

SUPPLEMENTARY REGULATIONS KNAF SECTIE AUTORENSPORT

Article 1 Event information

Name Event: **Dutch Supercar Challenge SLAM!FM Finaleraces Assen**
Track: **TT Circuit Assen**
Date Event: **23th, 24th and 25th October 2009**
Type of Event: Open National Event type B
Classes: *Dutch Supercar Challenge*
Smartoffice.nl Youngtimer Trophy
Benelux Racing League
*Dunlop Sport Maxx Endurance Cup**

KNAF (ASN) Permit: 0309.09.010

Article 2a National Sporting Authority (ASN)

Knac Nationale Autosport Federatie (KNAF)
Kopperwetering 3, 2382 BK Zoeterwoude
Telephone +31 (0)71 5 892 601
Fax +31 (0)71 5 820 880
E-mail r.gabeler@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 Promotor

V-max Racing Management B.V.
Gageldonksepapad 1, 4824 PP Breda
Telephone +31 (0)76 5430 200
Fax +31 (0)76 5430 105
E-mail info@supercarchallenge.nl

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@tt-assen.com

Article 2e Organising committee

On behalf of ACNN: Peter Grondel
On behalf of TT Circuit Assen: Jeroen Steenhuis
On behalf of Clerk of the Course: Hans Voordouw

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): Peter Oord (7533)
Steward: Willem Keijzer (11488)
Steward: Arie Kroeze (9812)
Trainee.Steward: Henk Meijerink (22103)

Race Director: Bobbe Veldkamp (10710)

Clerk of the Course: Hans Voordouw (4438)

Deputy Clerk of the Course/RC: Jeroen Steenhuis (17843)

Secretary of the Meeting: Dasian Panman (16474)

Chief Medical Officer: Albert Dekker (22713)
Chief Time Keeping: Harald Roelse (10974)
Chief Scrutineering: Atte Roskam (4123)

Chief Paddock/Pit lane marshals: Henk Hindriks (22992)
Chief Startofficials: Jan Huizing (16193)
Chief Flag/Rescuemmarshals: Erik Hoekstra (16413)

Official Dutch Supercar Challenge

Judge of Fact: Renate Vissers (28108)

Officials Dunlop Maxx Endurance Cup*

DSMEC Stewards*
Hugo Bruyneel (VAS 102)
Jan Vervisch (VAS 126)

Race Director: Walter Stalmans (1790 RACB)

DSMEC Scrutineers*

Albert Jacobs (VAS 202)
Olivier Hermans (VAS 217)

The DSMEC Stewards and scrutineers will hold a VAS license as approved by the RACB for this Event

Article 5 Regulations

The following regulations will be used: published in the KNAF Autosport Jaarboek (ASJ) 2009 and/or official bulletin(s):

1. FIA International Sporting Code and Appendices (ISC)
- a. 2. These Supplementary Regulations
3. 'Algemeen Reglement Autorensport'
4. 'Reglement Nederlandse Kampioenschappen Moderne en Historische Autoraces'
5. 'Wedstrijdreglement Moderne en Historische Autoraces'
6. 'Reglement Moderne en Historische Autoraces'
7. The specific Technical and Sporting Regulations of the participating classes* (Including the regional DSMEC VAS and RACB approved regulations)
8. 'KNAF Milieureglement'
9. 'KNAF Reglement vlagsignalen'
10. 'KNAF Reglement Protesten'
11. 'KNAF Reglement betreffende de Autorechtspraak'
12. 'KNAF Dopingreglement'
13. 'KNAF Reglement Erkenning Nederlandse Kampioenschappen'
14. Besluit inzake reclame op voertuigen bij autosport wedstrijden'
- b. All regulations mentioned from 2a 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

