



Dutch Truck Racing



SPORTING & TECHNICAL REGULATIONS

The Truck races are organised by Dutch Truck Racing.

Contact information

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Used terms:

DTR	Dutch Truck Racing
FIA	Fédération Internationale de l'Automobile
CSI / ISC	Code Sportif International / International Sporting Code
KNAF	Knac Nationale Autosport Federatie (ASN)
TC	Technical Commission
KRB	KNAF Reglementen Boek
ASN	Only FIA approved organising body in country



KNAF

Knac Nationale Autosport Federatie

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1. SPORTING REGULATIONS - GENERAL

1.1. Title & Jurisdiction:

The 2019 Truck races are organised and administered by Dutch Truck Racing. The organisers reserve the right to issue additional bulletins clarifying items in the rules and regulations and all such bulletins will be issued to all registered drivers by posting to the address details on the registration form and publishing them on the website of the ASN, www.knaf.nl

The Dutch Truck Racing is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the KNAF. It will be run in conformity with this Sporting and Technical Regulations, and the KNAF Reglementen boek 2019; Algemeen Reglement Autorensport Nationaal and Wedstrijdreglement Autorensport Nationaal.

1.2. Officials:

- | | | |
|-------|---------------|-----------------------------|
| 1.2.1 | Co-ordinator: | Jip van Wissen |
| 1.2.2 | Scrutineering | Co de Wit / Gerald Hoijtink |

1.3. Competitor Eligibility Administrative Check:

- 1.3.1 Place and time of the administrative check will be indicated on the invitation for the event concerned. During the administrative check every driver must report in person. The following will be checked:
- Driver's / Competitor / Team Licence
 - Registration form
 - Payment of the registration fee.
 - Whether the registration form and the indemnity clause have been signed. This must be done by all drivers and competitor of a team per registered truck.
- 1.3.2 Competitors and drivers must be in possession of a valid EU National Licence as minimum. For non KNAF licenced competitors and drivers a permanent or per event authorisation from the applicable ASN to compete in the Dutch Truck Racing event must be available.

1.4. Registration:

- 1.4.1 Registration numbers will be the permanent Competition numbers for the DTR races.

1.5. Scoring:

- 1.5.1 Points will be awarded to competitors listed as classified finishers in Final results as follows:-
Race in each Division: 1st – 25, 2nd - 22, 3rd - 20, 4th - 18, 5th - 16, 6th - 14, 7th - 12, 8th - 10, 9th - 8, 10th – 6, 11th – 4, 12th - 2
Qualifying; every round is 1 point, fastest lap is 3 points 2nd - 2, 3rd – 1
1 Free practice every round is 1 point with maximum of 8 points
If two or more competitors record identical fastest laps, each will receive the extra point(s).
- 1.5.2 Qualifying score determines the starting order of race 1,
Result of race 1 determines the starting order of race 2 in reversed order. Depending on racetrack regulations.
Result of race 2 determines the starting order of race 3 in reversed order. Depending on racetrack regulations.
This can differ per circuit, and will be detailed in the drivers briefing.

1.6. Awards:

- 1.6.1 All Awards are to be provided by Dutch Truck Racing and individual meeting organisers.
1.6.2 Per Round: At the discretion of the individual meeting organisers.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES:

Protests and appeals shall be covered by the International Sporting Code of the FIA. The protest deposit is regulated by the parent ASN, KNAF and in the Event Supplementary Regulations.

3. SPORTING REGULATIONS – RACE MEETINGS & RACE PROCEDURES

3.1. Entries:

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection dates which shall be at least 13 days before each round.
- 3.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the event receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Truck changes made after acceptance of any entry must be notified to the Secretary of the event in writing. If Driver / Vehicle changes are made after publication of Entry lists with Final Instructions the Competitor concerned will be accepted in accordance with CSI Art 9.13.

3.2. Drivers Briefings:

Organisers should notify Competitors of the times and locations for all drivers briefings in the Final Instructions for the meetings. Competitors must attend all drivers briefings.

3.3. Qualifying:

The minimum period of qualifying to be provided is 20 minutes.

Should any practice or qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session to achieve the DTR races criteria and the decision of the Clerk of the Course shall be final.

