

REGULATIONS ENDURANCE CHAMPIONSHIP 2017

Article 1 - In general

Applicable are

1. Algemeen Reglement Autorensport Nationaal B 2017 (General Regulations Motor Sport National B 2017),
2. Wedstrijdreglement Autorensport Nationaal B (Competition Regulations Motor Sport National B) and
3. Reglement Endurance Kampioenschap 2017 (Regulations Endurance Championship 2017) as stated below (article 9 to 20).

Article 2 - Classes

2.1. Classification

For races at Zandvoort the following classification for cars will be applied:

1. Supersport: cars capable of lap times of 2.03,00 - 2.06,00.
2. Sport: cars capable of lap times of 2.06,00 - 2.09,00,
3. Touring: cars capable of lap times of 2.09,00 or more..

Each car receives a class-indicating sticker.

2.2. Coupled classes

1. During the race all cars are obliged to make a pit stop to change drivers.

- Cars competing in the Sport class must be stationary during 1.45.00 (1 minute 45 seconds) exactly.

- Cars competing in the Supersport class must be stationary during a given time longer than before mentioned 1.45,00.

- Cars competing in the Touring class will sometimes be allowed to stand still during less than 1.45,00.

2. Before the start of the race the Competition Secretariat will announce to the drivers of the coupled-class teams their indicated stationary time. Each coupled-class team gets an extra orange-coloured sticker with the indicated stationary time.

3. The organisation is free to give any individual competitor or coupled-class team a longer stationary time in order to guarantee competition equality .

4 If a certain car in the organiser's perception does not belong in the class in which it was originally entered, it can be transferred to another, more fitting class.

5. If a certain class is made up of an insufficient number of competitors, this class may be combined with another (higher) class.

2.3. Penalties

1. After the first infringement against his allocated lap time (see article 2) the driver gets a warning.
2. After the second infringement the driver involved will be penalised with 30 seconds per lap.
3. After the third infringement the driver involved will be 'promoted' to the next higher class.
4. A Super-Sport driver cannot be 'promoted', so he will get 30 seconds penalty for each infringement after the second one.
5. If a team is not capable of performing the lap time as required in this class, it can be transferred to a lower class.

2.4. Cars not allowed

One is not allowed to participate with

1. formula cars,
2. cars fuelled by LPG or CNG and
3. sports cars and other cars without front screen.

Exceptions are only possible after consent by the organising committee.

2.5. Acceptation of teams

Entries will be accepted to in order of receipt of the entry forms.

2.6. Priority of teams

Teams which participate in the entire championship have priority over teams which are interested in one specific race only.

Article 3 - Calendar

. June 11th	6-hour race	Zandvoort
. July 16th	12-hour race	Zandvoort
. October 15th	10-hour race	Zandvoort

Article 4 - Championship points

1. For the individual classes (Supersport, Sport and Touring) the awarding of championship points per race result will be as follows:

Number of competitors per class: >8 5 4 3 2 1

Race result

1st in class

2nd in class

3rd in class

4th in class

5th in class

6th in class

7th in class

8th in class

9th in class

10th in class

All races including the 6-hour and 10-hour events: x 1.

12-hour event: x 2

2. After each race the point score as well as the running score will be published as soon as possible.

3. Points will be awarded to drivers individually and not to teams or cars.

Article 5 - Noise

Always regarding other conditions from the Algemeen Reglement Autorensport Nationaal B (KNAF ASJ 2017, article 8.4 to 8.7), the maximum admissible noise level for all classes is 88 dB(A) .

Article 6 - Regulations

Applicable are

1. Algemeen Reglement Autorensport Nationaal B 2017 (General Regulations Motor Sport National B 2017),

2. Wedstrijdreglement Autorensport Nationaal B (Competition Regulations Motor Sport National B),

3. Milieureglement Reglement (Regulations Environment) and

4. Appendix concerning driving behaviour (see below).

The organisation committee may organise the event and take care off the maintenance of all regulations.

5. By taking part the competitor is obliged to respect te rules.

Article 7 - Safety

This article is conform article 1 of these regulations.

Article 8 - Licenses

1. Control of the licenses is only possible on the day of the race itself. This is done in the TC building or another location.
2. Participation is only possible for holder of at least a Club Licence or a licence of a higher level.
3. As part of the entry each driver is obliged to sign the indemnity clause.

Article 9 - Tyres and brakes

9.1. Only Interstate tyres

1. Competitors may only use Interstate tyres (type DNRT-Race).
2. If these Interstate tyres are temporary not available in the size needed for a certain car, competitors are allowed to use Toyo tyres (type 888 and R888R, compound GG).
3. Brand names, code- and production numbers on tyres must be visible at all times.
4. 'Preparing' tyres in any way is not allowed, excluding the tyre profile.
5. Competitors may alter the tyre profile according to his/her own views. For instance, existing grooves may be broadened or a new longitudinal groove may be added.

