SUPPLEMENTARY REGULATIONS

ROUND 7 of 24H SERIES | Hankook 24H EPILOG BRNO
ROUND 3 of TCES | Hankook 24H EPILOG BRNO

13-14-15 October 2016

Version: 28 September 2016

Approved with Permit number: KNAF……...
Approved with Permit Number: AČR: ……..

Article 1a Event Information

Name Event:	Hankook 24H EPILOG BRNO
Edition:	2st edition
Track:	Automotodrom Brno
Date Event:	13-14-15 October 2016
Type of Event:	International (part of 24HSERIES powered by Hankook / TCES powered by Hankook)
Classes:	Touring, GT and 24hSpecial according: Sporting & Technical Regulations
Race:	The race duration will be 24 hours

Article 1b Entrant and Driver Eligibility

Competitors/Entrants

See Sporting & Technical Regulations

Drivers Eligibility

See Sporting & Technical Regulations

Article 2a Sporting Authority (Parent ASN)

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

Article 2b Hosting Sporting Authority (Host ASN)

AČR - Autoklub České republiky
Federace automobilového sportu
Opletalova 29
110 00 Praha 1
Czech Republic

Article 2c Organizer

AUTOMOTODROM BRNO a.s.
P.O.Box 1, 641 00 Brno
Czech Republic

In cooperation with:

Creventic (license: 15.314)	D.N.R.T (license: 15.306)
PO Box 40	Joop den Uyllaan 107
6590 AA Gennep	3119 VJ Schiedam
The Netherlands	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

AUTOMOTODROM BRNO a.s.
The event will take place on the AUTOMOTODROM BRNO Circuit
The length of the circuit according to the FIA Track License is 5.403 m.
The course will run in clockwise direction.

Article 2f Organizing Committee

On behalf of the Circuit:	Jana Božková
On behalf of the Organizer/Promoter:	Gerrie Willems (Creventic)
On behalf of the Organizer/Promoter:	Helen Roukens (Creventic)
On behalf of the CoC:	Jeroen Steenhuis

Article 3 Locations

Race administration/Welcome:	Race tower ground floor
Scrutineering:	Box 1 and 2
Participants Briefing Room:	Hospitality complex above the pits
Official Notice Board:	Front side of the race control tower
Secretary of the event:	Control tower; ground floor
Steward's Office:	Control tower; 1st floor
Race Director:	Control tower; ground floor
Refueling area:	The central fuel station will be located at the end of the pit lane
Media room:	media centre
Parc Fermé:	Parc fermé at the end of the race will be on the main straight in front of the Grandstand. (as described in the Sporting & Technical Regulations)

Article 4 Officials

Chairman of the Stewards:	Marc van Geel	(License No. 9543)
Steward:	Arie Kroeze	(License No. 9812)
Steward:	Veronika Bartošová	(License No. 0044)
Race Director:	Martin Van de Pavert	(License No. 22314)
Clerk of the course:	Jeroen Steenhuis	(License No. 17843)
Deputy Clerk of the course:	Sander de Geus	(License No. 28970)
Deputy Clerk of the course:	Miroslav Bartoš	
Deputy Clerk of the course:	Adam Svoboda	
Secretary of the Meeting:	Rob de Vries	(License No. 27907)
Chief Scrutineer:	Armin Kolmsee	(License No. 1046249)
Scrutineer:	Marc Steeneveld	(License No. 34009)
Scrutineer:	Wolf von Barby	(License No. 1109741)
Scrutineer:	Siep de Jong	(License No. 11538)
Chief Medical Officer:	Ivo Dedek	
Chief Start/PitMarshals:	Ondřej Krejčí / Jaromír Vojáček	
Chief Flag-/Rescue Marshals:	Jan Navrátil / David Řezníček	
Chief Race Control	Robert Herbst / Ivo Fröhlich	
Chief Timekeeper:	Rob Oude Luttikhuis	(License No. 38761)

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 (ISC 2016)
2. Sporting and Technical Regulations:
   a. Sporting & Technical Regulations 24HSERIES powered by Hankook 2016 version 6 November 2015 with KNAF permit nr. 0314.15.241
   b. Sporting & Technical Regulations TCES powered by Hankook 2016. These TCES regulations are only applicable for assigning points to TCES Series (acc. art. 40 Classification and championship of chapter I)
3. Decisions and provisions published by the KNAF
4. Decisions and provisions published by the AČR
5. Decisions, provisions and bulletins, published by the Stewards and/or Race Director.
6. These Supplementary Regulations.
7. Conditions set up by AUTOMOTODROM BRNO and by the Czech Republic Authorities.

All entrants undertake to respect these regulations by participating in the event.

Article 5b Specific regulations for this race (24H EPILOG BRNO)

Radio communications
Contact: support@creventic.com

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.

