

SUPPLEMENTARY REGULATIONS KNAF SECTIE AUTORENSPORT

Article 1

Event information
 Name Event: Formido Finaleraces
 Track: Circuit Park Zandvoort
 Date Event: 14-16 October 2011
 Type of Event: Open National Event Type "A"
 Classes: GT4:
 - Dutch GT4 Championship (DGT4)
 - SRO GT4 Cup (GT4 Cup)
 Formido Swift Cup (Swift)
 Toerwagen Diesel Cup (TDC)
 Dutch Renault Clio Cup (Clio)
 Dutch Radical Championship (Radical)

KNAF (ASN) Permit:

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 info@knaf.nl

Article 2b Organiser

NAV BV (301)
 Postbus 132, 2040 AC Zandvoort
 Telephone +31 23 5 740 778
 Fax +31 23 5 740 741
 E-mail info@cpz.nl

Article 2c Promoter

Circuit Park Zandvoort (ECP)
 Postbus 132, 2040 AC Zandvoort
 Telephone +31 23 5 740 740
 Fax +31 23 5 740 741
 E-mail info@cpz.nl

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 NAV: Ron Boon
 On behalf of ECP: Erik Weijers
 On behalf of CoC: Jeroen Frieman

Article 3 Locations

Parc Fermé: In front, inside and rear of scrutineering area
Driver's Briefing Room: "Tarzan Corner" (Hospitality suite above pitbox 25)
Official Notice Board: Inside wall of Control Tower (paddock side)
Stewards Office: Third floor control tower

Official height and weight measurement instruments: Inside Parc Fermé (TC building)

Article 4 Officials

All classes
 Steward (Chairman): Arie Kroeze (9812)
 Steward 1: Gerard du Pre (2832)
 Steward 2: Natalie Corsmit (26202)

Race Director: Jeroen Frieman (10315)
 Clerk of the Course: Jacques Doornenbal (5403)
 Secretary of the Meeting: Ria Waterreus (4000)
 Chief Race Control: John van Wooning (16186)
 Chief Medical Officer: Alexander Bol (32407)
 Chief Time Keeping: Jan Bart Broertjes (1987)
 Chief Scrutineering: TBA
 Technical Delegate GT4: Claude Surmont (RACB 2774)
 Chief Paddock/Pit/Startmarshals: Roy Gesser (7793)
 Chief Flag-/rescuemarshals: Paul Beck (10619)

Article 5 Regulations

The following regulations will be used: published in the 'Autosport Jaarboek' (ASJ) **2011** and the Sectieboek Autorensport 2011 and/or official bulletin(s):

- a.
 1. FIA International Sporting Code and Appendices (ISC)
 2. These Supplementary Regulations.
 3. ASJ 2011 Chapter: I up to XXII, except X (deleted), page 16-52.
 4. Sectieboek: Organisatie Reglement Autorensport (ORA)
 5. Sectieboek: ORA Bijlage 1
 6. Sectieboek Reglement Nederlandse Kampioenschappen Autorensport (RNKA)
 7. Sectieboek: Algemeen Reglement Autosport Nationaal A (ARANA)
 8. Sectieboek: ARANA Bijlage 1
 9. Sectieboek: Wedstrijdreglement Autorensport Nationaal A (WRANA)
 10. All class regulations and bulletins of the classes named in article 1.
- b. All regulations mentioned 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 Cars (race up to 1 hour):	47	57
Touring Cars (race between 1 and 2 hours)	54	65
Formula Cars (up to 2000 cc)	38	46

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 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 Meeting addressed to the Stewards of the Meeting.
- c. 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.

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.
- f. ROUTING PARC FERMÉ/SCRUTINEERING BAY TO PIT GARAGES: 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. 18 of the ISC. The entry closes the 4th of October 2011.

Acceptance of the entry will be send no later then the 5th of October 2011. 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/National (or higher grade) driver's licence or a similar licence from another ASN for meetings outside the territory of this other ASN and – if applicable – an entrant's licence.

Formido Suzuki Swift Cup drivers must show a Dutch Junior-Klasse Club, Club, EU/National licence (or higher grade) or a similar licence from another ASN for meetings outside the territory of this other ASN (i.e. MSA National "A").

Drivers from outside the EU or comparable countries by decision of the FIA need a special authorization of their own ASN (FIA ISC Art. 47 and 70).

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).

For minor competitors a "Parental Consent Authorisation" should be presented at Administrative Control, in case the parent will not be present at the meeting.

For entrants, other than the driver concerned, not present at this meeting a written authorisation should be presented at Administrative Control.

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

See official time schedules.

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
- d. Starting procedures per class:

Dutch GT4 Championship & SRO GT4 Cup:

Race 1 (25 min): Rolling start (pole position right)

Race 2 (25 min): Rolling start (pole position right)

Race 3 (50 min): Rolling start (pole position right)

Starting order for Race 1 will be determined by the best qualifying time of Qualifying 1.

