

SUPPLEMENTARY REGULATIONS KNAF SECTIE AUTORENSPORT

Article 1 Event information

Name Event: **ADAC/RSG Racing Days**
Track: **TT Circuit Assen**
Date Event: **19,20 and 21 August 2016**
Type Event: **International**
Classes: *Porsche Club Historic Challenge*
Youngtimer Trophy
Cup- and Tourenwagentrophy
FHR HTGT
Type Event: **National**
Porsche Club Hamburg- GL- Einladungswettbewerb

KNAF (ASN) Permit: 0309.16.169

Article 2a National Sporting Authority (ASN)

Knac Nationale Autosport Federatie (KNAF)
Kopperwetering 3, 2382 BK Zoeterwoude
Telephone +31 (0) 88 00 47 888
Fax +31 (0)71 5 820 880
E-mail info@knaf.nl

Article 2b Organiser

Stichting Autosport Competitie Noord Nederland (ACNN)
(Licence No. 309)
Dalerstraat 1a, 7843 PB Erm
Telephone +31 (0)653 22 35 98
Fax +31 (0)592 380 150
E-mail peter@grondel.info

Article 2c Promoter

RSG Hamburg e.V. im ADAC
Butenfeld 40 61, D-22253 Hamburg
Telephone +49 (0) 40449538
Fax +49 (0) 41745607
E-mail ingo.meyer@rsg-hamburg.de

Article 2d Circuit

TT Circuit Assen (length 4.555 km run in clockwise direction)
De Haar 9, 9405 TE Assen
Postbus 150, 9400 AD Assen
Telephone +31 (0)592 380 380
Fax +31 (0)592 356 911
E-mail info@ttcircuit.com

Article 2e Organising committee

On behalf of Organiser: Peter GRONDEL
On behalf of Promoter: Ingo MEYER
On behalf of Circuit: Jeroen STEENHUIS
On behalf of Clerk of the Course: ROSTECK (SPA 1036047)

Article 3 Locations

Steward's Office: Second floor (room 2A) Control Tower
Parc Fermé: Around scrutineering area
Assembly Area: At the far end of the paddock (next to the pit building)
Driver's Briefing Room: Press Conference Room (above pit box 1)
Official Notice Board: Riders Info

Article 4 Officials

Steward (Chairman):	Gerard DU PRE	(2832)
Steward:	Marc VAN GEEL	(9543)
Steward:	Hans-Walter KLING	(SPA105848)
Chief Organizer:	Ingo MEYER	
Clerk of the Course:	ROSTECK	(SPA1036047)
Chief Race Control:	Jeroen STEENHUIS	(17843)
Secretary of the Event:	Dieter BAGUHN	(SPA1057838)
Chief Medical Officer:	Albert DEKKER	(22713)
Chief Time Keeping:	Jans EISING	(17680)
Chief Scrutineering:	Rolf BAUER	(SPA1059703)
Chief Pit Lane marshals:	Henk HINDRIKS	(22992)
Chief Marshals:	Jan KEUR	(16605)

Article 5 Regulations

The following regulations will be used: published in the 'Autosport Jaarboek' (ASJ) 2016 and the Sectieboek Autorensport 2016 and/or official bulletin(s):

1. 2016 FIA International Sporting Code and Appendices (ISC).
 2. ASJ 2016 Chapter: I up to XXII, except X (deleted), page 19-54.
 3. Sectieboek: Organisatie Reglement Autorensport (ORA)
 4. Sectieboek: ORA Bijlage 1
 5. Sectieboek Reglement Nederlandse Kampioenschappen Autorensport (RNKA)
 6. Sectieboek: Algemeen Reglement Autosport Nationaal A (ARANA)
 7. Sectieboek: ARANA Bijlage 1
 8. Sectieboek: Wedstrijdreglement Autorensport Nationaal A (WRANA)
 9. All class regulations and bulletins of the classes mentioned in article 1.
 10. These Supplementary Regulations
- 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):	51	62
Touring Cars (race over 1 hour):	58	70
Formula Cars up to 2.0 litres	31	38
Formula Cars above 2.0 litres	28	34