Classification, championship and penalties
For all classes points will be awarded after 12 hours.
Regarding awarding of points, all regulations, related to a 12 hour race are applicable.
Without claiming to being complete:
E.g. art.40 of chapter I of the Sporting regulations:

- 60% rule of class leader is applicable of laps after 12 hours
- Minimum driving time for a driver to be awarded with points is 1 hour (within the first 12 hours)

E.g. art. 8.4 Driving times for class A6:

- 50% rule, refers to 12 hours, so 50% is 6 hours
- 1/3 rule, refers to 12 hours, so 1/3 is 4 hours

There will be an official classification published after 12hours (Overall and per Class).
This classification is only applicable for awarding points for both 24H SERIES and TCE SERIES.
Within these 12h classification, eventually NOT served penalties will be taken into account.
These, NOT served, penalties have STILL to be served in the remaining part of the 24h race, according the sporting regulations.

Finish of 12 hours and Orange flag
To indicate and show the teams and drivers the first 12 hours are finished (to award points) will be given by showing an **ORANGE FLAG.**
The last lap (of the overall leading car) before the 12 hours will be indicated showing the ORANGE FLAG rolled-up.
IMPORTANT: Please be aware the 24H race continues, any dangerous maneuvers are forbidden and can be penalized, being part of the 12h classification.

Prize giving on the Podium
The prize giving on the podium will be related to the classification of the 24 hour race.
There will be an official classification published of this 24 hours race (Overall and per Class).

Amendment of art. 8.1 Competitors/Entrants (Chapter I of the Sporting & Technical Regulations): Competitor/Team manager
In every entry form, the Competitor must appoint a Team Manager who, in his/her absence, shall assume all of his/her rights and obligations.

The team manager of each team must be recognisable with a name batch. (This will be provided by the organiser)

The Competitor or the Team Manager must be available throughout the event.
Amongst others, the Competitor or Team Manager will be attributed the following tasks:
- To carry out the steps for Administrative Checks and scrutineering.
- To sign the acknowledgement of communications and sanctions.
- To attend the Briefing.
- The TEAM MANAGER is responsible to check and verify that all drivers that have passed full clothing scrutineering in a previous event having and wearing the obligatory drivers equipment in this event as indicated in the regulations; see also article 14.3
- The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (HANS) system must be logged/administrated on the control card. This administrative check is a responsibility of the TEAM MANAGER;

Change of drivers (during the event)
The text of this article must be replaced by:

Change of drivers (during the event)
A change of driver may be made before the beginning of Qualifying must be done in writing to the secretary of the event. Each requested change must be accompanied by the applicable (amendment) fee.
A change of driver during or after qualifying must be done in writing and is only allowed with the approval of the Stewards. Each requested change must be accompanied by the applicable (amendment) fee.

Amendment of art.14.3 Drivers' equipment, clothing, helmets and Frontal Head Restraint (HANS) system.
(Chapter I of the Sporting & Technical Regulations):

The text of this article must be replaced by:
14.3 Drivers' equipment, clothing, helmets and Frontal Head Restraint (HANS) system

a) Drivers' clothing is an important safety item at Creventic events. It is explicitly expressed that it is the responsibility of the entrant and/or drivers of having and wearing the obligatory drivers' equipment as indicated in these regulations throughout the event.

b) For drivers of teams with no season entry, at every event the regular full clothing check at scrutineering is obligatory to pass scrutineering; no exceptions are allowed.

c) For drivers of teams with a season entry, the following rules apply:
   - On the first event of the entrant/driver a full clothing check, Frontal Head Restraint (HANS) and helmet will take place at scrutineering and is obligatory to pass scrutineering;
   - After passing the check; the helmet, Frontal Head Restraint (HANS) will be marked with a special sticker and all overalls will be marked with a label on a clearly visible location.
   - The TEAM MANAGER is responsible to check and verify that all drivers that have passed full clothing scrutineering in a previous event having and wearing the obligatory drivers equipment in this event as indicated in the regulations; see also article 8.1;
   - The team administration of drivers having full clothing check, including helmets and Frontal Head Restraint (HANS) system must be logged/administrated on the control card. This administrative check is a responsibility of the TEAM MANAGER;
   - Each driver has to declare explicitly - by signature - that he/she is having and will be wearing the appropriate and obligatory drivers' equipment throughout the event.

d) All articles of clothing can be checked by officials at all times during the event.

e) The Race Director and the Organiser have the right to re-check all articles of clothing of each individual driver to determine it meets the requirements as indicated in the regulations.

f) Any irregularity in the administration on the control card can be penalized at the discretion of the Race Director.

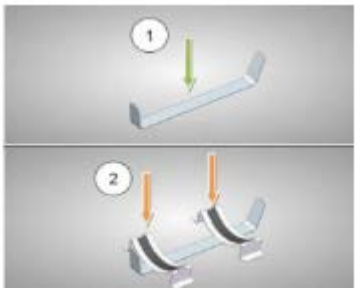
g) Drivers' clothing is a primary safety item. Whenever a driver is not having or wearing the obligatory drivers' equipment he/she will be penalized at the discretion of the Race Director.