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 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 Meeting addressed to the Stewards of the Meeting.
- c. If the Clerk of the Course and/or Race Director and/or the Stewards of the Meeting 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 of the Meeting – show the black flag to this driver.
- d. The “Ruskenhoek” (turn 5/6) and the “Geert Timmer Bocht” (turn 12/13) are both designated as chicanes, which means that Article 6.6 of the ASJ 2009 “Wedstrijdreglement Moderne en Historische Autoraces” (page 204) is applicable.
- e. Any driver who leaves the track at the left hand side of the “Ruskenhoek” (turn 5) and who wants to get back onto the track, should carry straight on via the asphalt run off area and is obliged to use the asphalt escape lane. The way into this exit road is indicated by white lines. Getting back onto the track by driving backwards or going onto the artificial grass is strictly forbidden. Any infraction to this rule will be sanctioned by a time penalty and/or Drive Through Penalty.
- f. The artificial grass behind the kerbs is not part of the racing surface.
- g. Access to the track:
 - ▷ *Practices and Qualifying Practices*: 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).
 - ▷ *Races*: Through the Assembly Area

Article 7 **Scrutineering and Parc Fermé**

- a. Pre scrutineering takes place for:
 - Dutch Supercar Challenge*: at the paddock
 - Youngtimer Trophy* : at the paddock
 - Benelux Racing League*: at the paddock
 - Dunlop Sport Maxx Endurance Cup*: at the paddock
 - International Superkart Series*: at the 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)
 - Dutch Supercar Challenge*: the Parc Fermé rules will be applicable to all the cars, not appointed by the Clerk of the Course to be examined after the practices or races, and must stay therefore in their paddock area which will be designated as Parc Fermé during 30 minutes after the provisional results as.
- d. Leaving the track after finish or practice(s):
 - Until the Clerk of the Course has finished timed practice/qualification 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 of the Meeting 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 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 of the Meeting 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 October 20th 2009. Acceptance of the entry will be send no later October 24th 2009. 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 driver must show a race and – if applicable – an entrant's licence. Drivers from abroad need an authorisation of their ASN (FIA International Sport Code Art. 70).

For the DSMEC* class a valid VAS / ASAF or RACB license will be valid as agreed and authorized by the RACB.

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: Practices, Pre-scrutineering and Races**

See official time schedule.

Article 11 **Start**

- a. The starting procedure will be explained at the drivers' briefing.
- b. For all classes line-up in starting-order at Assembly Area (see Paddock Plan).
- c. The starting grid will be in a staggered 1 x 1 formation.
- d. Standing start: pole position left
 - Rolling start: pole position right. At the end of the formation lap, at marshal's post 18, all cars should 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'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.
- e. Starting procedures per class:
 - Dutch Supercar Challenge*
Rolling Start (pole position: right) with 3 minute count down. The starting order for Race 1 will be determined by the best qualifying time. The starting order for Race 2 will be determined by the provisional results of Race 1.

Youngtimer Trophy

Standing Start (pole position: left) with 3 minute count down.

The starting order for Race 1 will be determined by the best qualifying time. The starting order for Race 2 will be determined by the provisional results of Race 1.

Benelux Racing League

Rolling Start (pole position: right) with 3 minute count down.



All cars of the BRL V6 class will start in front of the cars of the BRL Light class. The starting order of Race 1 will be determined by the best qualifying time. The starting order of Race 2 will be determined by the provisional race results of Race 1. BRL V6 will have reversed grid of first 8 cars, BRL Light will have reversed grid of first 6 cars.

Dunlop Sport Maxx Endurance Cup

Rolling Start (pole position: Right) with 3 minute count down.

The starting order for the Race will be determined by the best qualifying time.

- f. A pre-start is only allowed in the special pre-start box, located at the right hand side of the pit lane exit. It is not allowed to make a pre-start during the warm up lap, drivers will be black flagged in order to give them 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 at the entry).

Article 13 **Protests**

In addition to art. 173 (Chapter XII) of the FIA International Sporting Code protests have to be addressed to the Secretary of the Meeting in stead of to the Clerk of the Course. 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: € 500

Technical protests: see ASJ 2009

Appeal fee: € 1500, see ASJ 2009

All fines inflicted by the DSMEC (VAS) Stewards have to be paid to the Dutch ASN KNAF

All appeals involving the DSMEC will be dealt with the VAS (RACB) tribunal in Belgium (As agreed by the RACB and KNAF).

Article 14 **Pit regulations**

- a. 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 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.
- 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 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.
- g. 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.
- 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.

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 will 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 2009) 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 2009)

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 of the Meeting.

