



SUPPLEMENTARY REGULATIONS

1st edition

ROUND 3 of 24H SERIES | Hankook 24H SILVERSTONE
ROUND 1 of TCES | Hankook 24H SILVERSTONE

1-2-3 April 2016

Version 9 March 2016

Approved with Permit number: KNAF 0314.16.078

Approved with Permit number: MSA 94908





Article 1a Event Information

Name Event: Hankook 24H SILVERSTONE
Edition: 1st edition
Track: Silverstone Circuits Limited, UK
Date Event: 1-2-3 April 2016
Type of Event: International (part of 24HSERIES powered by Hankook / TCES powered by Hankook)
Classes: Touring and 24hSpecial according: Sporting & Technical Regulations

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
Homesdale Business Centre, Platt Ind. Est, Maidstone Road.
Borough Green. Kent, TN15 8JL
United Kingdom

In cooperation with

Creventic BV
PO Box 40
6590 AA Gennep
The Netherlands

D.N.R.T
Joop den Uyllaan 107
3119 VJ Schiedam
The Netherlands

Article 2d Promoter

Promoter – Postal Address
Creventic International DWC LLC
DWC Business Center
1st Floor Dubai World Central
Dubai Logistics City
PO Box 390667
Dubai, U.A.E.

Promoter – Contacts

Creventic
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E-Mail: info@creventic.com
Internet: www.24HSERIES.com

Article 2e Circuit

Silverstone Circuits Limited, UK (5,89 km)
The event will take place on the Grand Prix Circuit
The length of the circuit according to the FIA Track
License is 5,89km. The course will run in clockwise direction.
The race duration will be 24 hours.

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:	Jeroen Steenhuis

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:	Brooklands Suite
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

Chairman of the Stewards:	Arie Kroeze	(Licence No. 9812)
Steward:	Peter Oord	(Licence No. 7533)
Steward:	Dale Wells (MSA)	(Licence No. 140409)
Race Director:	Martin van de Pavert	(Licence No. 22314)
Clerk of the Course(MSA):	Bernard Cottrell	(Licence No.16)
Deputy Clerk of the Course:	Paul Beck	(Licence No. 10619)
Deputy Clerk of the course:	Jeroen Steenhuis	(Licence No. 17843)
Deputy Clerk of the course:	Sander de Geus	(Licence No. 28970)
Deputy Clerk of the course:	Glynn Lee	(Licence No. TBA)
Secretary of the event:	Ria Waterreus	(License No. 4000)
Ass. Secretary of the event:	Rob de Vries	(License No. 27907)
Ass. secretary of the event:	Rita Ashman	
Chief Medical Officer:	TBA (MSA)	
Chief Marshal:	Paul Parkin	
Chief Timekeeper	Sanne Van Der Meer	(License No. 34974)
MSA Time keeper	Nick Palmer	(License No. 157784)
Timekeeper	Rob Oude Luttikhuis	(License No. 38761)
Chief Scrutineer:	Marc Steeneveld	(License No. 34009)
Scrutineer:	Leo Schaap	(License No. 22130)
Scrutineer:	Wolfgang Lohoff	(License No. 1052262)
Scrutineer:	Wolf von Barby	(License No. TBA)
Official:	Bas Hennink	(License No. 27538)

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
 - 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 MSA
5. Decisions, provisions and bulletins, published by the Stewards and/or Race Director
6. These Supplementary Regulations.
7. Conditions set up by the Silverstone Circuit Limited & MSA

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

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

Radio Communication

To use communication equipment during events, teams need to apply for temporary use of radio equipment. This application needs to be done by the team itself. We advise to do this 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/>

Clean pit boxes and paddock

Teams have to leave the pit boxes and paddock clean, in the same way the it was at entered the property.

Any cost of cleaning of circuit-properties, due to the competitor, driver or any team member will be accounted to the competitor.

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 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.

Knac Nationale Autosport Federatie

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

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 classes: TCR and CUP1

Ride Height (measuring location)

For cars where it is applicable (class TCR and CUP1) 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 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 (not for 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 class CUP 1 (BMW 235i) CUP

BMW235i CUP regulations 2016 and applicable bulletins are valid.

Due to a changed brake pistons diameter of the Upgrade brake calliper, a software upgrade is obligatory. The Software Upgrade will be offered at the following events:

- 01.04.2016 24h Series - Silverstone

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

ABS is not allowed

According TCR 2016 regulations (different than in 24H SERIES Sporting & Technical Regulations) 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

Balance of Performance SEAT LEON CUP RACER:

- Minimum weight: (empty car, without driver and empty fuel tank)

SEAT LEON CUP RACER MK3 TCR:	1180 kg
HONDA CIVIC TCR 2016:	1215 kg

- 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)



Article 6 Track and conditions of practice/race

a. Maximum number of cars allowed to start:

	Race	Practice
Touring & 24HSpecials (24h race):	80	80

b. Access to the track

Practices, Qualifying practices and the races

For drivers with a pit box 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"

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 19 February 2016.