For all Classes
Class overview, minimum reference lap times and applicable BOP
According to the Sporting & Technical Regulations, in appendix 1 of these Supplementary Regulations a complete overview of the classes is described. The figures in this overview are valid.
Appendix 1 also describes the applicable minimum reference lap times for the relevant classes.

For all Classes
Heating of tyres for 24H BRNO is allowed.

For all Classes
Fire extinguishers (Systems and Manual extinguishers)
Anti-torpedo tabs are required.

Please pay attention, according art. 7.2 and 7.3 of Appendix J – art. 253 Anti-torpedo tabs are required.
E.g. like following pictures:



For all Classes
Car Weight
Clarifying of art. 16 Weighing and Weights (Chapter 1 of the Sporting & Technical regulations)
Weighing of cars during event:
Weighing of the cars will be done at the available and assigned weight equipment (e.g. circuit weight equipment or Creventic weight equipment).
The weight measured (displayed) on this weight-scale is the applicable reference weight for the complete event.
For all participants, to determine their reference weight, the assigned weight equipment (weight-scale) is available for teams.

For all Classes (except CUP1)
Clarification of art. 3.7 (Chapter II of the Sporting & Technical Regulations):
The maximum of 6 front headlamps (units) is permitted for all cars.
This is applicable for all cars, including cars of classes TCR and 991/997 (except CUP1).

In case a car has (standard) only 4 headlights, it is allowed to mount 2 additional (external) headlamps (units).
These headlamp (units) may also be LED-units. A LED-unit (up to approx. 20cm, at discretion of scrutineering) is considered as one headlamp.
For the purpose of additional headlights it is allowed to integrate them in the FRONT-BUMPER. (So for this purpose it is allowed to make holes in the front-bumper.)

For classes: 991, 997, TCR, CUP1 and Renault Sport RS01 of class A6
Ride Height (measuring location)
For cars where it is applicable the Ride Height will be measured at an assigned (fixed) location in scrutineering building.
For all participants, to determine their reference Ride Height, the assigned location is available for teams.

For class CUP 1 (BMW 235i) CUP
BMW235i CUP regulations 2016 and applicable bulletins are valid.

For class 991 and class 997
Art. 2.2.2.3 (Chapter III of the Sporting & Technical Regulations)

Engine seal or Data logger is obligatory
The original engine seal may be removed.
In case the original engine seal is removed, NOT properly anymore or NOT original, the car **must** be equipped with a data logger according art.4.10 of chapter II of the Sporting & Technical Regulations.

Fuel filler neck with safety overflow
If the filler neck is fitted inside the luggage compartment, the filler neck must not be connected to the lid and must have free access from outside without opening the boot lid.
The filler neck must be provided with a sufficiently large collar with an overflow pipe or tube which must be directed towards the outside of the luggage compartment.
See picture with example.

Exhaust/manifold/Catalyst
The following text:
- ~~Exhaust:~~
  ~~Brand, type and modifications are free. Please note: under all circumstances the applicable noise measures need to be within the specified limits!~~

Is replaced by:
- Exhaust:
  The exhaust, AFTER the Manifold/Catalyst (Katalysator/krümmer), is free.
  Up to and including the Manifold/Catalyst, the original exhaust of Carrera Cups 2008 – 2015, is obligatory, with following part numbers: 997.113.021/022 Last digits 93, 95, 96, 98 or A1.
  Please note: under all circumstances the applicable noise measures need to be within the specified limits!

For class TCR
According art. 2.1.4 Chapter III of the Sporting & Technical Regulations, cars in class TCR need be according the technical TCR regulations, with a few exceptions (mentioned in art. 2.1.4)

Technical Regulations:
- The version TCR technical regulations of 2016 are applicable.
- Exceptions mentioned in art. 2.1.4 Chapter III of the Sporting & Technical Regulations
- Exceptions / Additional below regulations are applicable.

ABS is NOT allowed
According TCR 2016 regulations (different than in 24H SERIES Sporting & Technical Regs.) ,ABS is NOT allowed.

Additional TCR regulations:
- Data logger: AIM Evo4, including pressure sensor is obligatory
- Engine and gearbox sealing is not obligatory.
- Additional headlights, acc. art. 3.7 (Chapter II of the Sporting & Technical Regulations) (max 6 headlights) is allowed
- Minimum ride height: 80 mm (The minimum ride height must be respected by the whole car's bottom area.)
- Boost pressure: Boost pressure is limited by the certified ECU software. Checked through the data logger.
- Max refuelling amount: 100 Litre (see Appendix 1 of these Supplementary regulations)

Balance of Performance TCR cars:
- Minimum weight: (empty car, without driver and empty fuel tank)