Article 20 **Signalling**

Information and instructions will transmitted to the drivers by means of the signals provided for in Appendix H of the FIA International Sporting Code.

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



In case of a rolling start procedure a sign 'GRID' will be shown at marshal post 18. At this position all cars should be properly grouped up and be in their relative grid positions.

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 art. 16 (Geluid) of 'Reglement Moderne en Historische Autoraces' of the Autosport Jaarboek 2009.

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

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

- a. the control of practice and the 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 23 **Supplementary Regulations**

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

Appendixes:

- ▷ Time schedule
- ▷ Plan of the circuit
- ▷ Plan of the paddock
- ▷ Track limits



SLAM FM Finale Races

23, 24 and 25 October 2009

TT Circuit Assen (4.555 m)

Time schedule

v10.14-10-2009

V-max Racing Management

Stichting Autosportcompetitie Noord Nederland

Stichting Superkart Organisation

	Collection of documents (Welcome Centre)	Driver's briefing (Press Conference Room)	Pre scrutineering
Dutch Supercar Challenge		Fr 23 Oct, 08:15 - 08:35	Thu. 22 Oct till 20:00 Fr 23 Oct.till 9:30 at the paddock
Dunlop Maxx Endurance Cup		Fr 23 Oct, 08:40 - 09:00	Fr 23 Oct. 09:00-11:00 at pitbox 1
Youngtimers		Fr 23 Oct, 11:50 - 12:10	Fr 23 Oct. 10:00-12:00 at the paddock
Superkarts	Do22 Oct.14:00-22:00	Fr 23 Oct, 13:10 - 13:30	Fr 23 Oct, at the paddock t.b.n.
BRL V6/BRL Light		Sa 24 Oct. 09:15 - 09:35	Sa 24 Oct, 08:00-09:30 at the paddock

Friday 23 October 2009

start	end	duration	recovery	session	class
9:00	10:00	1:00	0:00	Free practice	DSC Divisions Supersport 2 & Sport
10:00	11:00	1:00	0:10	Free practice	DSC Divisions GT & Supersport 1
11:10	12:10	1:00	0:00	Free practice	Dunlop Maxx Endurance Cup
12:10	13:10	1:00		Break	
13:10	13:40	0:30	0:10	Free practice	Youngtimers
13:50	14:10	0:20	0:10	Free practice	Superkarts
14:20	14:45	0:25	0:00	Qualifying	DSC Divisions Supersport 2 & Sport
14:45	15:10	0:25	0:10	Qualifying	DSC Divisions GT & Supersport 1
15:20	16:20	1:00	0:10	Qualifying	Dunlop Maxx Endurance Cup
16:30	16:50	0:20	0:10	Qualifying	Youngtimers
17:00	17:20	0:20	0:10	Qualifying	SUPERKARTS

Saturday 24 October 2009

start	end	duration	recovery	session	class
10:00	10:30	0:30	0:10	Free Practice	BRL V6/BRL LIGHT
10:40	11:05	0:25	0:10	Qualifying 2	Superkarts
11:15	11:45	0:30	0:10	Race 1	Youngtimers
11:55	12:40	0:45	0:00	Race 1	DSC Divisions Supersport 2 & Sport
12:40	13:35	0:55	0:00	Break	
13:35	14:20	0:45	0:10	Race 1	DSC Divisions GT & Supersport 1
14:30	14:50	0:20	0:10	Qualifying	BRL V6/BRL LIGHT
15:00	17:30	2:30		RACE	Dunlop Maxx Endurance Cup

Sunday 25 October 2009

start	end	duration	recovery	session	class
10:00	11:00	1:00	0:15	Taxirides	All contenders
11:15	11:40	0:25	0:15	Race 1 (11L) or 25 min,	Superkarts
11:55	12:25	0:30	0:15	Race 1 (12L) or 25 min,	BRL V6/BRL LIGHT
12:40	13:40	1:00	0:15	Race 2	DSC Divisions Supersport 2 & Sport
13:55	14:25	0:30	0:15	Race 2	Youngtimers
14:40	15:40	1:00	0:15	Race 2	DSC Divisions GT & Supersport 1
15:55	16:20	0:25	0:15	Race 2 (11L) or 25 min,	Superkarts
16:35	17:05	0:30	0:00	Race 2 (12L) or 25 min,	BRL V6/BRL LIGHT

11:30

DSC Prize giving ceremony Saturday's race for the first 6 per Division



SUPPLEMENTARY REGULATIONS

Dutch Supercar Challenge SLAM!FM Finaleraces Assen International SUPERKART SERIES Date: 23 -25 October 2009

REGULATIONS

The final text of these Supplementary Regulations shall be the French version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Supplementary Regulations.