- 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 for three laps (four times crossing the time keeping line outside the Pit Lane) 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.
 - c. If the Clerk of the Course and/or Race Director and/or the Stewards consider the speed and driving behaviour of a driver not in compliance with the majority of the field, the Clerk of the Course may – in consultation with the Race Director and/or Stewards – show the black flag to this driver.
 - d. When leaving the Pit Lane drivers must respect the longitudinal white line painted on the left.
 - e. The Ruskenhoek (Turn 6/7) and the Geert Timmerbocht (Turn 16/17) are both designated as chicanes. Cutting a chicane can be sanctioned by a time penalty and/or Drive Through-penalty.
 - f. Any driver who leave the track at the left hand side of the Ruskenhoek (Turn 6) and who wants to get back onto the track, should carry straight on via the asphalt run-off area and is obliged to re-enter the track on a safe way without any advantage. Any infraction to this rule can be sanctioned by a time penalty and/or Drive Through-penalty.
 - g. The asphalt run-off areas at Turn 1 (Haarbocht), 2 (Madijk), 3 (Ossebroeken), 5 (Strubben), 9 (De Bult), 12 (Meeuwenmeer) and 15 (Ramshoek) are not part of the race surface. The same applies for the artificial grass behind the kerbs.
 - h. If oil or any other substance likely to cause danger to others or to the track surface is being dropped from any vehicle the competitor must ensure that the vehicle is stopped immediately.
 - i. Access to the track for Practices & Qualifying:
For drivers with a pit box through the pit lane. For all other drivers through the Assembly Area (at the far end of the paddock).
 - j. Access to the track for Race:
From the Assembly Area (at the far end of the paddock)

Article 7 Scrutineering and Parc Fermé

- a. Pre scrutineering takes place for all classes at the Technical Scrutineering Area (see Plan of Paddock).
- b. Post scrutineering takes place at the the Technical Checking Area (see Plan of the Paddock) for all classes.
Location of the reference plane for height-measurements: in the Technical Checking Area.
- c. Location of Parc Fermé: at Technical Checking Area (see Plan of the Paddock).
- d. Leaving the track after finish or Practice:
Until the Clerk of the Course has finished timed

Practice (Qualifying) all concerned cars may not leave the track/Pit Lane, except through exit on way to Parc Fermé, or be taken into a closed pit box. The first/fastest six cars of each class/division and those appointed by the Clerk of the Course 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:

All finishers leave the track at the entry of the Pit Lane. Finishers 1 up to and including 6 of each class/division and those appointed by the Clerk of the Course and/or Stewards go immediately and in the shortest way to the Parc Fermé. The first three finishers of each class/division will go to the winners rostrum (in Press Conference Centre on 1st floor of Control Tower) on behalf of prize giving.

Article 8 Entry: closing date and acceptance

As Specified on the entry form the entry closes on 5.August 2016. Acceptance of the entry will be send no later than 5.August 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 9 Collection of documents/Administrative Control

See official time schedule.

(INTERNATIONALS)

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 FIA International Licence Grade C or higher Grade.

If drivers compete occasionally in a series with international status they must show a current and valid FIA International License Grade C or higher Grade.

All drivers, competitors and officials participating in these meetings must hold current and valid licences and where applicable, valid licences and/or authorizations issued by their ASN.

(NATIONALS)

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 a current and valid KNAF EU/Nationaal (or higher grade) driver's licence or a comparable national licence of another EU ASN for meetings outside the territory of this other ASN in EU countries (for instance MSA National "A") and –if applicable– an entrant's licence. Drivers may also take part with a H2/3 licence issued by an EU.

Drivers from outside of the EU need a(n) authorisation(s) or approval(s) of their.

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 regulation ns concerning racing contests).

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

See official time schedule.

Article 11 Starting procedure

- The starting procedure will be explained at the drivers' briefing.
- All cars of all classes should line-up in starting-order at least 30 minutes before the scheduled start at the Assembly Area (see Paddock Plan).
- Starting procedure:

Pole-position standing start: LEFT.

Pole-Position rolling start: RIGHT.

The starting grid will be in a staggered 1 x1 formation.

- Rolling start: at the end of the formation lap, at marshal's post 18 (showing a board 'GRID'), all cars should be properly grouped up and be in their relative grid positions. If the formation is correct the Leading Car will pull off at marshal's 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 2 rows.

