

SUPPLEMENTARY REGULATIONS KNAF SECTIE AUTORENSPORT

Article 1

Event information

Name Event: STATE of ART Historic Zandvoort Trophy
Track: Circuit Zandvoort
Date Event: 11 - 12 May 2019
Type of Event: Open National

Chief Flag-/Rescue-marshalls: Rob Bunschoten (35512)
Chief Paddock/Pit/Startmarshalls: Edgar Rebergen (35481)

Classes:

- NK Historische Toerwagens en GT's
- NK GT & Touring Cars
- HARC NK 82 - 90

Deputy Chief Scrutineering: TBA
Steward (Chairman): Schuurman (tba)
Steward 1: Dongen (tba)

KNAF (ASN) Permit: 0302.19.169

Article 2a National Sporting Authority (ASN)

Knac Nationale Autosport Federatie (KNAF)
Duwboot 85, 3991 CG, Houten
Telephone: +31 88 00 47 888
E-mail: info@knaf.nl

Article 2b Organizer

Historische Auto Ren Club (Licence No. 302)
Postbus 9, 1160 AA Zwanenburg
Telephone +31 6 53930008
E-mail secretariaat@harc.nl

Article 2c Promoter

See Article 2b

Article 2d Circuit

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

Article 2e Organising committee

On behalf of HARC: Jan Willem Stals
On behalf of ECP: Niek Oude Luttikhuis
On behalf of CoC: Paul Beck

Article 3 Locations

Parc Fermé: In front, inside and rear of Scrutineering area
Driver's Briefing Room: Media Centre
Official Notice Board: Inside wall of Control Tower (paddock side)
Stewards Office: Third floor control tower
Assembly Area: At the Heineken Paddock (far end of the Scrutineering area)

Article 4 Officials

All classes

Steward (Chairman):	Eric Schuurman	(36866)
Steward 1:	Ton van Dongen	(1591)
Steward 2:	Jan Willem Stoop	(2892)
Steward 3 (adjunct)	Luc Nooy	(47336)
Clerk of the Course:	Martin vd Pavert	(22314)
Deputy Clerk of the Course	Paul Beck	(10619)
Deputy Clerk of the Course	Maurice Petrus	(10705)
Secretary of the Event:	Ria Waterreus	(4000)
Chief Race Control:	Paul van Ommeren	(26331)
Chief Medical Officer:	Eric Koolen	(35510)
Chief Time Keeping:	tba	(tba)
Chief Scrutineering:	Haico van der Heijden	(2447)

Article 5 Regulations

1. FIA International Sporting Code and Appendices (ISC)
2. KNAF Reglementen Boek (KRB) 2019 and the KNAF Sectieboek Autorensport 2019 and/or official bulletin(s):
 1. KRB 2019 Chapters up to XXII
 2. Sectieboek: Organisatie Reglement Autorensport (ORA)
 3. Sectieboek: Reglement Nederlandse Kampioenschappen Autorensport (RNKA)
 4. Sectieboek: Algemeen Reglement Autorensport Nationaal (ARAN)
 5. Sectieboek: Wedstrijdreglement Autorensport Nationaal (WRAN)
 6. All class regulations and bulletins of the classes named in Article 1.
 7. These Supplementary Regulations and if applicable the Drivers' Briefing notes.
3. All regulations mentioned in this article from B onwards have the approval of the KNAF.
4. All entrants undertake to respect these regulations by participating in the event.

Article 6 Track and conditions of the race

1. Maximum number of cars allowed to start:

	Race	Practice
Touring Cars (race up to 1 hour):	47	57

The organizer may lay down a limitation of the number of cars in a class. This will be published on the official notice board.
2. All drivers must take part in the official qualifying practice(s) for one (1) timed 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 Event addressed to the Stewards to start from the back of the grid or from the pit lane.
3. If the Clerk of the Course consider 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.
4. Acces to the track
**Practices and Qualifying practice*
For drivers with a pit box through the pit lane. For all other drivers through the Assembly Area/Pre-Grid.
**Races*
For all drivers through the Assembly Area/Pre-Grid

Article 7 Scrutineering and Parc Fermé

1. Pre scrutineering takes place at the Scrutineering Bay.
2. Post scrutineering takes place at the Scrutineering Bay Location of the weighing scales at Scrutineering Bay.
3. Location of Parc Fermé: in front, inside and rear of the Scrutineering Area.
4. 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 must leave the track at the entry of the pit lane to go immediately and in the shortest way to the Parc Fermé. All other cars also leave the track at the entry of the pit lane and will follow the instructions of the officials.

