

# **Legendary Circuits Series**



# **Regulations 2019**

Knac Nationale Aansporing Federatie

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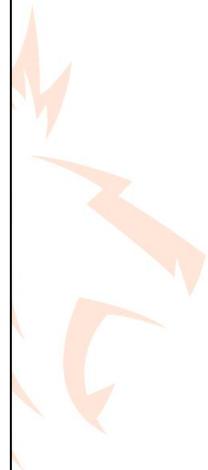
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# Introduction

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## general

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### 1.1 Structure

The 'Legendary Circuits' is a series of one-off motor racing events - which do not, in any way, constitute a championship – organized and administered by Stichting ETT in conjunction with an Event Organizer and in accordance with the General Regulations of the KNAF (incorporating the provisions of the 2019 International Sporting Code (ISC) and Appendices of the FIA) and these Regulations.

### 1.2 Title and jurisdiction

The 'Legendary Circuits' is organized and administered by the Stichting ETT [S.E.T.T.]. The foundation is registered in the Netherlands and as a result is under the jurisdiction of Dutch law.

### 1.3 Address and business details

S.E.T.T.  
Meer en Duin 1  
2163 HA Lisse - Holland

Chamber of Commerce nr: 28100967  
VAT registration nr: NL 813 581 850 B01

Bank: RABO Bank - Utrecht - NL  
SWIFT/BIC: RABONL2U  
IBAN: NL97 RABO 03069 43557

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## officials

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On parle français - English spoken -  
Deutsch wird gesprochen - Nederlands  
wordt gesproken

### 2.1 Administration

Mr Pieter BAKKER  
[pieter@legendary-circuits.eu](mailto:pieter@legendary-circuits.eu)

### 2.2 Internet

[www.legendary-circuits.eu](http://www.legendary-circuits.eu)

# Introduction

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## insurance

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### 3.1 Racing driver's insurance

In order to participate in any 'Legendary Circuits' event, you must carry an official motor racing license issued by your National Motorsport Authority (ASN). Make sure your license has the appropriate grade to race abroad. Any such license automatically carries an insurance. So when you are out on the track and in whatever country you race, you can be rest assured that you are insured. Be aware though, that the conditions vary per issuing country, so best to check with your national ASN.

### 3.2 Event insurance

'Legendary Circuits' involvement is strictly limited to official events. Guidelines and national legislation stipulate, that the organizer of any motor racing event must insure the event.

### 3.3 Personal insurance

Once you are on the road to and from an event the risks you run are of course your personal responsibility. You should ensure that you investigate your position yourself and satisfy yourself that you are covered. You would do this if you were going on holiday, so racing should be no different.

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## human relations

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### 4.1 Welcome!

Thank you for your interest in 'Legendary Circuits', Europe's leading series based on the most legendary GP circuits, which still remain. This electronic set of regulations will tell you a great deal about the sporting and social side of it.

Whether you are a competitor, a husband, the children, a mechanic, family or a friend, especially the social side concerns us all a great deal. 'Legendary Circuits' takes great pride in offering all a social meeting place at the circuits. You will soon notice, that your presence will be very much appreciated. Afterall, there is more time to socialize, then there is time to race.

### 4.2 Upon arrival

Before building your tent, be aware that we put 'our' Paddock Club at the best spot in the 'Legendary Circuits' paddock, as it will serve as a hospitality center for all of us, administration, scrutineering bay, etc. It is the heart of 'Legendary Circuits'.

We like to keep it clean and tidy in our paddock, so try your best.

- **Trailers** must be parked following the instructions received on location.

- We like **lorries, motorhomes and motorcars** to be parked with the front facing the public.

- **Racing cars** - make sure your car is clean and damages are repaired, when arriving at the circuit.

### 4.3 Keep the 'Paddock Club' clean and tidy

Please leave your table as you found it. Please tidy your plates, cutlery and cups away at the end of each meal. Someone else will wash them, you only have to bring them back.

# Introduction

## 4.4 Don't drink and drive

A dangerous combination which simply cannot and will not be tolerated.

## 4.5 Closing time

As we all take the racing very serious and we do not want to cause any nuisance in the paddock, the Paddock Club therefore closes at midnight.

