



HUNGARORING



Supplementary Regulations Dunlop 12H Hungary, 5-6 April 2013

(Version 21 March 2013)
Approved by MNASZ, ASN - Hungary



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Article 1 Event information

Name Event: Dunlop 12H Hungaroring 2013
Track: Hungaroring, Hungary
Date Event: 5 - 6 April 2013
Type of Event: Foreign Organiser's Event in Hungary (National open event, with authorized foreign participants)
Classes: Touring, GT and 24hSpecial according: Sportive and Technical Regulations

Drivers Eligibility:

The race will be open for any driver with minimal a National license (EU).
As mentioned in the Sporting&Technical regulations: Foreign competitors must submit the authorization of their ASN (see art. 70 ISC).

ASN Permit: K-121/2013.03.25.

Article 2a Sporting Authority (ASN)

MNASZ – National Automobilsport Federation of Hungary
H-1146 Budapest
Istvánmezei út 1-3.
Magyar Sport Háza
Hungary

Article 2b Organiser

Hungaroring Sport Zrt..
H-2146 Mogyoród, pf.10
Hungary

Article 2c Promotor

Promotor – Postal Address
Creventic BV
PO Box 40
6590 AA Gennep
The Netherlands

Promotor – Contacts
Creventic BV
Gerrie Willems
Phone: +31 (0)485-471166
Telefax: +31 (0)485-471127
E-Mail: willems@creventic.com
Internet: www.24HSeries.com

Article 2d Circuit

Hungaroring,
Budapest, Hungary
Grand Prix Circuit
(length: 4,381 km run in clockwise direction)

Article 2e Organising Committee

On behalf of the Promoter: Gerrie Willems
On behalf of the Promoter: Helen Roukens
On behalf of the Organiser: Linda Nyíró



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Article 3 Locations

Race administration/Welcome:	1st floor (control tower)
Parc Fermé:	The Parc fermé after the qualifying practice will be the participant's pits, where the Parc fermé rules will apply. While the 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:	2 nd floor (control tower)
Official Notice Board:	Outside wall (below control tower)
Steward's Office:	1 st floor (control tower)
Assembly Area/Pre-Grid:	Area close to control tower
Scrutineering:	Pit garage 6
Refuelling area:	Pit garages 40-55
Media room:	2 nd floor (control tower)

Article 4 Officials

Chairman of the Stewards:	Péter Faluvégi	(License No. 5004)
Steward:	András Kassai	(License No. 5007)
Steward:	Lajos Herczeg	(License No. 5006)
Clerk of the Course:	Jeroen Steenhuis	(License No. 17843)
Deputy Clerck of the Course	Paul Dyson	(License No. 1632)
Deputy Clerck of the Course and		
Chief of the Marshals	Tamás Zettner Jr.	(License No. 1925)
Assistant of Sporting coordinator	Andrea Horváth	(License No. 1791)
Secretary of the Meeting:	TBA	
Chief Medical Officer:	László Pék MD	
Chief Timekeeping:	Péter Majosházi	(License No.)
Chief Scrutineer :	Armin Kolmsee	(License No. 1046249)
Scrutineer:	Manfred Malberg	(License No. TBA)



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Article 5 Regulations

The following regulations will be used:

1. FIA International Sporting Code and Appendices (ISC)
2. These Supplementary Regulations
3. Sporting and Technical Regulations Creventic Events, Approved by KNAF under Permit No.:0306.12.271
4. The specific Technical and Sporting Regulations of the participating support races
5. All entrants undertake to respect these regulations by participating in the event.

LIGHTS ON

For the 12h race, the lights on the car must be switched on at the sign "LIGHTS ON"
(This is expected about 19.00hours)

Start numbers

The organization will provide start numbers.

Due to the fact almost the complete race will be during daylight, different then mentioned in the sporting & technical regulations (Chapter II art. 3.8) illumination of the start numbers is not obligatory. Therefore illuminated back panels for the start numbers are not obligatory.

Porsche Cup S will be assigned to class 997

Porsche cup S (3600cc), different then mentioned in the sporting & technical regulations this car will be assigned to class 997 (instead of class A6).

