLD 2017 BOP-table class A6-Pro & A6-Am (example)

| Class* | Qualifying range | Race Minimum reference lap-time | Balance Of Performance** | | Remarks*** |
|--------|------------------|---------------------------------|--------------------------|------------|---|
| | | | Weight | Refuelling | |
| A6-Am | > 1.49 | 1.49,0** | -/- 50kg | 120 L | BOP-advantage |
| | 1.47 .. 1.49 | 1.47,0** | +0kg | +0 L | BOP-neutral |
| A6-Pro | < 1.47 | free | +30kg | -/- 5 L | BOP-handicap (No lap time restrictions) |

↓

A6-Class-BOP table: Class A6-AM split with BOP-neutral and BOP-advantage

| Class* | Balance of Performance** | | Remarks |
|--------|--------------------------|------------|----------------|
| | Weight | Refuelling | |
| A6-PRO | + 30 kg | -/- 5 L | |
| A6-AM | +/- 0 kg | +/- 0 L | BOP-neutral* |
| | -/- 50 kg | 120 L | BOP-advantage* |

*Class and corresponding BOP is determined by Team composition

Art. 4.1 Class A6 and division into class A6-PRO & A6-AM

There are two A6 classes:

- **Class A6-PRO** for limited pros and semi-pros and amateurs (BOP-neutral)
- **Class A6-AM** for amateurs, gentlemen, some semi-pros and limited pros (BOP-advantage)

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