3.4. Qualification Criteria:

No driver may start in a race without taking part in the qualifying session in the vehicle to be raced and complete at least one timed lap, except in a case of 'force majeure' duly recognised by the Stewards of the Meeting or Clerk of the Course. The Clerk of the Course and / or Stewards of the Meeting shall have the right to disqualify any driver whose qualifying times or driving are considered to be unsatisfactory.

3.5. Races:

The standard minimum scheduled distance shall be 20 minutes including formation round.

Between 2 races there should be at least two hours time in the schedule to prepare the trucks again.

3.6. Race Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all vehicles are released to form up on the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for each circuit or detailed during the drivers briefing.
- 3.6.2 **Rolling Start:-** in accordance with Wedstrijdreglement Autorensport Nationaal , Art 3.13, **starting speed is limited to 60 - 70km/h**
- 3.6.3 The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited. Any vehicles removed from the grid after the 2 minute stage or driven into pits on Green Flag lap shall be held in the pit lane and may start the race

after the last vehicle to take the start from the grid has passed the start line or pit lane exit, whichever is the later, when pit lane light has been set on green.

- 3.6.5 Any driver unable to start the Green Flag Lap and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other vehicles are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any vehicles to be started with a time delay.
- 3.6.6 Excessive weaving to warm up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice start, is prohibited.
- 3.6.7 Once the Green Flag has been shown, the Green Flag Lap / Race Start procedure will be conducted at approximately **60 -70km/h**. If in the opinion of the Clerk of the Course or official race starter, any truck/driver gains advantage, whether in advertently or not, by means of any action taken during a race start procedure, penalties may be applied accordingly.

3.7 Practice / Qualifying or Race Stops:

- 3.7.1 Should the need arise to stop any practice or qualifying session, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane or follow the instructions of the officials.
- 3.7.2 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow down to a safe and reasonable pace and to return to the starting grid which will automatically become a Parc Ferme area.

Vehicles should **not** enter the Pits unless directed to do so **or unless repairs are necessary**. Work on vehicles already in the Pits must cease when a race is stopped **and may only continue under the control of Scrutineers**. **Vehicles which are in the pit lane or who enter the pit lane may ONLY re-start from the pit lane (not the grid) after all other vehicles have re-started. Non-runners at the time of the stoppage (which have been recovered) can re-start from the pit lane behind those referred to above.**

3.7.3 Case A – Less than two laps completed by Race leader.

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by nominated reserves who will start from the pit lane in reserve number order and in front of any other pit lane starter. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course. Non-runners at the time of the stoppage (which have been recovered) can re-start from the pit lane behind those referred to above.

3.7.4 Case B – More than 2 laps completed by Race leader but less than 75%

The race may restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order at the end of part two (or part one if there is no restart). The length of the restarted race will be determined by the Clerk of the Course. Only vehicles which are under their own power at the showing of the red flag will be classified and allowed to take the re-start.

3.7.5 Case C - The leader has completed more than 75% of the race distance or duration

The race shall normally not be restarted and the results will be declared in accordance with Wedstrijdreglement Autorensport Nationaal, Art 13.4, unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.

3.8. Scrutineering:

Trucks must be presented for scrutineering in a clean and tidy condition and any repairs should be to the highest possible professional standards, any trucks presented for scrutineering that do not conform will be r

3.9. Re-Scrutiny:

Any vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.10. Pits and Pit lane Safety:

- 3.10.1 Pits: Entrants must ensure that the Wedstrijdreglement Autorensport Nationaal , article 11, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.10.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of vehicles at all times. The responsibility shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes.
- 3.10.3 Refuelling: **refueling is prohibited!**
- 3.10.4 Speed: There will be a maximum speed of **60km/h (38mph)** in all pit lanes at all times. Competitors who breaching this limit will be subject to penalties , typically being a **fine of 15 euro per km/h** in excess of the limit during practice or qualifying and a DriveThrough Penalty during race.

3.11. Race Finishes:

After taking the Chequered Flag drivers are required to: progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pit lane.

3.12. Results:

All practice time sheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedure.