9.2. Use of tyres

1. Competitors may use more than one set of tyres during a race, unless forbidden by special regulation.
2. If there is a qualifying session before a race, competitors must start the race using the same set of tyres as used during qualifying.
3. Changing tyres during qualifying is allowed only after approval by Race Control/TC.

9.3. Changing tyres during the race

1. Teams are allowed to use battery-driven wheel-nut spanners during pit stops.
2. The use of pneumatic tools (including air jacks) is forbidden.
3. Only mechanical or hydraulic jacks are allowed.
4. The use of tyre warmers is forbidden.

9.4. Controlling the tyres

Certain tyres may be declared 'suspect' by TC. During any moment of the event Race Control may take such tyres away from a team and give them to TC for further inspection. Then the team is, for the time being, allowed to replace them with another set of tyres approved by TC. The team will always account for eventual costs.

9.5. Brake pads

1. Competitors may only use Hawk brake pads. Other brands are forbidden.
2. Hawk brake pads are available exclusively at Dutch Race and Rally Parts. Please contact Hank van den Burg.

9.6. Brake cooling

1. Hoses for the cooling of the brake discs are allowed, but only with a maximum diameter of 100 mm.
2. These hoses must be situated inside the car.
3. They may be connected with openings in the front bumper or with openings created by taking out the fog lamps.

Article 10 - Fuel and fuel system

10.1. Fuel

1. Only regular fuel (petrol or diesel fuel) is allowed.

10.2. Fuel tank

1. The use of the original fuel tank is recommended. Yet this tank may be replaced with a FIA-homologated and certified fuel tank (FT3 1999, FR3,5 or FT5).
2. The fuel capacity of such a tank may not exceed the standard fuel capacity.
3. While using a special fuel tank the original one must be removed.
4. Any modification to the fuel tank is forbidden.
5. Addition of other fuel tanks is forbidden.
6. Installation of a FIA-approved fuel tank (see above) plus accessories must be done in a safe way according to FIA Annexe J Article 252 and 253.
7. The fuel tank must be separated from the cockpit. This separation board must be fire-resistant and fluid-tight. On behalf of safety TC may make certain exceptions.

10.3. Fuel pump

1. Addition of extra fuel pumps is forbidden.
2. The fuel pump must be separated from the cockpit. This separation board must be fire-resistant and fluid-tight. On behalf of safety TC may make certain exceptions.

10.4. Catch tank

1. Addition of a catch tank with a capacity of one litre maximum is allowed.
2. The catch tank must be separated from the cockpit. This separation board must be fire-resistant and fluid-tight. On behalf of safety TC may make certain exceptions.

10.5. Fuel-filling system

1. The filler cap must be the original locking filler cap or a filler cap with a quick-acting mechanism.
2. The original filler pipe may be adapted by removing the narrowing parts.
3. Any auxiliary part that accelerates the fuel-filling procedure (including air-bleeder accessories) is forbidden.

Article 11 - Teams

Practice and race

1. Each competing car may be driven by a team of two (minimum) to five (maximum) drivers.
2. At least two drivers of the same car must take part in practice or/and qualifying.
3. One of them must be the driver who will start in the race.

Article 12 - Race regulations

Timing schedule

1. In the timing schedule one can find the starting points as well as the duration and the length of all practice sessions, qualifying sessions and races.
2. After registration drivers will receive the timing schedule receive per email.

The timing schedule can also be obtained during the entry procedure and will be hung onto the official notice board.

3. The organising committee is entitled to make changes in the timing schedule during the event.

Practice

After the start of the practice session competitors are allowed to enter the track via the pit lane.

Starting procedure

Races are started by standing start. See KNAF ASJ 2017, Wedstrijd Reglement Autorensport Nationaal B, artikel 8.4.

Driving time

1. The driving time per stint is (minimum) 20 minutes to (maximum) 80 minutes, measured from the moment the driver leaves the pit lane via the pit exit to the moment he enters the pit lane via the pit entry (near start/finish).
2. The number of pit stops is mentioned in the special regulations.

Remaining definitions

1. For each race a competitor may be entered and be active in just one car.
2. For each race a team may change her driver line-up.
3. After a regular stint drivers must change.

Coupled class

1. The coupled class is made up by teams with drivers racing with their own cars, who alternate with other drivers by just transferring the transponder.
2. If a car has broken down or has been crashed, then the transponder may be transferred to the next car (of the team) after the stricken car has been returned to the pits.
3. If instead marshals have put this car out of danger behind the guard rails, then the transponder may be transferred to the next car as soon as it is brought back.

Article 13 - Pits

1. In general

Pit-lane speed limit is always 20 km/h.

