

SPORTING REGULATIONS

for

Superkart Races Zandvoort (Jumbo Racedagen 2019)

"Dutch GP Zandvoort Superkarts 2019"

SPORTING REGULATIONS

REGULATIONS

1) The decisive version of these Sporting Regulations shall be the version in English, 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 Sporting Regulations

GENERAL INFORMATION

2) All drivers, entrants and officials participating in the "Dutch GP Zandvoort Superkarts 2019" promise, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code (the Code), the General Regulations applicable to the CIK-FIA Karting Events and Championships, Cups and Trophies (the CIK-FIA General Regulations) and their appendices, the KNAF Reglementen Boek 2019, the Technical Regulations and the appendices specific to the "Dutch GP Superkarts 2019", and these Sporting Regulations

3) The "Dutch GP Superkarts 2019" is governed by these Sporting Regulations and by the Technical Regulations.

GENERAL CONDITIONS

8) It is the entrant's responsibility to ensure that every person concerned by his entry observes all the provisions of the Code, the Technical Regulations, the Sporting Regulations and the General Regulations. If an entrant is unable to be present in person at the event, he must nominate his representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly and individually with the entrant for ensuring that the provisions are observed

9) Entrants must ensure that their karts comply with the rules of conformity and safety throughout the event

10) The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity

11) Entrants, drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them during the sporting checks

The EVENT

12) The event is run with one free practice, two timed practices and two races.

13) The event is powered as a Dutch open national event .

14) There will be two races. The distance of each race, from the start signal to the chequered flag, will be 12 laps or a maximum of 25 min. The chequered flag will be shown to the leading kart when it crosses the finishing line (the Line) at the end of the lap during which race distance is reached. The Line consists of a single line across the track.

16) The entry fee is € 500,00

CLASSIFICATION

17) The classification of the event will be established by the results of both races.

18) The title Dutch GP Zandvoort superkarts champion 2019 winner will be awarded to the driver who has scored the largest number of points respectively in Division 1 International, Division 1 National, Superkart 250 mono and Superkart 4 stroke over both races.

19) At the event the following final classifications shall be finalised: classification of drivers in Race 1 and classification of drivers in Race 2.
Points will be awarded at each race to the first 15 finishers in every class according to the following chart: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

20) If a race is stopped as under Article 2.21 of the General Prescriptions and cannot be restarted, and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.

EQUAL POINTS

22) Prizes and points awarded for all the positions of the drivers who finished equally will be added together and shared

23) If two or more drivers finish the event on the same number of points, the highest place in the event will be awarded as follows:

- a) if the number of first places is the same, to the holder of the largest number of second places
- b) if the number of second places is the same, to the holder of the largest number of third places and so on until a winner emerges

ENTRANTS APPLICATIONS

24) Applicants must hold valid entrants National Licences, and the necessary authorisations (visas) issued by their ASN or International Licences.

25) Applications to participate in the "Dutch GP Zandvoort Superkarts 2019" must be submitted to the secretary of the meeting: Dasian Kuil, info@depa-advies.nl
An application to participate is valid when the entry fee is paid.

26) The number of entries in "Dutch GP Zandvoort Superkarts 2019" will be limited to 60. Entry forms that are incomplete will not be taken into consideration. Entries will be selected according to the order of arrival at the secretary of the meeting.

ELIGIBLE DRIVERS

29) Drivers entering "Dutch GP Zandvoort Superkarts 2019" must be minimum 18 years old and holders of a National licence or International license.

ELIGIBLE KARTS AND EQUIPMENT

30) The event is exclusively for Superkart in Division 1 international, Division 1 National, superkart 250 mono and Superkart 4 stroke, as defined in the Technical Regulations

31) The entrant is obliged to present one chassis and engine(s) to Scrutineering

32) Any chassis damaged in a racing incident ascertained by the clerk of the course may be sent for inspection to the Scrutineer, who will be the only official entitled to allow or refuse the replacement of the damaged chassis by a chassis that has not yet been registered at Scrutineering.