The reason for this amendment is that the performance of the newer models Porsche cup cars (3800cc) are comparable with the older type (up to 2009) Porsche Cup S cars (3600cc).

Porsche 997 Cup S will be assigned to class 997 category models 2010-2013 with a minimum weight of 1200 kg and max refuelling amount of 90 Liter.

See also appendix 2 of these supplementary regulations.

Minimum Reference lap time regulations and amended class overview

See appendix 2 of these supplementary regulations.

Technical amendment for classes 997 and A6

Additional to the sporting & technical regulations, the following modifications, which might or will have a positive influence on the performance of the are allowed:

Class 997 Art. 2.2.2.3 Modifications & Class A6 Art. 2.2.3.3 Modifications

- Drive shafts are free
- Differential is free
- Clutch is free
- Brakes: Brake system is free, except brake disc material (Steel) and diameter (this already in the regulations).
Clarification:
This includes brake cooling is free (e.g. electrical blowers/fans) with following limitations:
 - as long as the air-cooling holes in the front bumper are according to the homologation.
 - Cooling of the brakes need to be also according a of the technical regulations. (art. 9.2 appendix 1)

Art. 9.2 Appendix 1 of the Technical regulations will be amended as follows:

Art. 9.2 Cooling of the brakes

Front and rear brakes: protection shields are free.

The maximum of two pipes to bring the air to the brakes of each wheel is allowed. The inner total section of one or both air pipes must not be more than 227 ccm. This corresponds for example to a section of 12 cm in diameter for 2 equal pipes or 17 cm for one single pipe.

The air pipes must not protrude over the perimeter of the car, seen from above.



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Sporting amendment for Class A6

Different then described in the sporting & technical regulations, for 12H Hungary 2013:

Class A6-Am & A6-Pro are combined to one Class A6. (This due to the limited numbers of A6-entries)
(Amateur & gentlemen drivers will gain from BOP-advantage)

The Balance of Performance (BOP) implementation will still be applicable according the Sporting & technical regulations. So the actual BOP (handicap or advantage) of a car will be bases on the best qualifying time of the specified car and will be derived from the BOP-table below:

BOP- table for class A6 for Hungaroring 4,381 km Grand Prix circuit

Class*	Qualifying range	Race Minimum reference lap time***	Balance Of Performance**		Remarks
			Weight	Refuelling	
Class* A6	> 1.54,0	1.54,0	-/- 50kg	120 L	BOP-advantage Mainly Amateurs & gentlemen
	1.52 .. 1.54	1.52,0	+0kg	+0 L	BOP-neutral Mainly Amateurs & gentlemen & semi-pros
	< 1.52,0	free	+30kg	-/- 5 L	BOP-handicap Mainly semi-pros & professionals (No lap time restrictions)

* For 12H Hungary 2013: Class A6-Am & A6-Pro are combined to one Class A6.

** The actual BOP assigned to a car 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.

Example: A team which is considered as a professional team, e.g. lined-up with a majority of (semi-) professional drivers, even with a best qualifying lap time, slower than 1.52, might be assigned to BOP-range <1.52 (+30kg -/- 5L).

** BOP adjusted (+/-) ballast weight and refuelling amount, referred to initial value specified in these Supplementary Regulations. (Please note: for 12H Hungary 2013, for all A6 teams the ground clearance is free).

*** 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, with a minimum ref. lap time will receive 10 escape jokers)



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Article 6 Track and conditions of practice/race

a. Maximum number of cars allowed to start:

	Race	Practice
Cars (12h race):	40	50

b. Access to the track

Practices, Qualifying practices and the races

For drivers with a pit box through the pit lane.

Article 7 Scrutineering and Parc Fermé

See Sporting and Technical Regulations

Article 8 Entry: closing date and acceptance

This event is open for drivers according to: see art.1 of these supplementary regulations.

As specified on the entry form the entry closes 15 March 2013.

Acceptance of the entry will be send no later than 1 April 2013. 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 9 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/licence-control and afterwards for the scrutineering.

At the administrative checking the entrant and driver must show a National or International driver's and – if applicable – an entrant's licence. Drivers from abroad need an authorisation of their ASN (ISC Art. 70). Drivers from abroad with a National license with a EU flag on the license, can take part without the need for special authorization (ISC Art. 47b).

