

SUPPLEMENTARY REGULATIONS

2nd edition

ROUND 1 of 24H TCE SERIES | Hankook 24H SILVERSTONE

31 March – 1-2 April 2017

Version 24 March 2017
Approved with Permit number: KNAF 0314,17,078
Approved with Permit number: MSA 101166

ROUND 1
24H TCE SERIES 2017



24H SILVERSTONE



31 MARCH, 1-2 APRIL 2017
SILVERSTONE CIRCUIT



Article 1a Event Information

Name Event: Hankook 24H SILVERSTONE
Edition: 2nd edition
Track: Silverstone Circuits Limited, UK
Date Event: 31 march – 1-2 April 2017
Type of Event: International (part of 24H TCE SERIES powered by Hankook)
Classes: Touring ,24h Special & SP3-GT4 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 (ASN)

Motor Sports Association, (MSA)
Riverside Park,
Colnbrook, SL3 0HG
United Kingdom

Article 2c Organizer

BRSCC (license 101166 MSA)
Homesdale Business Centre, Platt Ind. Est, Maidstone Road.
Borough Green. Kent, TN15 8JL
United Kingdom

In cooperation with

Creventic BV (license 17.314 KNAF)
PO Box 40
6590 AA Gennep
The Netherlands

D.N.R.T (license 17.306 KNAF)
Joop den Uyllaan 107
3119 VJ Schiedam
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.24HTCESERIES.com

Article 2e Circuit

Silverstone Circuits Limited, UK (5901m)
The event will take place on the Grand Prix Circuit
The length of the circuit according to the FIA Track
License is 5901m. The course will run in clockwise direction.

Article 2f Organizing Committee

On behalf of the Circuit/Organizer: Bernard Cottrell (BRSCC)
On behalf of the Organizer & Promoter: Gerrie Willems
On behalf of the Organizer & Promoter: Helen Roukens
On behalf of the Organizer: Ria Waterreus
On behalf of the CoC: Paul Beck

Article 3 Locations

Race administration/Welcome: First Floor Race Control Building
Parc Fermé: 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: Woodcote suites
Official Notice Board: Bottom of Race Control
Steward's Office: Second Floor Racer Control Building
Refueling area: Scrutineering Area
Media room: Media Centre adjacent to Race Control

Article 4 Officials

Position	Name	License No.	ASN
Chairman of the Stewards	Arie Kroeze	9812	KNAF
Steward	Martijn Bins	5399	KNAF
Steward (MSA)	Mike Sones	47515	MSA
Race Director	Martin van de Pavert	22314	KNAF
Clerk of the Course	Bernard Cottrell	16	MSA
Deputy Clerk of the Course	Paul Beck	10619	KNAF
Deputy Clerk of the Course	Sander de Geus	28970	KNAF
Deputy Clerk of the Course	Peter Daly	106814	MSA
Secretary of the Event	Ria Waterreus	4000	KNAF
Ass. Secretary of the Event	Rob de Vries	27907	KNAF
Ass. Secretary of the Event (MSA)	Lucy Ashman	n/a	MSA
Chief Medical Officer	Dr. Mark Tyler	TBA	MSA
	Dr. Andy Lim	TBA	MSA
	Dr. Harj Chaggar	TBA	MSA
Chief Marshal	Paul Parkin	239959.	MSA
Chief Timekeeper	Rob Oudeluttikhuis	38761	KNAF
Timekeeper	Floortje Snoek	36409	KNAF
Timekeeper (MSA)	Nick Palmer	157784	MSA
Chief Scrutineer	Marc Steeneveld	34009	KNAF
Scrutineer	Armin Kolmsee	1046249	DMSB
	Leo Schaap	22130	KNAF
	Siep de Jong	34009	KNAF
	Marcel de Jong	35270	KNAF
Scrutineer (MSA)	Jon Crook	141676	MSA
Environmental Scrutineer	David Baxter	140078	MSA
Noise monitor	Robin Baxter	140080	MSA
Official	Kees Koning	27018	KNAF

Article 5a Regulations

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
2. Sporting and Technical Regulations:
Sporting & Technical Regulations 24H TCE SERIES powered by Hankook 2017 version 21 October 2016 with KNAF permit nr. 0314.16.261
3. Decisions, provisions and bulletins published by the KNAF
4. Decisions and provisions published by the MSA
5. Decisions, provisions and bulletins, published by the Stewards and/or Race Director.
6. These Supplementary Regulations.
7. Conditions set up by Circuit Silverstone Limited and by the British Authorities.