## 4.6 Upon departure

The 'Legendary Circuits' has a high standard to maintain. Its participation throughout the years in many events has always been very much appreciated by many organizers. One of the many reasons is that Legendary Circuits' members have always proved to be very disciplined and keep their paddock clean and tidy. In order to maintain this standard, please have a look around you and do not forget to clean your area before leaving the circuit.

overtaking action when you are not confident of pulling fully alongside your opponent between turn-in and the apex of the corner. Your opponent will most likely shut the door on you and rightfully so!

Note: there is only one sensible advice, **if you're not sure, then don't!** Ill-founded excuses like "I had nowhere to go" won't help anybody.

## 5.3 Overtaking around the outside

No better way to frustrate your opponent, than to overtake him around the outside. However, this frustration often leads to aggression. Under circumstances the mistake most likely to be made by your opponent, is to allow the car to fully drift to the outside of the corner when exiting, leaving you nowhere to go but the grass or perhaps even worse, into the barriers.

Note: when being overtaken, always **leave enough space** for your opponent!

## 5.4 Overtaking on the straight

This is perhaps the least exciting way to overtake, but probably the safest way. Overtaking really starts in the corner before, by taking a more aggressive line and forcing your opponent up front into defense. Or perhaps just by slipstreaming that long straight.

Some people think that weaving on the straight in order to defend their position is allowed. Not true, you are allowed to make one change of direction only, defending the inside line on the straight.

## 5.5 Two in - two out

Whatever happens, competitors should always work on the principle of "two in - two out". This means that once you and your fellow competitors are committed to a corner, you come out of that corner without having any contact.

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## driving conduct

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## 5.1 Fair competition

Even though the 'Legendary Circuits' offers a highly competitive environment, great awareness exists, that motor racing is a non contact sport.

We all appreciate taking the cars home in the same condition they arrived. There have never been any casualties in 'Legendary Circuits' races. A record we intend to keep.

## 5.2 Overtaking on the inside

Overtaking on the inside is very difficult as it is, but especially with equally skilled drivers and one-make cars. Under circumstances brake distances are short, which often translates into only getting partially alongside your opponent. This is where a lot of "racing accidents" start. Be advised to abort (the thought of) any

# Sporting regulations

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## general

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### 6.1 Title and jurisdiction

The 'Legendary Circuits' is organized and administered by the Stichting E.T.T. in accordance with the general regulations of the KNAC Nationale Autosport Federatie (KNAF) incorporating the provisions of the FIA International Sporting Code its Appendices and these series regulations.

All events are organized by the local event organizer. Meetings are similar to "closed to club" events and open to 'Legendary Circuits' members only.

Sporting and technical regulations as approved by the KNAF in the Netherlands.

### 6.2 Calendar

Calendar to be announced separately, a copy of which can be found on the 'Legendary Circuits' website.

### 6.3 Force majeure

The organizer reserves the right to cancel and/or reschedule events if necessary and/or possible due to exceptional, unforeseeable or any other conditions and is under no circumstances liable for any damages.

### 6.4 Statements

The organizer reserves the right to issue additional statements clarifying and/or adding items from/to these regulations.

### 6.5 Competitor eligibility

Members must hold valid KNAF EU/National license, Motorsport UK National A or a racing license of a similar or higher grade. Racing licenses will be checked by the organizer of the event.

### 6.6 Registering

We are very much looking forward to your registration of interest, which you can submit to the administration from the website. Once you have paid, your registration will be handled as a fixed entry and as such entry fees will never be returned. However, should you - for

whatever reason – not be able to fulfill your obligation towards 'Legendary Circuits', you are kindly invited to sell your grid slot. Should 'Legendary Circuits' succeed in recovering your entry fee from the organizer, this fee will be used to cover [part of] the expenses of your next entry. Your recovered fee must be spent within a year after the recovery date.

### 6.7 Racing numbers

Whenever possible competitors are allocated their regular racing number.

### 6.8 Advertising on cars

The following graphics are allowed:

- The drivers' names and relevant country flag may appear once on each side of the car within the maximum dimensions of 10x40 cm.
- Advertising will be confined to a maximum of two spaces of 50x14 cm; one along the top, and one along the bottom, of up to four of the competition numbers. One of the two spaces attached to each competition number may be reserved for the organiser's advertising, the use of which the competitor may not refuse. All further advertising, with the exception of period livery, must be removed (source: [www.fia.com](http://www.fia.com)).