2. During practice session

Drivers may, after entering the pit lane, resume their practice as long as they respect the rules.

3. During the race

Drivers may enter the pit lane as they like, excluding Code-Red periods.

4. Pit stops

1. Each team must keep account of pit stops, driver changes, tank stops and other reasons why the car has stopped at their pit box.
2. This administration must always be up-to-date and can be checked at any moment.
3. Does the refuelling come before the driver change? Then the (old) driver must stay in his seat until the fuel cap has been fully closed.
4. Does the driver change come before the refuelling? Then the fuel cap may not be removed unless the (new) driver is in the car and the all doors have been closed.

5. Smoking

During the whole event smoking in the pit-lane and pit boxes is strictly forbidden.

6. Working on the car

1. During a pit stop no more than two people are allowed to work on the car, excluding the lollypop man and excluding the person who cleans the windows of the car.
2. The 'old' driver may help the 'new' driver getting ready to race, but not during refuelling.
3. As long as people are working on the car, the engine must be switched off.
4. The use of pneumatic tools is forbidden.

7. Children

Children younger than sixteen years are not allowed in the pit lane.

Article 14 - Drivers' briefing

Before each race there is a drivers' briefing. Every competitor is obliged to attend. The moment and location of the drivers' briefing will be announced in the official time schedule.

Article 15 - Refuelling

1. Cars will be refuelled before the team's own pit box. This procedure will be carried out by team members.
2. Refuelling is allowed only using steel 20-litre jerrycans with fixed filling hoses (no longer than 50 centimetres measured from the cock of the cap, optionally with a bleeder tap).

3. The use of funnels is forbidden.
4. During driver change refuelling is forbidden.
5. During refuelling a team member must be stand-by holding a foam extinguisher of at least 6 kilogram.
6. Circuit-owned extinguishers may not be used for this task.
7. Cars with a turbocharged engine may be refuelled with the engine switched on. During a tank stop two team members with fire-retardant clothing must be stand-by, each holding an extinguisher of at least six kilograms.
8. During refuelling the lollypop man must stand before the stationary car.
9. Driver changes and other activities are only allowed before or after refuelling.
10. During refuelling all doors and windows of the car must be closed.
11. During refuelling the use of only one jerrycan is allowed.
12. Fuel supply in the pit box must be stocked in steel jerrycans or in barrels of 60 litres maximum. These jerrycans and barrels must be placed in fluid-tight storage bins.
13. The race organisation will supervise the safety standards of the way fuel is stored.
14. The people who are doing the actual refuelling, must wear fire-retardant clothing including balaclava and gloves.
14. During refuelling a catch tank and an environment-protection mat must be used in order to catch any spilled fluids.
15. Per tank stop no more than 40 litres of fuel may be put into the car.

Article 16 - Safety car

In accordance with Article 11 of the Wedstrijd Reglement Autorensport Nationaal B (KNAF ASJ 2017) no safety car will be used during a race. See also Article 17 of the same Regulations concerning Code 60/purple flag.

Article 17 - Code 60 / purple flag / Code Red

See Reglement Vlagsignalen (Flag Signal Regulations);
Bijzonderheden betreffende autorensport: purple flag/Code 60 (KNAF ASJ 2017, page 44).

Code Red:

1. If the race neutralisation using Code 60 appears to be insufficient, then Code Red could be given.
2. Then all competitors drive dead slow to the start/finish line.

3. There Race Control will decide when and how the race will be restarted.
4. During Code Red the race officially goes on.
5. Work must be stopped on cars which were standing in the pits for repairs at the moment Code Red was shown.
6. At the end of the Code-Red situation work on the car may be resumed.

Article 18 - Penalties

1. For most offences the regulations offer a fitting penalty. If not, then Race Control may freely issue a warning, a time penalty or a deduction of one or more (driven) laps. If it comes to disqualification in race and/or race results, then the organisation committee will decide.
2. Time penalties given during a race, must be paid off during the next pit stop by stopping at an indicated place near start/finish. The team involved is responsible for the correct execution of the penalty. Before the repayment of the penalty the race secretariat will be informed.
3. If the driver involved doesn't make a pit stop anymore, the penalty will be settled in the race result.
4. If a driver does no't serve his penalty during the next pit stop, he gets 30 seconds extra time penalty.
5. If a driver does not stop long enough to serve his penalty, he gets 10 seconds extra plus twice the amount of seconds he did not serve.
6. A penalty will be announced to the driver involved as soon as possible. Penalties which are imposed on a later date than race day (for instance as a result of after-race scrutineering) will be announced within 14 days in writing to the driver involved .

Article 19 - Modifications of race regulations

All modifications and additions concerning the race will be published on the official notice board.

Article 20 - Radio communication

Each competitor, team owner, driver or team member who wants to use a device for radio communication, must apply of this at least one month before the start of the event.