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

5b.1 Radio Communication

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

Please apply to:

OFCOM

Phone: +44 (0) 207 981 3803

Email: pmse@ofcom.org.uk

Web: <http://licensing.ofcom.org.uk/radiocommunication-licences/pmse/>

5b.2 Clean pit boxes and paddock

Teams have to leave the pit boxes and paddock clean, in the same way as it was at when entering the property. Any cost of cleaning of circuit-properties, due to the competitor, driver or any team member will be accounted to the competitor.

5b.3 For all Classes

Class overview, minimum reference lap times and applicable BOP

According the Sporting & technical 24H TCE SERIES Regulations (art. 5.1 chapter I), a separate bulletin (see <http://www.24htceseries.com/series/team-info>) will be published with the applicable BOP and applicable minimum reference lap times of the specific event.

This bulletin also replaces the class overview (Appendix 10) of the Sporting & Technical Regulations.

5b.4 Applicable for Classes: D1/A2/A3 and SP3-GT4

Sandbagging, additional rules:

Referring to "Sandbagging" described in the Sporting & Technical Regulations, "additional rules will be implemented".

These additional rules are described in 24H TCE SERIES Bulletin 03.

Article 6 Track and conditions of practice/race

a. Maximum number of cars allowed to start:

	Race	Practice
Touring & 24HSpecials (24h race):	58	58

b. Access to the track

Practices, Qualifying practices and the races

Through the pit lane. (applicable for all 24H SILVERSTONE teams)

c. Lights

The lights on the car must be switched on at the sign "LIGHTS ON", displayed at the start/finish line.

Article 7 Entry: closing date and acceptance

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

As specified on the entry form the entry closes 3 March 2017.

Acceptance of the entry will be send no later than 17 March 2017. 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 8 Collection of documents/Administrative Control

See official time schedule.

The competitor 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 competitor will receive the scrutineering forms (control card).

The driver 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

24H SILVERSTONE 2017 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 and 24h Special according to art. 32 and 33 of the Sporting & Technical Regulations

10a Start grid procedure

Will be explained at the team manager's briefing.

10b Starting procedure

Will be explained at the driver's briefing.

Rolling start

Starting grid: in a 2x2 formation

Pole position: right side

According to art. 35.4 of the sporting & technical regulations, there will be TWO (2) formation laps.

10c Start Grid

The start grid positions will deviate from the start grid as described in Art. 32 of the Sporting & Technical regulations.

In order to have the two top-running classes present in the front row, the start grid will feature the fastest qualifying car on the pole position, the positions behind that are spread equally in between the TCR and SP3-GT4 class.

In case there are more cars in one of the two classes than in the other, the starting positions behind the last car of the class with fewer cars will be subsequently filled up with cars of the class with more cars.

The starting positions behind class TCR and SP3-GT4 are again assigned according Art. 32 of the Sporting & Technical Regulations

***Example:** In case the fastest lap is driven by an SP3-GT4 car, it will be on pole position. The car in 2nd starting position will be of class TCR, the 3rd starting position of class SP3-GT4, the 4th TCR, etc.*

This will look like the following:

START GRID

...
ROW 6	11 th : SP3-GT4	12 th : TCR
ROW 5	9 th : SP3-GT4	10 th : TCR
ROW 4	7 th : SP3-GT4	8 th : TCR
ROW 3	5 th : SP3-GT4	6 th : TCR
ROW 2	3 rd : SP3-GT4	4 th : TCR
ROW 1	Pole: Fastest car Qualifying	2 nd : TCR

Article 11 Cooling down lap (after the finish-flag)

See art. 36 of the Sporting & Technical Regulations.

Article 12 Protests & Appeals

See art. 41 of the Sporting & Technical Regulations.

Article 13 Pit regulations

See art. 21 and art. 27.9 of the Sporting & Technical Regulations.

Article 14 Driver's briefing & Team managers briefing

See art. 31 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 be signed off (TC-approved) on the teams control card and receive a TC-approved sticker.

See also art. 8 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.

Article 16 Fuel and Refuelling

See art. 21.3 of the Sporting & Technical regulations.

The opening times of the fuel pumps will be published on the Official Notice Board

There will be minimum 4 petrol and 2 diesel pumps.

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.

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

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 by Race Director.