### 6.9 Advertising in general

Participation in any 'Legendary Circuits' event is conditional upon each participant providing to 'Legendary Circuits' free of charge all advertising places on/in their car and accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming, broadcast and internet footage, photographs and/or any other means of reproduction collated during the 'Legendary Circuits' events which may be used at the discretion of the 'Legendary Circuits'.

### 6.10 Offensive material

Participants communicating any offensive material (in its broadest sense) herewith explicitly and automatically give up their right to take part in any 'Legendary Circuits'

# Sporting regulations

meeting and the subsequent use of the 'Legendary Circuits' paddock area.

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## race procedure

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### 7.1 Race confirmation

Details of the events will be published on the 'Legendary Circuits' website.

### 7.2 Technical Scrutineers

Wherever possible 'Legendary Circuits' will make use of the local scrutineer.

### 7.3 Checking in

For your convenience and where possible all checks and administration will be carried out in/near our Paddock Club.

### 7.4 Scrutineering

For your convenience and where possible safety- and eligibility-scrutineering will be carried out near our Paddock Club.

### 7.5 Eligibility

It is the competitors responsibility that his/her car is eligible. If for whatever reason you are in doubt concerning your car's eligibility, do contact the 'Legendary Circuits' administration before qualifying to have your car checked. The decision of the 'Legendary Circuits' administration on any technical matter is final.

### 7.6 Re-scrutiny

All vehicles reported involved in heavy contact incidents during qualifying or races must be presented to the scrutineer before continuing in practice, qualifying or race.

### 7.7 Drivers briefings

Where possible, drivers briefings, will be organized in/near our Paddock Club. Drivers must attend at all times and sign for their presence. Note: in case of a 'no show' the organizer is authorized to fine the driver concerned.

### 7.8 Qualifying

Competitors must at least complete one timed lap in qualifying in order to qualify for the race. Please be aware, that the qualifying result will decide the grid order of race 1.

### 7.9 Grid order races 2 & 3

The provisional result of race 1 will decide the grid order of race 2, etc. Non-finishers and/or starters will be admitted to the grid of the next race in order of retirement. They must submit a written request to the Stewards of the meeting to start the race.

### 7.10 Pre grid

- Grid formation will take place in the assembly area or at the track.
- Any car with mechanical failure must be withdrawn from the grid in time, in order for the marshals to assemble a correct grid without any blank spots.

### 7.11 Starts

- Starts are rolling starts.
- Cars must keep their designated grid slot under all circumstances.
- Grid rows are separated by 2 car lengths.
- The leading car will pace the grid to the starting area.
- Arriving at the starting area, the leading car will drive into the pit lane and now the pole sitter will guide the grid to the start lights at the exact same speed of the leading car.
- When the pole sitter arrives at 25-50m from the start lights, the red lights will be switched off. Cars are now allowed to accelerate and overtake.

Note1: should the Clerk of the course abort the start procedure the yellow lights will flash and a sign with extra 'formation lap' will be shown, the cars will follow the pole sitter for another formation lap.

Note2: Should the front row arrive at the starting area at an alternative speed, not being the speed as carried by the leading car, the one or both cars will be set back one lap in the race result.

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Note3: Should the no.2 car on the grid arrive earlier, at the starting area, then the pole sitter does, then the no.2 car will be set back one lap in the race result.

## 7.12 Restarts

- Under certain circumstances a safety car can be brought into the race or diagonal black & yellow flags (UK) will be shown on all marshal posts. Cars then will travel around the circuit in one line, spacing themselves again at 2 car lengths and following the leader at a maximum speed of 50 mph (80 km/h).
- The leader will pace the grid to the start lights. The race is on again, when the safety cars comes in and the lights on the starting line are switched off. On the Marshaling post the boards and flags will be withdrawn. Cars are allowed to accelerate and overtake when the lights are switched off.

## 7.13 Race length

The max. race length will be 30 minutes. Should a race be stopped (red flagged) for whatever reason, it will be the clerk of the course's decision when and how to restart the race. Should a race not be restarted, then the racing order of the leader's last full lap will decide the result of the race. When races are stopped, the only work permitted on the cars will be on the grounds of safety and only with permission of the 'Legendary Circuits' scrutineer.

## 7.14 Slowing down lap

Overtaking on the slowing down lap is absolutely forbidden.

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## awards

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### 8.1 Commemorative Trophies

Events are a competition in their own right. All drivers will receive commemorative trophies.

