

SUPPLEMENTARY REGULATIONS KNAF SECTIE AUTORENSPORT

Article 1 **Event information**
 Name Event: **STATE of ART Historische Zandvoort Trophy**
 Track: **Circuit Park Zandvoort**
 Date Event: **15 - 16 May 2010**
 Type of Event: Open National Event Type "A"
 Classes: NK Historische Toerwagens & GT's;
 NK GT & Touring Cars, Meeting 1 (15 May)
 NK GT & Touring Cars, Meeting 2 (16 May)
 MG Competitions Holland;
 "Equipe" GTS (UK);
 FISC 'Legendary Circuits';
 U2TC (Under 2 Litre Touring Cars) (UK);

KNAF (ASN) Permit: 0302.10.001

Article 2a **National Sporting Authority (ASN)**

Knac Nationale Autosport Federatie (KNAF)
 Kopperwetering 3, 2382 BK Zoeterwoude
 Telephone +31 71 5 892 601
 Fax +31 71 5 820 880
 E-mail r.gabeler@knaf.nl

Article 2b **Organiser**

Historische Auto Ren Club
 (Licence No. 302)
 Postbus 37, 2120 AA Bennebroek
 Telephone +31 6101 46016
 Fax + 31 20 4975469
 E-mail secretariat@harc.nl

Article 2c **Promotor**

See Article 2b

Article 2d **Circuit**

Circuit Park Zandvoort
 (length: 4,307 km run in clockwise direction)
 Postbus 132, 2040 AC Zandvoort
 Telephone +31 23 5 740 740
 Fax +31 23 5 740 741
 E-mail info@cpz.nl

Article 2e **Organising Committee**

On behalf of HARC: Robin Setzpfand
 On behalf of ECP: Niek Oude Luttikhuis
 On behalf of CoC: Paul Dyson

Article 3 **Locations**

Parc Fermé: In front and rear of scrutineering area
Driver's Briefing Room: "Media Center"
Official Notice Board: Inside wall of Control Tower (paddock side)
Steward's Office: Third floor control tower

Article 4 **Officials**

Steward (Chairman): Jim Grasmeijer (2057)
 Steward 1: Jos Derksen (6117)
 Steward 2: Ton van Dongen (1591)
 Race Director: n.a.
 Clerk of the Course: Martin van de Pavert (22314)
 Deputy Clerk of the Course: Paul Dyson (01632)
 Secretary of the Meeting: Ria Waterreus (4000)
 Chief Race Control: John van Wooning (16186)
 Chief Medical Officer: Carel Baller (1300)

Chief Time Keeping: Jan Bart Broertjes (1987)
 Chief Scrutineering: Marcel Koreman (02447)
 Deputy Chief Scrutineering: Marius Du Toy van Hees (1620)
 Chief Paddock/Pitmarshals: Roy Gesser (7793)
 Chief Startofficials: Fred Groot (4632)
 Chief Flag-/rescuemarshals: Paul Beck (10619)

Article 5 **Regulations**

The following regulations will be used: published in the KNAF 'Autosport Jaarboek' (ASJ) **2010** and the KNAF Sectieboek Autorensport 2010 and/or official bulletin(s):

- a.
 1. FIA International Sporting Code and Appendices (ISC)
 2. These Supplementary Regulations
 3. ASJ 2010 Chapters: I, II, III, IV, V, VI, VII, VIII, IX, XI, XIII, XV, XVI, XVII, XVIII, XIX en XX.
 4. 'Sectieboek: Organisatie Reglement Autorensport (ORA)
 5. 'Sectieboek: ORA bijlage 1
 6. 'Sectieboek: Reglement Nederlandse Kampioenschappen Autorensport (RNKA)
 7. Sectieboek: Algemeen Reglement Autorensport Nationaal "A" (ARANA)
 8. Sectieboek: ARANA Bijlage 1
 9. Sectieboek: Wedstrijd Reglement Autorensport Nationaal "A" (WRANA)
- b. All regulations mentioned in this article from a. sub 2. onwards have the approval of the KNAF.
- c. All entrants undertake to respect these regulations by participating in the event.

Article 6 **Track and conditions of the race**

- a. Maximum number of cars allowed to start:
- | | Race | Practice |
|--|------|----------|
| Touring and GT cars (race up to 1 hour): | 47 | 57 |
| Idem (race over 1 up to 2 hours): | 54 | 65 |

The organiser may lay down a limitation of the number of cars in a class. This will be published on the official notice board.