Make / Model	BOP	Remarks
SEAT LEON CUP RACER MK3 TCR 2015 (DSG) Make: SEAT Sport Model: SEAT LEON CUP RACER V1 /DSG Must be according: **TECHNICAL FORM TCN2, dated 08 APRIL 2016 Certification No TCN2-C-001** (issued by REAL FEDERATION ESPANOLA DE AUTOMOVILISMO)	**1200 kg**	Model 2015* This TEXCHNICAL FORM (TCN2-C-001) Is a generic Technical form.
SEAT Leon TCR V2 DSG (model 2016) Make: SEAT Sport Model: SEAT Leon TCR V2 DSG (model 2016) Must be according: **TCR TECHNICAL FORM, dated 1 APRIL 2016 Certification No 004** (issued by TCR / WSC Ltd.)	**1230 kg**	Model 2016* This TECHNICAL FORM (Cert. No 004) Is a car specific Technical form (with chassis number). And must requested at TCR-international
SEAT LEON TCR V2 SEQ (model 2016) Make: SEAT Sport Model: SEAT LEON TCR V2 SEQ (Mk3) Must be according: **TCR TECHNICAL FORM, dated 1 APRIL 2016 Certification No 002** (issued by TCR / WSC Ltd.)	**1260 kg**	Model 2016 with sequential gearbox. This TECHNICAL FORM (Cert. No 002) is a car specific Technical form (with chassis number). And must requested at TCR-international.
HONDA CIVIC TCR 2016 Must be according: **TCR TECHNICAL FORM, dated 1 APRIL 2016 Certification No 001** (issued by TCR / WSC Ltd.)	**1230 kg**	This TECHNICAL FORM (Cert. No 001) Is a car specific Technical form (with chassis number). And must requested at TCR-international

* Please note:

In case **SEAT LEON CUP RACER MK3 TCR 2015 (DSG) is upgraded with (" SEAT Kit 1, aero package")**
This model is equal to:
Make: SEAT Sport
Model: SEAT Leon TCR V2 DSG (model 2016)
Must be according:
See SEAT Leon TCR V2 DSG (model 2016)

For TCES: classes SP-Touring / SP3

For TCES, the name of class SP-Touring will be changed to class SP3.
The class name is amended to SP3, for practical reasons, as this class name (SP3) is a well-known class name in 24H Series. And for this reason will be more attractive and clear to enter TCES for teams with a "SP3" car.
By doing so, the class SP3 is exactly the same as in 24H SERIES, so also the BOP and Min reference lap times are exactly the same.

For class A6:

According the Sporting & Technical Regulations (Chapter III):

Art. 2.2.3 Class A6-Pro & A6-Am

Art. 2.2.3.1

Should the number of cars entered in class A6 is below 15 (fifteen) at the entry closing date, than the Class A6-Am and Class A6-Pro will be combined to class A6.
This is the case for 24H BRNO 2016, so Class A6-Am and Class A6-Pro will be combined to one class A6.

Please note that independent of the number of cars in class A6, the BOP-implementation according Appendix 8 (MAY THE BEST TEAM WIN: BOP-implementation for class A6.) is applicable.
This means:

- All A6 teams will be combined to ONE A6 class (NO division into A6-AM and A6-PRO class)
- In class A6, there will be cars with A6-PRO BOP and cars with A6-AM BOP
- Teams with A6 AM-BOP, still the minimum reference lap time is applicable
- Teams with A6 PRO-BOP, there is NO minimum reference lap time applicable

Appendix 1: Includes also A6-BOP-table and criteria (qualifying lap time) to assign PRO-BOP or AM-BOP.

Summary class A6-PRO-BOP and A6-AM-BOP Procedure

- Promoter determines if there are less than 15 cars in class A6. This is the case for 24H BRNO 2016.
- Publication of the A6-BOP-table and criteria (qualifying time) to assign to class A6-PRO or A6-AM. See appendix 1.
- Preliminary choice (A6-PRO-BOP or A6-AM-BOP) made by the teams. Each A6 team will receive the "A6 BOP-ACCEPTANCE and PRELIMINARY CHOICE FORM" for the specific race to make this preliminary choice. Preferred before the event, but latest at administrative check.
- Clarification of art. 3.2 and 3.21.
    - If the Preliminary choice of a team is A6-AM-BOP, the car will be initially scrutineered with the AM-BOP-weight accordingly. So the practise- and qualifying-sessions must be run according this AM-BOP minimum weight. In case this teams runs finally the race in class A6-PRO, as they have had weight advantage during qualifying, their START GRID-position will be amended to the back of their class.
    - If the Preliminary choice of a team is A6-PRO-BOP, the car will be initially scrutineered with the PRO-BOP-weight accordingly. So the practise- and qualifying-sessions must be run according this PRO-BOP minimum weight. In this case, independent of the FINAL BOP-group of this team, their START GRID-position will remain according their best qualifying time.
- Teams who do NOT meet the A6-AM driver category requirement (art. 8.3 of the Sporting Regulations) will be automatically assigned with A6-PRO-BOP.
- After qualifying, the class / BOP-choice will be checked (according best qualifying lap) and if required amended.
- In extra A6 team managers briefing, A6-BOP of all A6 teams will be presented and finalized.
- Official publication of class and BOP of all A6 teams. (including the applicable minimum reference lap time for teams with A6-AM-BOP)
- Only A6 teams were BOP (weight) has changed, need to be scrutineered again (ballast weight).