- e. Leaving the track after finish race(s): All cars will leave the track at the entry of the pit lane or another location to proceed to the Parc Ferme, as communicated during the drivers briefing. The first three finishers of each class/division will enter the pit lane to go to the winners rostrum for the prize-giving ceremony. All other cars may proceed to the Parc Fermé.
- f. **ROUTING PARC FERMÉ/SCRUTINEERING BAY TO PITBOXES:** After leaving Parc Fermé/Scrutineering Bay go to the direction of the Tango Paddock. At the beginning of the pit garages turn left and drive through Pit garage 0 into the pit lane. Use working-lane (right lane) to go to the pit garage.

Article 8 Entry: closing date and acceptance

This event is open for drivers according to Art. 2.3 of the FIA ISC.

The entry closes the 3th of May 2019.

Acceptance of the entry will be send no later than the 6th of May 2019. 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 checks the entrant and/or driver of all series must show a current and valid EU/Nationaal (or higher grade) driver's licence or a comparable licence issued by another EU ASN for members outside the territory of this other ASN in EU countries (for instance Motorsport UK National "A") and –if applicable– an entrant's licence.

Drivers of the NKHTGT and NKGTTTC may also take part with "Historic licences" issued by an EU ASN with the necessary ASN authorization.

Drivers from outside of the EU or comparable countries by decision of the FIA need (a) special authorisation(s) or approval of their own ASN Art. 2.6.1 and 2.6.3 of the FIA ISC.

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: Timed Practices, Pre-scrutineering and Races

See official time schedule.

Article 11 Start

- a. The starting procedure will be explained at the drivers briefing.
- b. The starting grid will be in a staggered 1 x 1 formation.
- c. Pole position standing start: left
Pole position rolling start: right

At the end of the formation lap, at post 18, all cars must be properly grouped up and be in their relative grid positions. If the formation is correct the leading Official Car will pull out at

marshal post 20 and enter the pit lane. The speed of all cars must be constant until the start signal is given. The start boxes at the starting grid have to be used to form two rows.

- d. Starting procedures per class:

- *NK Historische Toerwagens en GT's:*

Standing Start: Pole Position left.

Starting order: 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.

- *NK GT & Touring Cars:*

Standing Start: Pole Position left.

Starting order: 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. The provisional result of the 2nd race will decide the starting order of the 3rd race.

- *HARC NK 82 - 90:*

Standing Start: Pole Position left.

Starting order: 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. The provisional result of the 2nd race will decide the starting order of the 3rd race.

- 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 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 Drivers' Briefing.

Article 13 Protests

In addition to art. 13.5 of the FIA ISC protests have to be addressed to the Secretary of the Event instead of to the Clerk of the Course and their assistants.

Protest Deposit: Euro 500, -.

Technical protests: see KRB 2019

Appeal Deposit: Euro 1.750, -.

Article 14 Pit regulations

- a. All pit garages must be kept locked from the inside to avoid unauthorised persons passing through to pit lane, fines maybe imposed by the Stewards on offenders.
- b. Refueling in pit lane 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.
- d. The maximum speed in the pit lane is 60 km/h.
- 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 and working lane may only be crossed to go to and return 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 complete.
 - k. The "Stop & Go" area is on the right hand side in front of the Race Control Tower.

Article 15 Drivers' 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 organizer may sanction none or late attendance with a fine of € 250. For date, time and location: see official time schedule.

Article 16 Scrutineering (TC)

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 scrutineers. The scrutineers 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.

Only scrutineers are allowed to make changes on the 'pre and post scrutineering forms'. If any other change is made the form will be declared null and void.

All drivers are reminded that the driver's equipment must comply with the current FIA Appendix "L" regulations.

Article 17 Fuel/Checking on fuel

The Chief Scrutineering/Clerk of the Course may order that fuel samples are to be taken, at any time and place of his choosing. The entrant/driver must make sure that there is at any time at least 3 liters of fuel in his car. At least three samples will be taken (sealed, labelled and signed): one for the TC, one for the organizer 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 (KRB 2019).

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

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.

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 ISC. In some cases the Clerk of the Course may order to show flag signals at more than one marshals' post preceding an incident. If deemed necessary, in case of incidents, marshals can show a sign with an arrow, indicating the safe side of the track.

Article 21 Noise-regulations

See Chapter V of the KNAF Reglementen Boek 2019. Noise measurements made by the Government will prevail over these Noise regulations.

Article 22 Race Director

n.a.

Article 23 Supplementary Regulations

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

Article 24 Radio Communication

Every competitor, team owner, driver, team-member who wishes to use an apparatus with radio communication must submit an application at least 1 month before the event – the application form can be obtained on the internet at: <http://www.agentschap-telecom.nl>

Appendices: Time Schedule
Plan of the Paddock