At the license control the entrant will receive the scrutineering forms (control card).

The driver must sign the 'responsibility clause' (according to the General regulations concerning racing contests).

Article 10 Time schedule: Scrutineering, Timed Practices/Qualifying and Race

See official time schedule.

The night practice does not counting for qualification.

Article 11 Start

The starting procedure will be explained at the driver's briefing.

Touring, GT and 24hSpecial according to Sporting and Technical Regulations

Rolling start

Starting grid: in a 2x2 formation

Pole position: right

A rolling start is the manner in which the race will commence.

Different then mentioned in the Sporting & Technical Regulations there will be only ONE warm up /formation lap.

Warming up of tyres is allowed till TURN 11. After TURN 11, cars must line up (2x2 formation) for the



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start. From then it is forbidden to make zigzag man oeuvres. And the distance with the car in front of you must be no longer than 3 car lengths.

When the course car has pulled away the Pole Position car will be responsible for maintaining the speed towards the start/ finish line (approx 60 km/h).

The signal for the start of the race can be given from this moment on. The leading cars will remain their speed (of approx 60km/h) until the RED start-light is switched OFF.

Overtaking is allowed when you have **passed the finish line**.

Article 12 Cooling down lap (after the finish-flag)

All classes will drive a complete cooling down-lap after timed practices and races and leave the track at the entry of the pit lane (marshals can show a red flag), exceptions can be made by the Clerk of the Course/Race Director, which will be announced during the Driver's Briefing.

Article 13 Protests

Protests must be lodged in accordance with the stipulations of the FIA International Sporting Code (Art. 171 to 179). Under strict respect of the protest time limits of 30 minutes, all protest must be lodged in writing and handed to the Clerk of the course or the secretary of the meeting, or, if this is not possible, to the Stewards of the Meeting along with a fee of 1.000 Euro.

Those 30 minutes starts from the moment of publication of the signed classification results on the official notice board.

The Appeal fee is 1.500 Euro.

Article 14 Pit regulations

- a. All pit garages must be kept closed to avoid unauthorised persons passing through to pit lane, fines may be imposed by the Stewards of the Meeting on offenders.
- b. Refuelling in pit box and the area behind the pit boxes is not allowed during practice and race.
- c. It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pit building.
- d. The maximum speed in the pit lane is 40 km/h at all times and 20 km/h in the refuelling area – it will be controlled by a radar.
- e. Access to the pit: minimum age is 16 years.
- f. The pit lane has been divided into two lanes. The lane closest to the pit wall/track is designated the 'fast lane' and the lane closest to the pit boxes is designated the 'inner lane' or 'working lane', and is the only area where any work can be carried out on a car.
- g. The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane and is only accessible to pit lane-officials.
- h. Competitors must not paint lines on any part of the pit lane.
- i. No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.
- j. Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is completed.
- k. Any change of drivers may only take place in the pit of the team or in the working area of Pit lane before the pit assigned to the team.
- l. Every driver change, pit stop, refuelling operation and (time) penalty must be administered by the team.

For this purpose the organization will provide so called YELLOW CONTROL CARDS.

It is the responsibility of the team manager that those Yellow Control Cards are filled in correctly and signed by the team manager.

Those Yellow Control Cards must clearly put on the wall in the pit box (at pit lane side). So the CoC's and/or officials can easily verify at any moment the correctness if the pit stop/refuelling administration.



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Article 15 Driver's briefing & Team managers briefing

A briefing will be held for all classes, this will be published on the official notice board and/or in the time schedule. All team managers, drivers and entrants in that class are obliged to attend this briefing. The Stewards of the Meeting may sanction non or late attendance.

In addition there will be an extra team manager briefing for class A6 (only).

For date, time and location: see official time schedule.

Article 16 Scrutineering (TC)

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. After the team has completed the control card, the team will receive a so called final approved sticker (12H HUNGARY 2013 sticker).

Only this final sticker (as provided by the secretary of the meeting) indicates that the car is allowed to participate. **Without this sticker, the car may not participate in practice/race.**

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.