For classes SPX, SP2 and SP3
According the Sporting & Technical regulations:
Each team in the SP-classes is free to make their (strategic) choice of Minimum reference lap time in combination a maximum refuelling amount and weight of the car. (The choice is free and NOT depending of qualifying time).

The applicable BOP-table, including Minimum reference lap times is shown in appendix 1.

Summary SP BOP / Minimum reference lap time procedure:
- Publication of the BOP-table, including Minimum reference lap times. See appendix 1.
- Preliminary choice (Minimum reference lap time and Max Refuel amount) made by the teams. Each SP-class team will receive the "MINIMUM REFERENCE LAP TIME FORM" for the specific race to make this preliminary choice. Preferred before the event, but latest at administrative check.
- In extra SP-class team managers briefing (after qualifying) the choices of all SP teams will be presented and finalized.
- Official publication of BOP / Minimum reference lap time of all SP-class teams.

Article 6 Track and conditions of practice/race
a. Maximum number of cars allowed to start:

	Race	Practice
Touring & GT-Cars (24h race):	80	80

b. 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.
The entry closing date is 15 September 2016. The promoter might accept late entries.
Acceptance of the entry will be send no later than 7 October 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 15 September 2016 (an entry not accompanied by the fee shall be null and void).

Administration costs for any amendment in the entry form concerning the car and/or the crew announced (including adding new drivers or changes of drivers) after the publication of the official entry list (10 October 2016) with a cost of 150€ per change.

Article 8 Collection of documents/Administrative Control
See official time schedule.

The entrant 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 entrant will receive the scrutineering forms (control card).
The Entrant and the drivers 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.
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.

Practices, Qualification and night practice
See art. 32 and art. 34 of the Sporting & Technical regulations.

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 2×2 formation
Pole position: right side
According to art. 35.4 of the sporting & technical regulations, there will be TWO (2) formation laps.

Article 11 Cooling down lap (after the finish-flag)
See art. 38 of the Sporting & Technical Regulations.

Article 12 Protests & Appeals
See art. 43 of the Sporting & Technical Regulations.

Article 13 Pit regulations
See art. 21 and art. 29.10 of the Sporting & Technical Regulations.

Article 14 Driver's briefing & Team managers briefing
See art. 33 of the Sporting & Technical Regulations.
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.

Weighing of the cars (scrutineering and during the race)
It is expressed teams must deliver their cars at scrutineering with an empty fuel tank.
Additionally the cars might be weighted during free practice qualifying and during the race.
To compensate for the weight of the driver, the driver will be weighted as well during scrutineering (including helmet and complete race outfit).
Drivers has to follow up clearly the instructions given by the Marshalls.
Any failure to comply with the minimum weight will result in Penalties; see Sporting and Technical regulations.

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

Item	Obligatory ?	See Sporting & Technical Regulations	Remarks
Start numbers	Yes	art. 4 Chapter II	Provided by Creventic
Compulsory advertising	Yes	art. 13	Provided by Creventic
Illuminated back panels (left and right door start numbers)	Yes	art. 3.8 Chapter II	Can be purchased at Creventic
Transponder with driver-ID	Yes	art. 4.6 Chapter II	Can be rented/purchased at Creventic
Led-Position display (SPAA05) (one left- and on right-side)	Yes	art. 4.8 Chapter II	Can be rented/purchased at Creventic
*Data-logger (Evo4) only for class A6, class SPX, and class TCR	Yes	art. 4.10 Chapter II	Can be rented/purchased at Memotec More info see entry-service-form
GPS tracking system	No	art. 4.9 Chapter II	Provided by Creventic

* For all teams with obligatory data-logger, (with or without Turbo) the following is obligatory:

- **Boost pressure sensor:**
  Air-pressure sensor (V26Z943 Pressure sensor 0 - 3 bar absolute),
  This air-pressure sensor must be mounted according Memotec instructions:
  *Boost pressure: Is picked up through sensor V26Z943. Measuring range 3 bar abs., resolution 0.0007 bar. It must **not** be mounted directly into the manifold but connected by a tube and fixed to the chassis (free of vibration and heat).*

- **USB-data stick**
  Teams have to RETURN the USB-data stick to scrutineering, according the Time table - Scrutineering data Memory Key.

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
There will be minimum 4 petrol and 1 diesel pump.
Please note: Refuelling at must be done by a team member (not by a tank marshal).
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.
The team manager of each team must be recognisable with a name batch. (This will be provided by the organizer).

Paddock space (behind the pit box) per entry (included in the entry fee) is 16x2,5m
However it is the intention to give the teams 16 x 3 m. Depending on the number of entries the organiser can decide otherwise.