3.13 Timing Modules:

- 3.13.1 Transponders
- 3.13.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.14 Driving Standards:

- 3.14.1 Unacceptable driving standards (Wedstrijdreglement Autorensport Nationaal, CSI Appendix L Chapter IV) are an issue for Venue Owners and Race Organisers alike. For the avoidance of doubt, **the white lines defining the track edges are considered to be part of the track, but the kerbs are not.**

Therefore, any competitor who is reported to be involved in cases of corner cutting / leaving the circuit and re-joining, placing wheels over the white lines / kerbs or other driving standards issues, including front / back or side / side contact may be subject to the following immediate penalties:

- 3.14.2 **During practice and / or qualifying:** The competitor concerned may be warned **no more than three times**, by means of the Black / White diagonal flag and number.

On a fourth occasion in the same session, the competitor will receive a grid place penalty applied. For any repeated infringements, the competitor will be Black Flagged and may be subsequently prevented from taking any further part in that session, by means of disqualification from that session, under Regulation CSI Appendix L Chapter IV.

3.14.3 **During race:** The competitor concerned will be warned only once. For a second infringement, the competitor concerned may be penalised immediately by way of a drive through penalty in accordance with Wedstrijdreglement Autorensport Nationaal, Art 17.9.

Should the competitor repeat the infringement again then he/she may be Black Flagged and may be subsequently prevented from taking any further part in that race.

3.14.4 A drive through penalty being imposed will be notified by the use of a Drive Through Penalty Board and number. A Black Flag will also be used. This penalty must be taken within 3 laps of the notification being given. It will involve the competitor entering the pit lane, observing the pit lane speed limit (60 kph) between the 'in' and 'out' control lines, and exiting the pit lane to rejoin the race, without stopping at his / her pit.

3.14.5 Failure to comply with the imposition of a drive through penalty as given, may under Regulation Wedstrijdreglement Autorensport Nationaal, Art 17.11, then he/she may be Black Flagged.

3.14.6 In the event that a drive through penalty described above cannot be imposed for operational reasons (i.e. within 3 laps of the end of a race or because multiple vehicles are contravening the Driving Standards Regulations), then all the competitors concerned may be given a **30 second** elapsed time penalty as an alternative. This penalty will be retrospectively added to the competitors race time.

3.15 Safety Truck:

There is no provision for the use of a Safety (Race Intervention) Truck in any race forming a part of this DTR races.

3.16 Tyres Premium and Free Class Race Trucks:

3.16.1 The maximum permitted nominal section width and actual width of the tyre when fitted to the rim is 315mm.

3.16.2 All tyres must be to E.E.C. type approval standard (E.E.C. regulation 54) or equivalent.

3.16.3 All tyres fitted to the vehicle must have a tread depth of **2.0 mm** minimum measured at the beginning of each race or practice. And all tyre carcasses must be of tubeless radial steel construction, and **must not be damaged**.

3.16.4 Re-cut and/or hand grooved tyres are **not permitted**. Special tread patterns are not allowed, nor are any externally applied chemical compounds which may affect tyre grip.

3.16.5 The maximum cold inflation pressure must not exceed the tyre manufacturer's permitted pressure.

3.16.6 All tyres must have a speed rating of "L" or higher, and a load index of minimum 3,5 tons.

3.16.7 The tyre has to be manufactured up to 10 years ago from the start of the season.
(i.e. for season 2019 tyres manufactured from 2009 onwards).

3.16.8 Any system allowing the truck to be driven without pressure in the tyres is forbidden.

3.16.9 Retreaded tyres are not allowed.

4. RACE PENALTIES:

4.1. Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: to be decided by the Stewards
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: to be decided by the Stewards
- 4.1.3 Additional specific DTR races penalties:
On application from the Race Coordinator / Organisers, the Stewards have the right to disqualify from the DTR races any competitor found guilty of a serious driving or technical infringement.

4.2 Specific Penalties for Infringement of Technical Regulations

4.2.1 Maximum Road Speed - Speeding:

During Practice and Race, contravention of Regulation 5.2 (of these regulations) will invoke the following:

- a) During Practice Loss of practice times and race start from back of grid.
- b) During Race
- | | | |
|-------------------------|--|---------------------------|
| 1) First contravention | Speeding for a period of 2 - 3 seconds | 10 second penalty. |
| | Speeding for a period of 3 - 5 seconds | 20 second penalty. |
| | Speeding for a period up to 6 seconds | 30 second penalty. |
| | Speeding for a period of 7+ seconds | Disqualification. |
| 2) Second contravention | Similar time penalties, added to those above | |
| 3) Third contravention | | Disqualification. |

- 4.2.2 Any vehicle which exceeds **170 km/h** will be disqualified from the race, on the first contravention, irrespective of the duration of the contravention.