Article 19 Flag Signals

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

Article 20 Noise regulations

Different than art. 2 of Chapter II of the Sporting & Technical regulations, the following noise regulations are applicable to Silverstone circuit:

Noise at Silverstone circuit

As at all race circuits in the UK, noise is also a sensitive issue at Silverstone. To this end, Silverstone Circuit Ltd proactively manage noise through a Noise Management Policy and will look to the Organiser for support in this important area.

So Noise is an important item for all participating cars/teams.

Exclusion

All vehicles intended for use during the Event must comply with noise level and silencing restrictions that are imposed by the circuit operator and the national Motor Sport Rules. The Team is responsible for, and must ensure compliance with, these restrictions. The race director reserves the right to exclude any vehicles not complying with required noise limits on the basis of measurements taken during the race.

In case of first noise infringement, team will be informed (e.g. black flag) and have to go to the pit where it has the possibility to repair their car to become within the noise regulations. After approval of a static measurement by scrutineering, the team can rejoin the practise or race.

All entrants and team owners undertake all effort to respect these noise regulations by participating in the event.

Noise limits

It is the obligation of the Team to ensure the Noise Levels for competing in the 24Hr race must not exceed at any time:

- 102dB static,

OR 102dB drive by (this takes into account the car exhaust degenerating on track after being used for several hours).

As part of the above the Team undertakes as following:

- No 'hard cut' rev limiters to be used in the pit lane to reduce fuel explosion noise, 'soft cut' limiters only
- All extra tail pipe noise reduction aids are to be fixed by permanent means i.e. welded (as per the MSA Regulations)
- Proper exhausts are to be used, not temporary baffling
- The Team will fully cooperate with any noise testing requested by scrutineering at any time during the event.

Different than described in art. 2 Chapter II of the Sporting & Technical regulations, the static measurement will take place according the following method from the MSA blue book

MSA Blue Book Noise Requirements

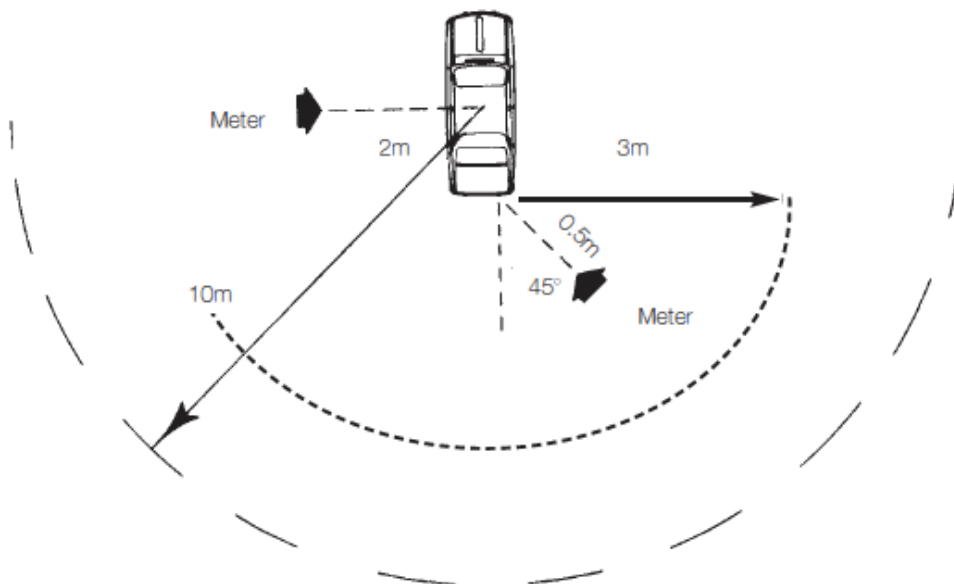
5.17.7. Temporary Silencers, by-pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out Sound Checks on vehicles utilising temporary parts in exhaust systems. Organisers are empowered to exclude in such situations.

5.18.1. Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at an angle of 45° with the exhaust outlet and at a height of 0.5 to 1.0m above the ground.

NB: For cars at the event ie CAR RACE (SALOON AND SPORTS CARS) the car will be tested at ¾ maximum RPM.

Sound Test Requirements (Chart 5.18)

(J) Competitors: Vehicles



Article 21 Tyres

See art. 22 of the Sporting & Technical Regulations.

Article 22 Insurance

The organiser 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:

- Time Schedule
- Plan of the circuit
- Plan of the paddock