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 Signalling

See art. 30 Chapter I of the Sporting & Technical regulations.

NIGHT SIGNALLING

a) Night signalling starts when “LIGHTS ON” board is displayed on the “Line” and/or message “Night signalling“ is displayed on the timing monitors.
b) Night signalling is done by means of LED panels at marshals´ posts 1, 3, 4, 7, 11, 14, 16, 19 and 21.
c) LED panels replace the following flags: yellow, green, red and yellow with red stripes.
d) Those panels have the same meaning as the flag signalling, in case of yellow it means overtaking is prohibited from the first yellow panel until passing the green panel.
e) CODE 60 will only be signalled with the purple code 60 flag at the marshal posts. (so not by LED panel). During the night the Code 60 flags will be illuminated with a torch.

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

AUTOMOTODROM BRNO 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:

Appendix 1: Class Overview (all classes, including applicable BOP, Minimum reference lap times and A6-BOP-table

Other appendices:
Time Schedule
Plan of the circuit
Plan of the paddock

Appendix 1: Class Overview (all classes, incl. BOP and Min. reference lap times)

This appendix replaces the class overview of the Sporting & Technical regulations.
The major differences to the class overview of the Sporting & Technical regulations are the fact that for the relevant classes the applicable “minimum reference lap times” are specified.
For convenience (to have one complete overview) all classes are listed below.
The BOP in below overview might differ from the class overview of the Sporting & Technical regulations. The figures in this overview are valid.

Petrol & Diesel Touring cars, up to 3500cc

Class	Cylinder capacity		Minimum Weight	Max Refuelling amount	Remarks	
D1	Diesel cars up to 2000cc		1100 kg	100L	Min ref lap time* 2min24 (BRNO)	
			1200 kg	120L		
A2	Petrol (up to - 2.000cc)	up to 1.300cc	710 kg	80 L	Min ref lap time* 2min24 (BRNO)	
		1.300 - 1.400cc	760 kg	80 L		
		1.400 - 1.600cc	820 kg	90 L		
		1.600 - 1.800cc	900 kg	100 L		
		1.800 - 2.000cc	980 kg	100 L		
	Petrol Supercharged engines (up to 1.650cc)	Supercharged engines up to 1.650cc	1000kg	70 L		
			1100kg	80 L		
		Peugeot RCZ 1.600cc / Turbo	1100 kg	80 L		
A3	Petrol (2.000 - 3.500cc)	2.000 - 2.500cc	1000 kg	120 L		Min ref lap time* 2min17 (BRNO)
		2.500 - 3.000cc	1100 kg	120 L		
		3.000 - 3.500cc	1200 kg	120 L		
	Petrol Supercharged engines (1.650 - 2.000cc)	Peugeot 208 GTI 1.600cc / Turbo	1050 kg	85 L		
		1.650 – 1.800cc	1000 kg	120 L	e.g. Seat Leon MK1	
		1.800 – 2.000cc	1000 kg	90 L	e.g. Seat Leon MK2, Opel Astra (NO TCR cars)	
			1100 kg	100 L		
			1200 kg	120 L		
	Diesel 2.000 – 3000cc	2.000 – 2.500cc	1100 kg	85 L		
		2.500 – 3.000cc	1200 kg	85 L		
CUP 1	BMW M235i Cup	3.000cc Twin Turbo	Remarks	Remarks	According to BMW M235i Cup regulations	
TCR	Supercharged engines 2.000cc		See art. 5b	100 L	(Models 2015 and younger)	

According to art. 18.1.1 of the regulations; the organiser will decide upon eventual waivers
** D1 diesel cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. A3*
** A2 cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. A3*
** A3 cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. SP3*

GT cars*: Porsche 997 Cup and Porsche 991 Cup classes

Class	Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
Class 997	Porsche 997 Cup	3.600 cc	1150 kg	120 L	Models 2007 .. 2009 Restrictor-Blende N/A
		3.800 cc	1200 kg	120 L	Models 2010 .. 2013 Restrictor-Blende 65mm
Class 991	Porsche 991 Cup	3.800 cc	1230 kg	100L	Models 2014 .. 2015 Restrictor-Blende 65mm

**Porsche 996 will be assigned to class SP3, Porsche 997 Cup S will be assigned to class SP2*
**If in class 997 and/or class 991 less than 5 (five) cars will participate in an event, for this event class 997 and class 991 will be combined to class 991*

A6-BOP-TABLE

As mentioned in Appendix 8 (BOP-implementation for class A6) of the Sporting & Technical regulations, the actual BOP-table (as those differs from circuit to circuit) will be published in the supplementary regulations.