Article 1 – Organisation

The Event shall be run in accordance with the International Sporting Code and its appendices, the FIA and CIK-FIA official Bulletins, the General Prescriptions applicable to the CIK-FIA Karting international Events and Championships, Cups and Trophies, Cups and Trophies, the Sporting Regulations of the CIK-FIA Championship and these Supplementary Regulations.

Regulations SSO,

Sporting regulations 2009 ISS

Technical regulations 2009 ISS

Article 2 – Information specific to the Event

National Sporting Authority:

KNAF

Address: P.O. Box 274
NL-2300 AG LEIDEN, the Netherlands

- a) Phone: +31/71 589 26 01
- b) Fax: +31/71 582 08 80
- c) E-mail: info@knaf.nl
- d) Web: www.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
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E-mail peter@grondel.info

Article 2c Promotor

V-max Racing Management B.V.
Gageldonksepada 1, 4824 PP Breda
Telephone +31 (0)76 5430 200

Fax +31 (0)76 5430 105

E-mail: Info@supercarchallenge.nl

Circuit:

- a) Length: 4,555 m.
- b) Direction of the track: clockwise.
- c) Side of the pole position: right.
- d) Number of laps in the final phase:
Race 1/Race 2: 11 laps/Race.

Time Schedule of the Event:

See attached detailed provisional time table

Technical Checks:

Location: paddock

Location Parc-Fermé: technical building

Sporting Checks:

Location: welcome centre

"Briefing" with the Entrants and Drivers:

Location: Press Conference Room 1st floor of Race Control building above pitboxes

Location of the official posting board:

Outside wall, near riders info

Prizes and awards:

Podium: Press Conference Room 1st floor of Race Control building above pitboxes.

Trophies and awards for the first 3 placed drivers in Race 1 and in Race 2

Article 3 – Main Officials

A) Stewards

1) Stewards :

Mr Peter OORD (NL) 7533

Mr Arie KROEZE (NL)9812

Mr.Willem KEIJZER (NL)11488

Mr.Henk MEIJERINK(NL) Trainee (22103

2) The Chairman of the Panel of Stewards

Mr Peter OORD (NL) 7533

B) Clerk of the Course

Mr Hans Voordouw(NL) 4453

C) Secretary of the meeting

Mrs. Dasian.Panman (NL) 16474

D) Chief Scrutineer

Mr Ton Nachtegeller(NL) 9953

E) Timekeeping Officer

Mr.Harald Roelse (NL) 10974

Article 4 – Insurances

In compliance with the legal prescriptions, the Organiser has contracted one or several insurance(s) guaranteeing the following risk(s):

- In compliance with the legal prescriptions, the Organiser has contracted one or several insurance(s) guaranteeing the following risk(s):
-
- Third Party Civil Liability with a value of € 2.500.00,- for the meeting
- During practice and races, participants (drivers and entrants) are automatically insured by the organiser for liability of the following sums:
 - € 2.500.00,- for injuries to third parties
 -
- In addition a personal accident insurance covering participants (drivers and entrants) for a maximum amount of:
 - € 25.000,- in case of death
 - € 100.000,- in case of full invalidity
 - € 1.000,- in case of medical treatment
- has been taken out by the organiser, as well as
- an insurance covering the marshals for personal accidents:
 - € 25.000,- in case of death
 - € 100.000,- in case of full invalidity
 - € 1.000,- in case of medical treatment
-

Article 5 – Protests and Appeals

Amount of the Protest fee : 500- €

Amount of the Appeal fee set by the ASN :
€975,00

VISA OF THE ASN N° 0309.09.011