Drivers equipment

Frontal Head Restraint (FHR) system is compulsory as stated in the Sporting & Technical Regulations.

Article 17 Fuel/Checking on fuel

According the sporting & technical regulations (art. 21.3 Chapter I), the refuelling method will be described in the supplementary regulations. Below the fuel and refuelling regulations will be described.

To take part in practices, qualifying and the race it is compulsory:

Petrol: To buy and use the petrol at the prescribed fuel supplier/station located opposite the circuit entrance of the Hungaroring.

Diesel: To buy and use diesel from Creventic BV at a fixed price for the complete event.

This fixed price includes, the refuelling installation.

In case of force majeure, alternatively the diesel need to bought at supplier/station located opposite the circuit entrance of the Hungaroring. In this case the teams need to refuel with their own refuelling equipment.

- **THE TEAM REFUELING MEMBERS MUST WEAR FLAMEPROOF OVERALLS, GLOVES AND BALACLAVAS.**
- The SPEED LIMIT in this special refueling area is 20KM/hour.
- Re-fuelling will take place **in front of pit boxes 40 to 55**. Those pit boxes will NOT be used by teams who take part at the 12H race.
- In front which pit box each team has to refuel, will be allocated by the organization and will be published together with the pit box allocation. This will be the same order as the pit box allocation.
- Re-fuelling will be carried out by the team's own crew members.
- **All instructions of pit- and or fire marshals have to be followed strictly.**

Following "Hungaroring circuit" rules, Re-fuelling in front of the team's own pit box or in the pit box is absolutely forbidden.



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Re-fuelling can be done by the following means:

1. A fuel rig installation as outlined in art. 252.6.5 of FIA-Annex J 2011, including all required FIA-approved shackles, hoses, ventilators and ventilation tanks
2. FIA-homologated (e.g. 20-30-40 liter) quick filling refueling canisters.
3. 20 liter steel jerry cans with a fixed re-fuelling hose of max. 50cm. long, with or without ventilation tap. Re-fuelling with funnels is forbidden.
4. Only with explicit approval of the Clerk of the Course, eventually other type of jerry cans, may be allowed.
Also with a fixed re-fuelling hose of max. 50cm. long, with or without ventilation tap. Re-fuelling with funnels is forbidden.
5. Only with explicit approval of the clerk of the course, eventually drums with a mechanical or electrical pump, may be allowed. Re-fuelling with funnels is forbidden.

Additional following rules apply:

A minimum duration of 120 seconds for each re-fuelling applies.

(Independent if a fuel rig installation is used or refuelling is done by jerry cans)\

- Teams need to be able to measure the refueling amount (Liter) themselves and prove this to Scrutineering. Additionally the team needs to write down the actual refueling amount (Liters) on the so called YELLOW CONTROL CARD.
- According to the sporting & technical regulations (art. 21.3 Chapter I), all Cars (except cars with turbo engines, diesel or petrol) must have the engine and the lights turned-off.
During re-fuelling, the driver must remain in the car (driver change is not permitted) and a team member must keep a fire extinguisher of at least 6 kg ready to use. The circuit's fire extinguishers may not be used for this purpose.
- Change of drivers and all other work on the car in the refuelling area is strictly forbidden. Even window cleaning in the refueling area is forbidden.
- During re-fuelling, all doors and windows of the car have to be closed.
- When a car is provided with a so-called fast fuel rig installation with two inlets and re-fuelling will be done with a 20 litre can, only 1 hole of the fuel rig installation may be used. The second hole has to be locked up during the whole event by a metal lid.
- Re-fuelling may only be done with one can at the time.
- Fuel storage jerry cans must be maximum 60 liter. Fuel storage in metal drums must be maximum 200 liter.
- The organisers will be carrying out inspections concerning the safety standards of the fuel rig installations.
- During re-fuelling, the persons carrying out the re-fuelling work must be completely covered with cloths (fireproof clothing plus fireproof balaclava and gloves).
- During every refuelling stop, a collector tray and environmental (fuel) absorption mat on the ground are compulsory for collecting any fluids that may have leaked.
- A report will be made about every refuelling stop by an official authorised to do so, the team manager has to report to this official the amount of refuelling (Litres) as well as which driver is in the car.
- Smoking in, around and on the pits and the pit boxes is absolutely prohibited.
- Children under 16 years of age will not be admitted into the pit lane.