BOP- table class A6-Pro & A6-Am BRNO CIRCUIT

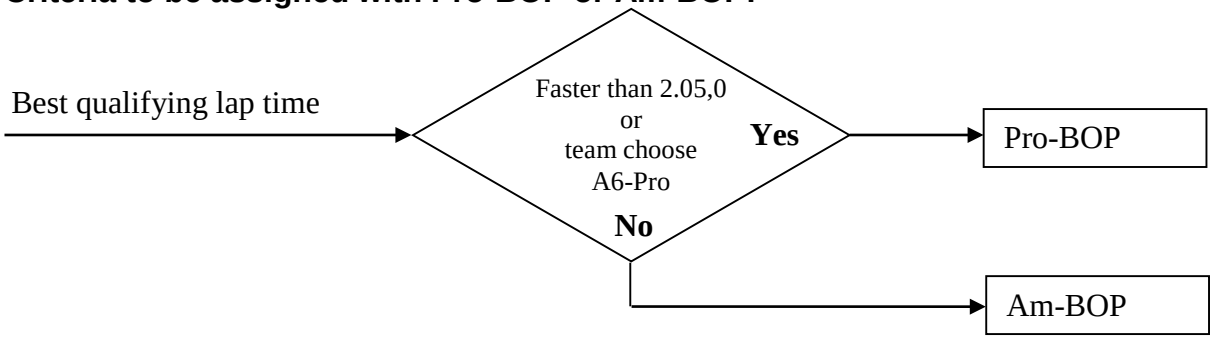
Class*	Qualifying range	Race Minimum reference lap time	Balance Of Performance***		Remarks***
			Weight	Refuelling	
A6-Am	> 2.07	2.07,0**	-/- 50kg	120 L	**BOP-advantage**
	2.05 .. 2.07	2.05,0**	+0kg	+0 L	**BOP-neutral**
A6-Pro	< 2.05	free	+30kg	-/- 5 L	**BOP-handicap** (No lap time restrictions)

* Class (A6-Am or A6-Pro) is basically determined by the best qualifying lap.
According to the regulations: The organiser reserves the right to modify BOP for individual cars at any time of the event.

** Applicable Minimum reference lap time during the race. In case a fast driver is faster than the Minimum reference lap time, by incident, the team can use one of the "Escape Joker" (Each team in class A6-Am will receive 10 escape jokers)

*** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in Appendix 1 (Class Overview)

Criteria to be assigned with Pro-BOP or Am-BOP:



Class overview Class A6 (A6-Am & Class A6-Pro) version 27 September 2016

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP	Remarks
ASTON MARTIN VANTAGE GT3	5900cc/12cyl	1300 kg	110 L	2x41,5mm	FIA-restrictor design
AUDI R8 LMS Ultra	5200cc/10cyl	1265 kg	110 L	2x47,2mm	up to and incl. 2014
AUDI R8 LMS	5200cc/10cyl	1280 kg	100L	2x39,0mm	GT3-038 FIA-restrictor design
BENTLEY CONTINENTAL GT3	4000cc//8cyl.	1300 kg	115 L	2x38,0mm	Max Boost(barA/rpm) 2,00 / 4000 - 1,90 / 4500 1,80 / 5000 - 1,70 / 5500 1,60 / > 6000 FIA-restrictor design
BMW Z4 GT3	4400cc/8cyl.	1250 kg	105 L	1x70,0mm	
CHEVROLET CORVETTE Z06R GT3	7000cc/8cyl.	1300 kg	115 L	1x59,0mm	
CHEVROLET CORVETTE C6/Z06 LMGT1	7000cc/8cyl.	1270 kg	100 L	2x31,6mm	Chas #C6R-005# Chas #C6R-006#
FERRARI 430 SCUDERIA GT3	4500cc/8cyl.	1230 kg	100 L	2x53,0mm	
FERRARI 458 ITALIA GT3	4500cc/8cyl.	1280 kg	110L	2x45,0mm	
FERRARI 488 GT3	3900cc/8cyl.	1300 kg	110 L	N/A	Max Boost(barA/rpm) 1,47/4000 1,51/4500 1,56/5000 1,60/5500 1,63/6000 1.59//6500 1,54/7000 1,49/>7250
FERRARI F458GT (VdeV1)	4500cc/8cyl.	1250 kg	100 L	2x56,0mm	Chas #2850# Chas #2842#
LAMBORGHINI GALLARDO LP560 GT3	5200cc/10cyl	1225 kg	100 L	2x47,2mm	
LAMBORGHINI HURACAN GT3	5200cc/10cyl	1275 kg	100 L	2x38,0mm	FIA-restrictor design
LAMBORGHINI HURACAN Super Trofeo	5200cc/10cyl	1275 kg	110 L	2x41,0mm	
MASERATI GRANTURISMO MC GT3	4700cc/8cyl.	1220 kg	105 L	1x65,0mm	
McLaren MP4-12C GT3	3800cc/8cyl.	1275 kg	115 L	2x36,0mm	Max Boost(barA/rpm) 1,82/4000 1,80/4500 1,78/5000 1,76/5000 1,72/6000 1,65//6500 1,59/7000 1,53/>7500
McLaren 650S GT3	3800cc/8cyl.	Tba	Tba	Tba	Max Boost(barA/rpm) Tba
MERCEDES SLS AMG GT3	6200cc/8cyl.	1350 kg	105 L	2x38,0mm	FIA-restrictor design
MERCEDES AMG GT3	6200cc/8cyl.	1325 kg	105 L	2x34,5mm	FIA-restrictor design
NISSAN GT-R GT3	3800cc/6cyl.	1335 kg	115 L	2x40,0mm	Up to and incl. 2014 Max Pboost 2,05 barA (all rpm)
	3800cc/6cyl.	1300 kg	110 L	2x40,0mm	EVO 2015 Max Pboost 2,0 barA (all rpm)
PORSCHE 997 GT3 R	4000cc/6cyl.	1225 kg	100 L	1x72,0mm	MY2012 or older
	4000cc/6cyl.	1225 kg	100 L	1x60,0mm	MY2013
PORSCHE 991 GT3 R	4000cc/6cyl.	1265 kg	95 L	2x43,0mm	FIA-restrictor design
RADICAL SPORTSCARS RXC TURBO GT3	3500cc/6cyl.	Tba	Tba	Tba	Max Boost(barA/rpm) Tba
RENAULT SPORT RS01 Configuration BOP GT3	3800cc/6cyl.	1220 kg	110 L	2x42,0mm	Max Pboost 1,95 barA (all rpm)
SCG 003C	3500cc/6cyl.	1280 kg	115 L	2x35,0mm	Max Pboost 1,95 barA (all rpm)
SRT VIPER GT3-R	8400cc/10cyl	Tba	Tba	Tba	
Your (GT) car not listed here? Please make an individual request to info@creventic.com					