Starting order for Race 2 will be determined by the best qualifying time of Qualifying 2.

Starting order for Race 3 will be determined by the best qualifying time out of the Qualifying 1 and 2.

Formido Swift Cup:

Standing start (pole position: left)

Starting order for Race 1 will be determined by the best qualifying time.

Starting order for the Race 2 will be determined by the second (2nd) best qualifying time.

Toerwagen Diesel Cup:

Race 1 (100 min): Standing start (pole position: left)

Race 2 (50 min): Rolling start (pole position: right)

Starting order for Race 1 will be determined by the best qualifying time.

Starting order for Race 2 will be determined by the provisional results of Race 1.

Dutch Renault Clio Cup

Standing start (pole position: left)

Starting order for the 1st race will be determined by the best qualifying time where the 1st eight cars will start in reverse order.

Starting order for the 2nd race will be determined by the best qualifying time.

The mandatory pitstop for race 1 will have a minimum duration of 60 seconds measured between the pitlane entry loop and the pitlane exit loop.

Dutch Radical Championship

Rolling start (pole position right)

Starting order for the 1st race will be determined by the best qualifying time of qualification 1 (15 minutes).

Starting order for the 2nd race will be determined by the best qualifying time of qualification 2 (15 minutes).

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 Sporting Code International, Chapter XII protests have to be addressed to the Secretary of the Meeting instead of to the Clerk of the Course and their assistants.

Protest Fee: € 500,-

Technical Protests See ASJ 2011

Appeal Fee: € 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 of the Meeting on offenders.
- b. Refuelling 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. The **minimum speed** in the 'fast lane' is 50 km/h.
- e. Access to the pit: minimum age is 16 years (except holders of a Junior-Klasse Club Licence).
- 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 **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 € 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.

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. 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 2011).

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).

Compulsory fuel for **Dutch GT4 Championship + SRO GT4 Cup, Formido Swift Cup, Dutch Renault Clio Cup and Dutch Radical Championship:**

It is only allowed to use the unleaded fuel "SUPER PLUS 98 Ongelood" obtained from the fuel station located at Paddock 1, behind the pits. No additives are allowed.

Compulsory fuel for **Toerwagen Diesel Cup:**

It is only allowed to use the diesel fuel obtained from the fuel station located at Paddock 1, behind the pits. No additives are allowed.

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**

- a. 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.
- b. In addition to Appendix H of the FIA International Sporting Code and the KNAF ASJ **2011** 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 shown as a pre-warning (yellow flags).
- c. If deemed necessary, in case of incidents, marshals can show a board with an arrow, indicating the safe side of the track.

Article 21 **Noise-regulations**

See Chapter V of the Autosport Jaarboek **2011**.

The measurement will be taken at the official measuring point located in the Arie Luyendijk Corner with the official equipment. The noise generated by each car must not exceed the following level:

Formido Swift Cup	88 dB(A)
Toerwagen Diesel Cup	88 dB(A)
Dutch Renault Clio Cup	88 dB(A)
Dutch Radical Championship	93 dB(A)

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

All diesel powered cars must fully comply with the official environmental regulations. For any breach of the smoke / diesel particles regulations action will be taken by the Clerk of the Course.

Article 22 **Race Director**

The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with his express agreement:

- a. the control of practice and the race, adherence to the

- timetable and, if he deems it necessary, the formulation of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations;
- b. the stopping of any car in accordance with the Code or Sporting Regulations;
 - c. the stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
 - d. the starting procedure;
 - e. the use of the Safety Car;
 - f. the suspending and resuming the race.

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.agentschaptetelecom.nl/binaries/content/assets/agentschaptetelecom/Mobiele-communicatie/nieuwsbrief-autosporthevenementen.pdf>

<http://www.agentschaptetelecom.nl/binaries/content/assets/agentschaptetelecom/Aanvraagformulieren/application-form-events.pdf>

Article 25 Technical & Sporting adjustments and clarifications

- a. Dutch GT4 Championship & SRO GT4 Cup / Toerwagen Diesel Cup / Formido Swift Cup / Dutch Renault Clio Cup / Dutch Radical Championship:
Any infringement on the ECU / engine management will be reported by the Chief Scrutineer to the Stewards of the Meeting and will be penalised by a loss of all points scored in the championship.
- b. Dutch GT4 Championship & SRO GT4 Cup:
The mandatory pit stop for Race 3 (50 minute race) must have a minimum duration of **105 seconds** measured between the pit lane timing loops.
In case of a tyre change during the Race, from dry weather tyres to rain tyres or vice versa, a mandatory pit stop has to be performed. This pit stop must have a minimum duration of **120 seconds** measured between the pit lane timing loops.
- c. The Dutch GT4 Championship & SRO GT4 Cup will run in accordance with the rules of the Dutch GT4 sporting regulations 2011.

Appendices: Time Schedule

06-10-2011