4.2.3 Exhaust Smoke Emissions:

The Organisers may appoint one or more observers / Judges of Fact to check for excess exhaust smoke during all practices and races. Any truck adjudged by a nominated Judge of Fact or duly appointed Scrutineer, to be emitting any visible smoke at any time during an event, will immediately be shown the **Black and Orange** Flag, by decision of the Clerk of the Course alone.

If a driver is stopped for smoke he shall be subject to penalties, applicable to the 2019 FIA EUROPEAN TRUCK RACING CHAMPIONSHIP and set down as follows:

- a) During Practice Loss of practice times and race start from back of grid.
- b) During Race
- | | |
|-------------------------|---|
| 1) First contravention | Allowed to re-start after adjustments, only once |
| 2) Second contravention | Not be allowed to re-start |

These decisions (4.2.1. a & b and 4.2.2.) will be without appeal. This regulation cannot be invoked as a reason for protest by competitors.

5. TECHNICAL REGULATIONS:

5.1 For the technical regulations the Dutch Truck Racing refers to:

FIA APPENDIX J2019 - ARTICLE 290 - TECHNICAL REGULATIONS for Race Trucks (Group F)

FIA

WWW.FIA.COM

5.2 **Maximum Speed:**

All vehicles, regardless of class, must be equipped with a Dutch Truck Racing approved speed measuring / recording / limiting device. It is the competitor's responsibility to ensure that the speed-measuring device is fully operational throughout the whole event and correctly calibrated.

In either case the device must be installed and operated in accordance with the device manufacturer's instructions.

The maximum permitted speed is 160 km/h.

Competitors whose vehicles have been shown by any of the above detailed devices to have exceeded this maximum shall be subject to penalties, applicable to the 2019 FIA EUROPEAN TRUCK RACING Championship and set down herewith in Regulation 4.2

The Dutch Truck Racing and Race Organisers, at their discretion may supplement or substitute equipment or carry out any other measures as they deem to be suitable to perform checks to confirm that competing vehicles are not exceeding the stated maximum speed.

The logo for KNAF, consisting of the letters 'KNAF' in a bold, grey, sans-serif font. To the right of the text is a stylized orange graphic of a horse's head with lightning bolts emanating from it.

KNAF

Knac Nationale Autosport Federatie

6. APPENDICES:

6.1. Race Organising Clubs & Circuits:

6.2. The Dutch Truck Racing Contacts:

Race coördination:	Jip van Wissen / John van Dieten
Paddock relegating coördinator:	Jip van Wissen/Leon de Wit/ Jeroen Salverda
Truck Scrutineering:	Co de Wit / Gerald Hoijtink
Press coördinator:	Jip van Wissen / John van Dieten

6.3. Commercial Undertakings:

6.3.1 Paddock Layout

It is a condition of acceptance / registration into this races that competitors and teams observe the requirements of the Dutch Truck Racing Committee in respect of the planning / layout of the event paddocks. A nominated member of the Dutch Truck Racing Committee will take responsibility for the co-ordination of paddock layouts and should that nominee require a team or teams to move or re-align themselves to lay out the paddock in a certain way, then that team or teams will comply. Failure to comply with such requests will result in the Dutch Truck Racing Committee levying a non-returnable fine (maximum € 600). Failure to pay such a fine will involve disqualification from the races.

Anti-social behaviour:

All competitors must note that there is a requirement for everyone that is staying in the paddock overnight to respect the right to the “quiet enjoyment” of others. Therefore no competitor or associated person shall cause nuisance by means of their unreasonable behaviour whilst in or around the paddock at any time of the day or night. This includes the playing of loud music and the use of noisy generators after 11:00pm at night. Any competitor found in breach of these requirements shall be subject to penalties which may include disqualification from the event, and / or removal from the premises of the venue.