- b. All drivers must take part in the official qualifying practice(s) for one timed (1) lap minimum. If not, that particular driver is not allowed to start in the race. An exception can be made by submitting a request to the Secretary of the Meeting addressed to the Stewards of the Meeting to start from the back of the grid or from the pitlane.
- c. If the Clerk of the Course considers the speed and driving behaviour of a driver not in compliance with the majority of the field, the Clerk of the Course may show the black flag to this driver.

Article 7 **Scrutineering and Parc Fermé**

- a. Pre scrutineering takes place at the Scrutineering Bay.
- b. Post scrutineering takes place at the Scrutineering Bay. Location of the reference plane for height-measurements: at the Scrutineering Bay.
- c. Location of Parc Fermé: in front, inside and rear of the Scrutineering Area.
- d. Leaving the track after finish practice(s): until the Clerk of the Course has finished timed practice/qualification all concerned cars may not leave the track/pitlane, except through exit on the way to Parc Fermé, or to be taken into a closed pitbox. The first/fastest six cars of each class/division and those appointed by the Clerk of the Course and/or Race Director and/or Stewards of the Meeting must leave the track at Post 21 to go immediately and in the shortest way to the

Parc Fermé. All other cars also leave the track at Post 21 and will follow the instructions of the officials.

- e. Leaving the track after finish race(s): The first three finishers of each class/division will enter the pitlane to go to the winners rostrum. All other cars will leave the track at Post 21 and go immediately and in the shortest way to the Parc Fermé.

ROUTING PARC FERMÉ/SCRUTINEERING BAY TO PITBOXES: After leaving Parc Fermé/Scrutineering Bay go to the direction of the Tango Paddock/Assembly Area. At the beginning of the pitboxes turn left and drive through Pitbox 0 into the pitlane. Use working-lane (right lane) to go to the pitboxes.

Article 8 **Entry: closing date and acceptance**

This event is open for drivers according to Art. 18 of the ISC. The entry closes the 4th of May 2010.

Acceptance of the entry will be send no later than the 7th of May 2010. 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/or driver must show an EU/Nationaal (or higher) driver's or a comparable licence of another ASN and –if applicable– an entrant's licence. Drivers from abroad need an authorisation of their ASN (FIA International Sport Code Art. 70). Drivers of the Porsche 944 Basic Cup and NK GT & Touring Cars may also take part with a Club licence issued by the local ASN KNAF (see ASJ 2010). Drivers of the MG Competitions Holland may also take part with a H2/3 issued by the local ASN KNAF (see ASJ 2010).

At the licence control the entrant and driver will receive the 'pre and post scrutineering forms'.
The driver must sign the 'responsibility clause' (according to the General regulations concerning racing contests).

Article 10 **Time schedule: Times Practices, Pre-scrutineering and Races**

See official time schedules.

Article 11 **Start**

- The starting procedure will be explained at the Drivers Briefing.
- The starting grid will be in a staggered 1 x 1 formation.
- Starting procedures: Standing Start (pole position: left). Rolling start (pole position: right)
- Starting procedures per class:
 - FISC 'Legendary Circuits'* will have a Rolling start (pole position right) and *ALL OTHER classes* will have a Standing Start (pole position left).
 - NK Historische Toerwagens & GT's* and *"Equipe" GTS*: the result of the qualifying will decide the starting order of the 1st race and the provisional result of the 1st race will decide the starting order of the 2nd race.
 - MG Competitions Holland*: the result of the 1st qualifying will decide the starting order of the 1st race and the result of the 2nd qualifying will decide the starting order of the 2nd race.
 - FISC 'Legendary Circuits'*: the result of the qualifying will decide the starting order of the 1st race, the provisional result of the 1st race will decide the starting order of the 2nd race

and the provisional result of the 2nd race will decide the starting order of the 3rd race.

- *NK GT & Touring Cars Meeting 1* and *U2TC*: the result of the qualifying will decide the starting order of the race.
 - *NK GT & Touring Cars Meeting 2*: the provisional result of the race of Meeting 1 will decide the starting order of the 1st race of Meeting 2 and the provisional result of the 1st race of Meeting 2 will decide the starting order of the 2nd race of Meeting 2.
- e. Pre-start (a special pre-start box is located at the right hand side of the pit lane exit).
Only a pre-start is allowed in the special pre-start box.
It is not allowed to make a pre-start during the warm up lap, drivers will be black flagged in order to give them a Stop & Go and/or Drive Through-penalty and/or a time-penalty.