Article 18 Tickets/Passes

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.



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Article 19 Timekeeping & driver ID-transponder

According the sporting & technical regulations (art. 4.6 Chapter II), a valid transponder will be described in the supplementary regulations.

A transponder with driver-ID is obligatory, see appendix 1.

Malversation or obstruction of the rules mentioned in this article will lead to exclusion and shall be reported to the Stewards of the Meeting.

Code 60 lap time is 4 minutes and 23 seconds (circuit 4,381 km).

Article 20 Signalling

Information and instructions will be transmitted to the drivers by means of the signals provided for in Appendix H of the FIA International Sporting Code.

For the 12h race also the purple code 60 flag is applicable, for details see Sporting and Technical Regulations.

Article 21 Noise and environmental regulations

Apart from the Hungaroring noise rules, to show respect to the circuits neighbors, all competitors need to explicit acknowledge by signature on the entry form their entered race car will NOT exceed the following noise limitations.

The following limit values may not be exceeded:

For 12h Hungary:

For all classes: 103dBA measured according to the official FIA sound measuring method.

Measurements will be made at 0.5meter from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45degrees with the exhaust outlet. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0m from the centre line of the vehicle, with the microphone 1.2meter above the ground. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0meter (in the 0.5meter test) or within 10.0meter (in the 2.0meter test).

Background sound levels should be at least 10db(A) below the measured level.

With distances from 2.0meter to 8.0meter it is necessary that there be a minimum of 20.0meter radius open flat space around the vehicle. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.

During this noise test, cars should run their engines at 75% of there maximum RPM.

Following authorities' decision, all engines must be stopped between 20:15 and 7:00 hrs, except during the race.



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Article 22 Tyres

According the sporting & technical regulations (art. 22 Chapter I), in case of single tyre supplier, this will be described in the supplementary regulations.

Dunlop, as title sponsor, will be the exclusive and single tyre supplier for 12H HUNGARY 2013.

All participating teams are obligated to run the entire event (free practice, qualifying, night practice and 12H race) on Dunlop.

Only Dunlop tyres may be used which are delivered by Dunlop Benelux at Hungaroring (those tyres can be recognized by a special decal/markings.) For "WET" tyres: Dunlop will accept a maximum of two sets of Dunlop "WET" tyres to be used during the 12H event purchased at other events (these "WET" tyres need to be pre marked with a special decal sticker by Dunlop at Hungaroring)

All teams must Dunlop stickers (will be provided) affixed on all 4 corners of the car.

Dunlop Benelux will provide technical and tyre fitting service at the circuit.

Dunlop Motorsport Benelux (Musko Racing)

Contact person: Kees Konings

Mobile: 0031-620139069

Email : kees@muskoracing.nl

Article 23 Supplementary Regulations

Any changes or supplements to these regulations will be published on the official notice board.

Appendix 1: Driver-ID transponder

Appendix 2: Class overview

Other appendices:

Time Schedule

Plan of the Circuit

Plan of the Paddock

Approved by MNASZ, on 25.03.2012.

Approval No: K-121/25.03.2013



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Appendix 1: Driver-ID Transponder

As mentioned in art. 4.6 Chapter II of the Sporting & Technical regulations, valid transponders will be mentioned in the supplementary regulations. Additionally they are also published in the entry form.

For 12H Hungary:

Valid transponders is:

Transponder with Driver-ID

To further improve communication opportunities (e.g. for commentators) for all classes a transponder with a Drivers ID is obligated:

Valid transponders with 4 or 5 Drivers ID are:

- MYLAPS CAR DP-i transponder (previously the TranX260 DP-i transponder)

Such a Driver-ID transponder can be rented or purchased at race administration.

As published in the entry form.

LED-indicator on transponder

Driver-ID transponders will flash in a pattern that indicates the position of the driver-ID switch.

(e.g. 3 flashes means driver 3)

When you see a continue light, the driver position is not working (e.g. disconnected switch).