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## irregularities

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## 9.1 Enforcement of the regulations

All cars must comply with the regulations herein at all times during an event. It is the competitor's responsibility to ensure that his/her car complies.

In order to check cars on their eligibility, the 'Legendary Circuits' administration can/will execute (random) checks, during the weekend and is empowered to undertake any form of verification procedure he deems necessary. All costs arising from any procedure will be borne by the competitor him-/herself. In case of any disagreement on a car's eligibility the decision of the 'Legendary Circuits' administration is final.

## 9.2 Contact administration

Upon arrival and after each qualifying and race, all cars will be checked by the contact administrator for contact damage. Should cars have clashed together and regardless of the sanctions taken by the Clerk of the Course or the Stewards of the Meeting, 'Legendary Circuits' administration will take the following action;

- **Racing accident**

Force majeure, no action will be taken.

- **Minor damage**

No action will be taken, although notice will be taken in order to keep track of someone's racing attitude. The second offence will automatically result in an 'official warning'.

- **Heavy damage**

The contact administrator will hear three different witnesses to determine the originator of the accident. In the case of a first offence the originator will receive an 'official warning'.

- **Intentional damage**

Exclusion from all future 'Legendary Circuits' meetings.

## 9.3 Protests

The 'Legendary Circuits' will not encourage any protests concerning infringements. However if any competitor wants to file a

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complaint, he/she can do so in a discrete fashion within 30 minutes after the finish of a race and by contacting the 'Legendary Circuits' administration.

## Penalties

'Legendary Circuits' supports the following penalties;

Sanctions to be taken at the discretion of the Stewards or the Clerk of the course's are:

- absence during drivers briefing.
- ignoring 2 car lengths spacing during the (re-) start procedure.
- jumpstart and/or overtaking before the start- and finish line or any other designated line during the start procedure.
- overtaking under yellow.
- no clear speed reduction under yellow.
- ignoring the red flag.
- ignoring the black flag.
- ignoring the black/orange ball flag.
- overtaking during 'SC' procedure.
- trespassing the borderline of the circuit with more than 2 wheels.
- trespassing the pits exit line.
- exiting the pitlane under red lights



# Technical regulations

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## eligibility

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### 10.1 Introduction

In order to offer a sportive meeting place around Europe for a broad audience the 'Legendary Circuits' meetings are predominantly accessible for historic and classic production road sports cars under two liters. But bigger and/or later period cars that are complimentary to the ambiance and speed of the grid are always welcome. Note: Should the specs of your car be different from these regulations, differences could be accepted, but only in consultation [and in writing] with the organizer.

### 10.2 Identification Forms, etc,

FIA 'Vehicle Identification Forms', 'Historical Technical Passports' and/or 'Heritage Certificates' are helpful, but **not** mandatory. Please accept that the focus is to present you with a weekend full of enjoyment. As a result we fail to see the necessity of any of the above documents.

### 10.3 Contour

The contour of the cars must be as in period.

### 10.4 Engine

Cars must have their original engine.

### 10.5 Induction system

Cars must have their original induction system. Fuel injected cars may run carburettors but not vice-versa. Turbo chargers are not allowed.

### 10.6 Gearbox

Cars must retain their original production 'H-pattern' gear box. Although the interior may be strengthened, the original design must be respected i.e. no components may be added.

### 10.7 Rims

Rims must fit the original contour of the body. Steel rims are the standard. Cars on wire wheels will/can be compensated for the loss of speed i.e. invited to a more competitive class, but only with authorisation of the competitor concerned.

### 10.8 Tyres

Dunlop Historic Racing Tyres, Avon CR6 ZZ Historic Racing Tyres L/M sections are the standard for all classes and **obligatory for the 3L+ invitation class.**

Smaller cars changing to the quicker rubber will be upgraded one class.

### 10.9 Roll cage

As per FIA (Appendix K) are compulsory. In order to preserve the historic value and presentation of the grid, full roll-cages must be covered up (front and rear roll bars) by either hard- or soft-top.

### 10.10 Period specification

'Legendary Circuits' acknowledges the existence of period modifications, which are not officially FIA registered. Acceptance of modifications only in consultation with the organizer.

### 10.11 Transponders

It is the driver's responsibility to acquire or hire a transponder for the event.