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

All classes will leave the track at post 21, exceptions can be made by the Clerk of the Course, which will be announced during the Driver's Briefing.

Article 13 **Protests**

In addition to art. 173 of the FIA ISC, Chapter XII protests have to be addressed to the Secretary of the Meeting instead of to the Clerk of the Course and their assistants. In absence of the Secretary of the Meeting, the Clerk of the Course and their assistants such protests should be addressed to any of the Stewards of the Meeting.

Protest fee: Euro 500,-

Technical protests: see ASJ 2010

Appeal fee: Euro 1.500,-

Article 14 **Pit regulations**

- All pit boxes/garages must be kept locked from the inside to avoid unauthorised persons passing through to pit lane, fines maybe imposed by the Stewards of the Meeting on offenders.
- Refuelling in pit lane and the area behind the pit boxes is not allowed during practice and race.
- It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof.
- The maximum speed in the pit lane is 60 km/h.
- Access to the pit: minimum age is 16 years
- 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.
- The corridor (Safety-lane) between the fast and working lane may only be crossed to go to and come from the working lane and is only accessible to pit lane-officials.
- Competitors must not paint lines on any part of the pit lane.
- 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.
- 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 complete.

Article 15 **Driver's 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 drivers and entrants in that class are obliged to attend this briefing. The organiser may sanction non or late attendance with a fine of Euro 250,-. For date, time and location: see official time schedule.

Article 16 **Scrutineering (TC) Form**

At the document control, the 'pre and post scrutineering form' will be signed and stamped if the documents are found to be in order. This form must be handed over to the scrutineer. The scrutineer will fill in the pre scrutineering form and will take the original. At scrutineering the entrant / driver must be able to show all the original relevant documents, where applicable (i.e. homologation papers, fuel cell certificates, safety cage certificates).

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.

Any changes made on the 'pre and post scrutineering forms' not done by a scrutineer, will not be allowed, and the form will be declared null and void.

Article 17 **Fuel/Checking on fuel**

The Chief Scrutineering/Clerk of the Course may order that fuel samples are to be taken. This may happen at any time, any place.

The entrant/driver must make sure that there is at any time at least 3 litres of fuel in his car. At least three samples will be taken (sealed, labelled and signed): one for the TC, one for the organiser and one for the entrant/driver.

Both 'SGS' and 'Caleb Brett' are allowed to execute these controls. See also the class-regulations (for exceptions on the procedure of taking and checking fuel samples and executing parties) & FIA ISC Appendix J Art. 252.9 (ASJ 2010).

Standard/Reference Fuel: the fuel from the fuel station at the circuit will be considered as the standard/reference fuel (or as stated in the corresponding class regulations).

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.

Article 19 **Timekeeping**

Every car shall be timed at the start/finish line after completion of the first and subsequent laps with a transponder. All cars have to be equipped with a permanent transponder, which must be mounted in the car at the right place. Malversation or obstruction of the rules mentioned in this article will lead to exclusion and shall be reported to the Stewards of the Meeting.

Article 20 **Signalling**

In addition to Appendix H of the FIA International Sporting Code and the KNAF ASJ **2010** it is possible that at post 2 and 3, post 9 and 10, post 18 and 19 and post 22 and 23 the same flags will be used as a pre-warning (yellow flags).

Article 21 **Noise-regulations**

See Chapter V of the Autosport Jaarboek **2010**.

The measurement will be taken at the official measurement point located in the Arie Luyendijk Corner at the Circuit Park Zandvoort with the official equipment. The noise generated by each car must not exceed the following dB(A):

NK Historische Tourwagens & GT's:	90 dB(A)
NK GT & Touring Cars	: 90 dB(A)
MG Competitions Holland	: 90 dB(A)
"Equipe" GTS	: 90 dB(A)
U2TC	: 90 dB(A)
FISC 'Legendary Circuits'	: 88 dB(A)

Noise measurements made by the Government will prevail over the regulations.

Article 22 **Safety**

For closed cars the use of a window net or an arm restraint at the driver's side is compulsory and for open cars (except formula cars) an arm restraint at the driver's side is compulsory; for closed historic cars a window net on the driver's side is preferable and if this is missing an arm restraint is compulsory. See Sectieboek Autorensport, Algemeen Reglement Autorensport Nationaal "A" (ARANA) bijlage 1, Artikel 3.

Article 23 **Race Director**

n.a.

Article 24 **Supplementary Regulations**

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

Appendices: Time Schedule.