* FIA-restrictor design, according FIA-2013/2014/2015/2016 restrictor design

**According to the regulations, the organiser alone decides on eligibility of individual vehicles.*

**According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.*

Exceptional cars, class SPX

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP	Remarks
LAMBORGHINI Huracan Super Trofeo	5200cc/10cyl	**1325 kg**	*According BOP-table below	**2x41,0mm**	
Porsche GT-America	4000cc/6cyl.	**1250kg**	*According BOP-table below	**N/A**	
Your (GT) car not listed here? Please make an individual request to info@creventic.com					

**According to the regulations, the organiser alone decides on eligibility of individual vehicles.*
**According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.*
**According to the regulations, the organiser may decide and assign "Min. reference lap times" on individual cars.*

Class SPX: BOP-Table

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount		
			Minimum Weight **1100 kg**	Minimum Weight **1200 kg**	Minimum Weight **1300 kg**
SPX*	N/A	2min05 (BRNO)	**80 L**	**90 L**	**100 L**
		2min06 (BRNO)	**90 L**	**100 L**	**110 L**
		2min07 (BRNO)	**100 L**	**110 L**	**120 L**

**According to the regulations, the organiser alone decides on eligibility of individual vehicles.*
**According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.*
**According to the regulations, the organiser may decide and assign "Min. reference lap times" on individual cars.*

Exceptional cars, class SP2 (Petrol and Diesel)

Porsches 991/997/997CupS: Fixed BOP: (for accepted(modified models))

- Minimum weight: 1260 kg
- Restrictor-Blende 65mm

GC Automobile V8:

- Minimum weight: 1100 kg

All other SP2 cars:

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount		
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1250 kg
SP2*	N/A	2min08 (BRNO)	80 L	90 L	100 L
		2min09 (BRNO)	90 L	100 L	110 L
		2min10 (BRNO)	100 L	110 L	120 L

**According to the regulations, the organiser alone decides on eligibility of individual vehicles.*
**According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.*
**For diesel cars (as diesels cars are more efficient on fuel), the organiser might decide to reduce above "Max refuelling amount" (e.g. by 20%). The organiser has the right to do this for individual cars.*

Exceptional cars, class SP3 (Petrol or Diesel)

KTM X-bow GT4: Fixed BOP:

- Minimum weight: 1030 kg
- Pboost max is: 2,3bar (in depended of the ambient air pressure)
- Max rpm: 7000 rpm (at all gears)
- Operational Evo4 AIM datalogger is obligatory
- Ride Height is free
- Refuel amount according SP3-BOP-Table

All other SP3 cars:

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount				
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1100 kg	Minimum Weight 1200 kg	Minimum Weight 1300 kg
SP3*	N/A	2min12 (BRNO)	60 L	70 L	80 L	90 L	100 L
		2min13 (BRNO)	70 L	80 L	90 L	100 L	110 L
		2min14 (BRNO)	80 L	90 L	100 L	110 L	120 L
		2min15 (BRNO)	90 L	100 L	110 L	120 L	120 L

**According to the regulations, the organiser alone decides on eligibility of individual vehicles.*
**According to the regulations, the organiser reserves the right to adjust the BOP at any time of the event.*
**For diesel cars (as diesels cars are more efficient on fuel), the organiser might decide to reduce above "Max refuelling amount" (e.g. by 15%). The organiser has the right to do this for individual cars.*