Acceptance of the entry will be sent no later than 1 March 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 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 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 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 2016 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.

Practises, Qualification and night practice

See art. 32 and art. 34 of the Sporting & Technical regulations.

Article 10 Start

Touring 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 2x2 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.

Protests deposit: € 500 in cash.

Appeal deposit: € 1750

Only the competitor or his representative has the right to lodge a protest / appeal.

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 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 boost pressure sensor is obligatory:

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 be **not** mounted directly into the manifold but connected by a tube and fixed to the chassis (free of vibration and heat).*

Optional extra test at Thursday

To participate this extra Thursday test the following rules apply:

- Race car need to have approved at scrutineering and therefor have the TC-approved or TC-safety sticker.
- Fee (track rental including fuel) need to be paid at race administration. Team will receive a team dedicated sticker to get access to the track during this extra test.
- Car need to be equipped with a transponder.
- **Drivers running the car during this extra test, need to have done the license check and the clothing & helmet check. (Please have understanding (safety first) for drivers who have not fulfilled this requirement will be stopped at pit exit.)**

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 6 petrol and 2 diesel pumps.

Please note: Refuelling at 24H SILVERSTONE 2016 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.

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 Signalling

See art. 30 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 for 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, SCL(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 each Event must comply with noise level and silencing restrictions that are imposed by SCL and the Motor Sport Rules. The Entered Team is responsible for, and must ensure compliance with, such restrictions. SCL reserves the right to exclude any vehicles not complying with required noise limits.

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 scrutineering, the team can rejoin the practise or race.



All entrants and team owners undertake to respect explicit these NOISE regulations by participating in the event.

Noise limits

It is the obligation of the Entered Team to ensure the Noise Levels for all vehicles 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 Entered 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.

Article 21 Tyres

See art. 22 of the Sporting & Technical Regulations.

Hankook, as title sponsor, will be the exclusive and single tyre supplier.

All participating teams are obligated to run the entire event (optional private test on Thursday, all (free) practices, qualifying and 24H race) on Hankook tyres.

Article 22 Insurance

The organiser (BRSCC) has concluded a third party public liability 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:

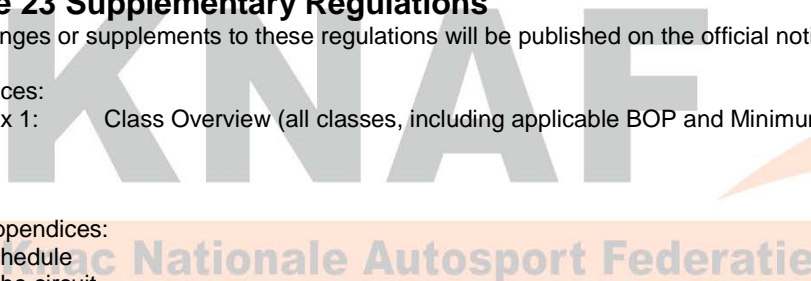
Appendix 1: Class Overview (all classes, including applicable BOP and Minimum reference lap times)

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* 2min25 (Silverstone)		
		1200 kg	120L			
A2	Petrol (up to - 2.000cc)	up to 1.300cc	710 kg	80 L	Min ref lap time* 2min25 (Silverstone)	
		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	80 L		
	Peugeot RCZ 1.600cc / Turbo	1080 kg	80 L			
A3	Petrol (2.000 - 3.500cc)	2.000 - 2.500cc	1000 kg	120 L	Min ref lap time* 2min21 (Silverstone)	
		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	1000 kg	85 L		Accepted on individual basis
		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		
	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
TCR	Supercharged engines 2.000cc	See art. 5b SEAT 1180kg HONDA 1215kg	100 L	(Models 2015 and younger) See TCR Regulations		

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. A2

* 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. SP-Touring

Exceptional cars, class SP-Touring (Petrol or Diesel)

Group Special cars, is a class generally meant for Touring Cars , based on minimum reference lap time (guide-line is approx. 4,0kg/hp or more)

The performance level, regulated by minimum lap time, is close to, but not as fast as TCR class.

This SP-Touring class is meant for the following range of cars:

- Petrol and diesel Touring 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, is not eligible, or will be balanced accordingly.

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
SP-Touring*	N/A	24HSilverstone: 2min18	70 L	80 L	90 L	100 L	110 L
		24HSilverstone: 2min19	80 L	90 L	100 L	110 L	120 L
		24HSilverstone: 2min20	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.

Silhouette Cars, will be assigned to most suitable class