- A practice start is only allowed from a special pre-start box, located at the right hand side of the Pit Lane exit. It is not allowed to make practice start during the Warm up Lap. Any infraction to this rule can be

sanctioned by a Time-penalty or Stop&Go-penalty or Drive Through-penalty.

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

All classes will drive a complete cooling down lap after Practices and Races and leave the track at the entry of the Pit Lane (marshals can show a red flag at the entry).

Article 13 Protests

In addition to art. 13.3.1 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 fee: Euro 500.

Technical protests: see ASJ 2016.

Appeal fee: Euro 1.750.

Article 14 Pit regulations

- All pit boxes/garages must be kept locked from the inside to avoid unauthorised persons passing through to the Pit Lane, fines maybe imposed by the Stewards 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 Lane: minimum age is 16 years
- The Pit Lane has been divided into two lanes. The lane closest tot 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 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 KNAF 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.

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 driver will receive a non removable (TC 2016) sticker. Only this sticker (as published by the TC) indicates that the car is allowed to participate. Without this sticker, the car may not participate in practice/race. 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 and/or Race Director and/or Stewards of the Meeting 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' may execute these controls. See also the class regulations and FIA Appendix J art. 252.9 (ASJ 2016)
Standard/Reference Fuel: the fuel from the fuel station at the circuit will be considered as the standard/reference fuel.

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.

A special instruction paper about the use of the transponders will be available at licence control.

Malversation or obstruction of the rules mentioned in this article will lead to exclusion and shall be reported to the Stewards.

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 some cases the Clerk of the Course may order to show flag signals at more than one marshals' post preceding an incident.
- 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 **Safety Car**

- a. During the Race the Safety Car will join the track at the exit of Turn 18 (marshal's post 22).
- b. When it's decided to call in the Safety Car, the orange lights will be extinguished. This will be the signal to all drivers that the Safety Car will leave the track by entering the Pit Lane at the end of that lap.
- c. Overtaking remains prohibited until the green light or green flag at the Line is crossed.

Article 22 **Noise-regulations**

Due to the environmental permit imposed upon the Circuit by the local government all cars must be equipped with a silencer. In case of a breach of the local noise regulations officials of the Circuit are – in consultation with the Clerk of the Course and/or Race Director – allowed to remove cars from the track.

Article 23 **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 give orders in respect of them only with his express agreement:

- a. the control of Practice and Race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the FIA International Sporting Code or Sporting Regulations;
- b. the stopping of any car in accordance with the FIA International Sporting Code or Sporting Regulations;
- c. the stopping of Practice or 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. suspending a Race.

Article 24 **Judges of Fact**

The following Officials will be Judges of Fact.

- Starting Judges: to declare any false starts or other infringements.
- Finishing Judges: to declare the order in which the cars cross the Line when the end of the Race is given or the scheduled race distance is completed by the winner.

Article 25 **Special Venue notices**

- a. All entrants and drivers are obliged to follow the instructions of the Organiser and Officials at the Paddock. Vehicles must be parked in the allocated or indicated areas of the Paddock. Any violation will be reported to the Stewards.
- b. All roads and fire hydrants in the Paddock must be kept clear at all times.
- c. The maximum speed at the Paddock is 15 km/h.
- d. No person under the age of 12 years is allowed to drive with motorised vehicles at the Paddock.
- e. Dogs are not allowed at the venue.
- f. Used oil must be disposed of in the allocated oil drums. Please dispose of all garbage in the allocated garbage containers.
- g. The house regulations for the venue must be respected at all times. A copy is posted in every pit garage and on the Fuel Station at the Paddock. Any violation will be reported to the Stewards.
- h. No competition vehicle, except while on the track, may be driven at a speed exceeding 15 km/h. Vehicle must not be testing on any area of the Paddock.
- i. The Circuit Management and Organiser shall not be liable in the event of damage caused to vehicles being recovered from the track.

Article 26 **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.agentschaptelecom.nl/sites/default/files/application-form-events.pdf>

Article 27 **Supplementary Regulations**

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

Appendixes:

- ▷ Plan of the circuit



Baanposten, bochtennamen en bochtnummers

GRAND PRIX CIRCUIT 4.542 meter

22 BAANPOST

T18 BOCHTNUMMER