When you see no light at all, your transponder is not working at all.

In both cases consult the timekeepers.

Please read and mount your driver-ID transponder according the timekeeping instruction:

Where to mount your driver-ID transponder?



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Appendix 2: Class Overview (all classes)

This appendix replaces appendix 7 (Class overview) of the sporting & technical regulations.

The major differences to appendix 7 of the sporting & technical regulations are:

- For the relevant classes the applicable “minimum reference lap times” are specified.
- For class A6 (GT cars) also the missing figures of the relevant participating GT cars are completed and the BOP is updated.
- Class A3T is limited to Turbo engines up to 2000cc.
- Porsche Cup S is assigned to class 997.

For convenience (to have one complete overview) all classes are listed below.

Class overview:

Including applicable minimum weight and maximum refuelling amount (maximum refuelling amount, see note at the end of this appendix. Basically all cars are allowed to have a fuel tank of maximum 120 Litre).

For some classes, if applicable, also the applicable balance of performance figures are specified.

For some classes, if applicable, also the “minimum reference lap time” is specified.

Petrol Touring cars, up to 3500cc

Class	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
A1 (up to 1600cc)	up to 1.300 cc	710 kg	80 L	
	1.300 - 1.400 cc	760 kg	80 L	
	1.400 - 1.600 cc	820 kg	90 L	
A2 (1.600 – 2000 cc) & (Turbo engines up to 1600cc)	1.600 - 1.800 cc	900 kg	100 L	
	1.800 - 2.000 cc	980 kg	100 L	
	Turbo engines up to 1600cc	1000kg	100L	
A3T (Turbo engines up to 2.000 cc)	1.600 – 1.800 cc	1000 kg	120 L	e.g. Seat Leon MK1
	1.800 – 2.000 cc	1000 kg	90 L	e.g. Seat Leon MK2, Opel Astra
		1100 kg	100 L	
		1200 kg	120 L	
A4 (2.000 - 3.000 cc)	2.000 - 2.500 cc	1000 kg	120 L	
	2.500 - 3.000 cc	1100 kg	120 L	
A5 (3.000 - 3.500 cc)	3.000 - 3.500 cc	1200 kg	120 L	

According to art. 18.1.1 of the regulations; the organiser will decide upon eventual waivers

Diesel Touring Cars, up to 3000cc

Class	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
D1 Up to 2000cc	Up to 2000cc	1.100 kg	80 L	Min ref lap time* 2min07 (Hungary)
		1.200 kg	100 L	
D2 (2.000 – 3.000cc)	2.000 – 2.500 cc	1.100 kg	100 L	
	2.500 – 3.000 cc	1.200 kg	100 L	

* diesel cars which will be faster than the min ref lap time will be assigned to most suitable class, e.g. D2 or A3T



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GT cars: Porsche 996 Cup and Porsche 997 Cup classes

Class	Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	Remarks
Class 996 (Porsche)	Porsche 996 Cup	3.600 cc	1150 kg	120 L	
Class 997** (Porsche)	Porsche 997 Cup	3.600 cc	1150 kg	120 L	Models 2007/2008/2009
		3.800 cc	1200 kg	90 L	*Models 997 Cup 2010-2013 *Model 997 Cup S (3600cc)

**According to the regulations, models 2010-2013 are allowed to enter class A6 (with 120L).*

So teams with 997 Cup models 2010-2013 can choose their own class (class 997@90L or class A6@120L).

***For class 997, in case, in both categories, five or more cars are entered, this class will be divided into 2 separate classes. Class 997 (models 2007-2008-2009) and Class 997 (models 2010-2013 & Cup S).*

**HUNGARORING****GT cars (also American GT's are eligible in this class)****Class A6** (for 12H Hungary: Class Am & Pro are combined to one class A6)