### 10.12 Race numbers

Whenever possible competitors are allocated their regular race number.

### 10.13 Classes

Based on engine size the competition is divided in the following classes:

- Cars up to 1.000cc
- Cars up to 1.200cc
- Cars up to 1.400cc
- Cars up to 1.600cc
- Cars up to 1.800cc
- Cars up to 2L

# Technical regulations

## 10.14 Invitation classes

Based on engine size the competition is divided in the following classes, or classes can be grouped together at the organizer's discretion:

- 2L+ cars
- 3L+ cars

## 10.15 Modified vs FIA HTP

FIA HTP cars will be mentioned separately from the Modified cars in the race results.

Note:

Should the specs of your car be different from these regulations, differences could be accepted, but only in consultation with the organizer.

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## safety

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### 11.1 Introduction

Please keep in mind that the FIA has written the Appendix K art. 5 Safety Prescriptions with your personal safety in mind! All safety precautionary measures are mandatory. (See also the CSI Appendix "L" for personal safety clothing) Please refer to: [www.fia.com](http://www.fia.com)

### Complementary safety regulations:

#### 11.2 Doors

Doors opening from the inside must carry a sign on the outside saying: "open inside".

#### 11.3 Headrests

Obligatory on all cars and models. A FIA homologated racing seat with integrated headrest is highly recommended.

#### 11.4 Oil catch tank

All cars with an engine capacity of 2000cc must have a metal 2 liter oil catch tank; all other cars must have a metal oil catch tank of minimum capacity of 3 liter (FIA ISC Appendix K Art. 5.8).

#### 11.5 Racing gear - neck support

For safety reasons, the use of a FIA approved Frontal Head Restraint system (FHR), is strongly recommended. (See CSI Appendix "L") only with a FIA homologated racing seat and safety harness.

#### 11.6 Padding

Padding must be in accordance with FIA requirements.

#### 11.7 Steering column

The use of a collapsible steering column is highly recommended.

#### 11.8 Steering wheel

A metal steering wheel is compulsory.

#### 11.9 Tonneau cover

Covers must be made of flexible material.

#### 11.10 National regulations

National and/or local safety regulations have to be respected at all times.

#### 11.11 Harnesses- arm restraints

If it is not possible to use a window net, the use of (an) arm restraint(-s) is compulsory in the Netherlands. In closed cars one restraint on the arm at the driver's side of the car and in open cars two restraints (one for each arm). Restraints must be worn half way between the wrist and elbow.

#### 11.12 Lights

Front, rear, brake and indicator lights must be in working order. A LED rain light is highly recommended.

# Responsibility & liability

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## exclusion

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### 12.1 Introduction

Participants, any member of their party and any third party involved confirm that they have read and understood the 'Legendary Circuits' Responsibility and Liability Exclusion.

Participants, any member of their party and any third party involved agree to observe and to be bound by the 'Legendary Circuits' Regulations in general and the Responsibility and Liability Exclusion in particular.

### 12.2 Ownership of the car

Unless otherwise stated and brought to the attention of the 'Legendary Circuits' in writing, cars happen to be the property of the participants.

### 12.3 Responsibility

Participants, any member of their party and any third party involved visit and/or take part in the event at their own risk. All parties involved carry sole civil and criminal legal responsibility for any damage or injury caused by them or the vehicle they are using.

### 12.4 Liability Exclusion

Participants, any member of their party and/or any third party involved should be aware that they and their goods may risk damage or injury - including death - when visiting and/or participating in any event, that 'Legendary Circuits' is participating in. All aforementioned parties expressly take and accept these risks.

The 'Legendary Circuits', the organizer of the event, participants, the circuit, marshals, recovery service, FIA and/or ASN, or any other party directly or indirectly involved with the event in its broadest sense, shall not be liable for any damages or injuries – including death -, that participants, any member of their party and/or any third party involved may suffer in connection with their visit to and/or participation in any event, that 'Legendary Circuits' is participating in.

Participants, any member of their party and/or any third party involved, declare that they will not hold the 'Legendary Circuits', the organizer of the event, participants, the circuit, marshals, recovery service, FIA and/or ASN, or any other party directly or indirectly involved with the event in its broadest sense, liable for any damages or injuries – including death – suffered in connection with their visit to and/or participation in any event, that 'Legendary Circuits' is participating in.

**Knac Nationale Autosport Federatie**