Brand & Type	Cylinder capacity	Minimum Weight	Max Refuelling amount	BOP	Re- marks
ASTON MARTIN DBRS9	5935cc/12cyl	1290 kg	110 L	2x59,0mm	
ASTON MARTIN V12 VANTAGE GT3	5935cc/12cyl	1290 kg	110 L	2x34,0mm	
AUDI R8 LMS & Ultra	5200cc/10cyl	1300 kg	110 L	2x43,5mm	
BMW ALPINA B6 GT3	4400cc/8cyl.	1250 kg	100 L	1x72,0mm	
BMW M3 GT2	4000cc/8cyl.	1250 kg	100 L	2x30,5mm	
BMW Z4 GT3	4400cc/8cyl.	1225 kg	100 L	1x70,0mm	
CHEVROLET CAMARO GT3	7883cc/8cyl.	1300 kg	110 L	1x72,0mm	
CHEVROLET CORVETTE Z06R GT3	7000cc/8cyl.	1300 kg	110 L	1x58,0mm	
DODGE VIPER COMP. COUPE	8300cc/10cyl	1300 kg	110 L	N/A	
FERRARI 430 GTC (GT2)	4000cc/8cyl.	1150 kg	100 L	2x30,1mm	MY2009 or older
FERRARI 430 GTC (GT2)	4000cc/8cyl.	1200 kg	100 L	2x30,1mm	MY2010 or later
FERRARI 430 SCUDERIA GT3	4500cc/8cyl.	1230 kg	100 L	2x53,0mm	
FERRARI 458 ITALIA GT2	4500cc/8cyl.	1250 kg	100 L	2x30,1mm	
FERRARI 458 ITALIA GT3	4500cc/8cyl.	1275 kg	105 L	2x45,0mm	
FORD GT GT3	5000cc/8cyl.	1225 kg	105 L	2x48,0mm	
FORD MUSTANG FR500-GT	5000cc/8cyl.	1320 kg	110 L	N/A	
FORD MUSTANG MARC VDS	5300cc/8cyl.	1375 kg	110 L	N/A	
GINETTA G50Z GT3	3400cc/8cyl.	1100 kg	100 L	N/A	
JAGUAR XKR	4200cc/8cyl.	1240 kg	100 L	Tba	
LAMBORGHINI GALLARDO LP560 GT3	5200cc/10cyl	1225 kg	100 L	2x47,2mm	
LAMBORGHINI GALLARDO LP520 GT3	5000cc/10cyl	1225 kg	100 L	2x53,0mm	
LOTUS EXIGE GT3	1800cc/4cyl.	808 kg	Tba	Tba	
MASERATI GRAND SP. LIGHT	4200cc/8cyl.	1180 kg	100 L	Tba	
McLaren MP4-12C GT3	3800cc/8cyl.	1275 kg	110 L	2x35,0mm	Max boost P1,85 barA
MERCEDES SLS AMG GT3	6200cc/8cyl.	1340 kg	110 L	2x34,5mm	
MOSLER MT 900 GT3	7000cc/8cyl.	1200 kg	100 L	2x42,7mm	
NISSAN GT-R GT3	3800cc/6cyl.	1300 kg	110 L	2x36,0mm	Twin Turbo
PORSCHE 997 GT3 R	4000cc/6cyl.	1225 kg	100 L	1 x 76.8mm	
PORSCHE 997 RSR	4000cc/6cyl.	1250 kg	100 L	2x30,5mm	MY2011 or older
PORSCHE 997 RSR	4000cc/6cyl.	1275 kg	100 L	2x30,5mm	MY2012
PORSCHE GT3 R Hybrid	4000cc/6cyl.	1300 kg	110 L	1x 45,0mm	
PORSCHE 997 Cup** Modified or MY 2010 or later	3800cc/6cyl	1200 kg	120 L	N/A	See note**
Your (GT3) 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, Porsche Cup models 2010-2013 are also allowed to enter class 997 (with 90L).

So teams with Porsche Cup models 2010-2013 can choose their own class (class 997@90L or class A6@120L).



HUNGARORING



Exceptional cars, class SP2 GT3-A (Petrol and Diesel)

**Group Special cars (cars which do not fit or are not accepted in any other class)
based on minimum reference lap time (guide-line is approx. 2,6kg/hp or more)**

The performance level, regulated by minimum lap time, is approximately comparable with the Porsche 997 Cup car and basically not as fast as class A6.

This SP2-GT3A class is meant for the following range of cars:

Cars which fits from performance point of view, to the prescribed minimum reference time in the table below.

- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

(e.g. Holden V8, Toyota Lexus, Chevrolet Corvette, BMW 140 GTR, BMW E46 V10, BMW M3 E92, Aston Martin Vantage N24, Aston Martin Vantage V12, Lotus, Nissan Z33, Nissan 370 Z, Audi RS4, Audi D11 V8, Audi D2 V12, Mitsubishi Dodge Stealth 3000cc Turbo, Marcos Mantis, Panoz V8 Star, LEXUS LF-A, Gomez Competition GC10.1, Ferrari F458 Challenge, Ginetta G55, P4/5 Competizione)

Class	Cylinder capacity	Minimum reference lap time	Max Refuelling amount		
			Minimum Weight 750 kg	Minimum Weight 1000 kg	Minimum Weight 1300 kg
SP2 GT3-A*	N/A	12H Hungary 2013: 1min53	80 L	90 L	100 L
		12H Hungary 2013: 1min54	90 L	100 L	110 L
		12H Hungary 2013: 1min55	100 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.*

**HUNGARORING****Exceptional cars, class SP3 GT4-A (Petrol or Diesel)**

Group Special cars, is a class generally meant for GT4 cars, based on minimum reference lap time.

The performance level, regulated by minimum lap time, is approximately comparable with GT4 cars.

This SP3-GT4A class is meant for the following range of cars:

Cars which fits from performance point of view, to the prescribed minimum reference time in the table below.

- E.g. Cars which do not fit or are not accepted in any other class
- E.g. Cars which have a close to production engine or limited tuned
- E.g. Not homologated cars

Note: A car which is considered as: to be too fast for this class, might be assigned to class SP2-GT3A

(e.g. Aston Martin V8 Vantage N24/GT4, BMW Z4M Coupe, BMW M3 GT4, Nissan 350Z, Nissan 370Z, Maserati GT MC GT4, Chevrolet Camaro, Lotus Evora, Lotus Exige GT4, Porsche Cayman, Donkervoort D8 GT, Corvette C6 GT4, Ginetta G50 Cup/GT4, Lotus 2/Eleven, Peugeot 207 Spider, Saker sports car, Solution F Silhouette, Gomez Competition GC10.2 Silhouette)

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 GT4-A*	N/A	12H Hungary 2013: 1min57	80 L	90 L	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.*

Special cars, class SP4 ELECTRICAL & HYBRID CARS

Class	Minimum reference lap time	Remarks
SP4 Electrical & Hybrid cars	12H Hungary 2013: 1min53	



HUNGARORING



Silhouette Cars, will be assigned to most suitable class

Class	Silhouette car	Remarks
Class See Remarks	Solution F (3.500cc)	Solution F Silhouettes will assigned to class SP3-GT4A
	Gomez Competition GC10.1 (3.500cc/V8)	GC10.1 will be assigned to class SP2-GT3A
	Gomez Competition GC10.2 (3.500cc/V6)	GC10.2 will be assigned to class SP3-GT4A
	Renault Megane Trophy (3.500cc/V6)	Renault Megane Trophy will be assigned to class SP2-GT3A
	Brokernet Silversting (3.600cc/V6)	Brokernet Silversting will be assigned to class TBA
	Your Silhouette car not listed here? Please make an individual request to info@creventic.com	

FOR ALL CLASSES

FUEL TANK CAPACITY VERSUS REFUELLING AMOUNT

Note: The maximum fuel tank capacity for all cars is 120 Litre. (unless explicit specified otherwise or homologated). The **Max Refuel amount** mentioned in the tables above for all classes (unless explicit specified otherwise) is the maximum refuelling amount (Litres) per refuelling session.

In between 2 refuelling sessions the car must have entered the race track. So minimum one out lap combined with an in lap (the start finish line does not necessarily have being passed).

At the start of the race it is allowed to start with a completely filled fuel tank.

Example:

If in the table above in a specific class the max Refuel amount is listed at 90 L
It is not allowed to refuel more than 90 L per refuelling session.

So in case you make a pit stop after your tank is only halve empty, it is allowed to refuel again the Max Refuelling amount. This means you can have a completely filled tank again.