RACING NUMBERS AND DRIVERS NAME

34) Racing numbers shall comply with the provisions 1-50 Division 1 international, 50-99 Division 1 national, 100-199 Division 250 Mono single, 200-299 Division 4 stroke

35) The name of the driver must appear on each side of the lateral bodywork (or on the bubble-shield) and be clearly legible

36) The flag of the drivers nationality must be the same nationality as on his licence

SCRUTINEERING AND SPORTING CHECKS

37) As in Article 2.10 of the CIK-FIA General Prescriptions

38) At each event, the secretary of the event will check all licences

39) At Scrutineering of "Dutch GP Zandvoort Superkarts 2019" the chassis and engine(s) will be marked. A driver may change his equipment already marked during Scrutineering until the beginning of Qualifying Practice, but must pass at Scrutineering again to have his new equipment marked

BRIEFING

40) As in Article 2.18 of the CIK-FIA General Prescriptions

GENERAL SAFETY

41) As in Article 2.14 of the CIK-FIA General Prescriptions

NUMBER OF KARTS ALLOWED ON THE TRACK

42) The number of superkarts allowed to the track is 60.

RUNNING OF AN EVENT

43) the event will comprise a free practice session, two Qualifying Practices and two races, called Race 1, Race 2 as follows:

a) Free Practice session: It is accessible only for drivers who have passed the Sporting Checks and scrutineering.

b) Qualifying Practice: only for drivers who have passed Scrutineering. Two sessions of 20 minutes. At each pit stop, drivers shall report to the weighing area in order to be weighed. All fully covered laps are timed.

The time retained in both Qualifying Practices is that of the best lap. Any ties will be decided by the second best time set by each driver, and so on in the case of further ties. Any driver whose best qualifying lap is more than 125% of the average time of the best three lap times in his category will not be allowed to take part in the Races. Under exceptional circumstances however, which may include setting a suitable lap time in a previous Non-qualifying Practice session, the Stewards of the Meeting may allow the driver to start the Race at the rear of the grid. Should there be more than one driver accepted in this manner, their order will be determined by the clerk of the course.

c) Finals:

* Race 1 12 laps or max 25 min.: starting positions according to the position obtained after Qualifying Practices

* Race 2 12 laps or max 25 min.: starting positions according to the position obtained after Qualifying Practices.

The two races will be separated at least by 2 hours

STARTING GRIDS

44)

a) At the end of the Qualifying Practice sessions, the list of qualified drivers as well as the starting grids will be officially published

b) Only the listed drivers will be allowed to take part in Race 1 and Race 2.

c) Any entrant whose kart is unable to take the start for any reason whatsoever or who has good reasons to believe that their kart will not be ready to take the start, must inform the official in charge of the assembly area, who will advise the Clerk of the Course as soon as possible

d) The pole position driver of grid will be the left of the track.

e) Access to the grid will end twenty minutes before the scheduled start of the race. Any kart which has not taken its position on the grid at that moment shall no longer be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course. Special demands of the organiser of the event can increase or decrease this time limit. A change in the schedule will be announced during the drivers briefing

STARTING PROCEDURE

45) As in Article 2.20 of the CIK-FIA General Prescriptions

46) Rolling start for karts with gearboxes (long circuits): karts will be preceded by a pace car (at a speed of between 60 and 80 km/h) and followed by a service car. At the end of the formation lap (or, as necessary, at the end of the last formation lap), the pace car will drive to the side before the line and at that time the pole position kart shall drive at the same speed and the other karts shall keep their positions in two lines until the start is given by the switching off of the red lights. At the end of the formation lap, should conditions require it, the Clerk of the Course will order the pace car to cover one or several extra formation laps. If such extra formation laps are covered, the start of the race will be considered as having been given at the end of the first formation lap

47) The clerk of the course may use any video or electronic system likely to help them to take a decision. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the disqualification of the driver concerned from the event

SAFETY CAR

48)

a) The safety car must be marked SAFETY CAR in letters of similar dimensions to those of the race numbers, on the rear and sides. It must have three revolving orange lights on the roof, each powered by a different electrical circuit. It will be driven by an experienced circuit driver. It will carry an observer capable of recognising all the competing karts, who is in permanent radio contact with race control

b) No more than 30 minutes before the race start time the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under m) below) it will cover a whole lap of the circuit and enter the pit lane

c) The safety car may be brought into operation to neutralise a race upon the decision of the Clerk of the Course. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race

d) When the order is given to deploy the safety car, all observers posts will display waved yellow flags and a board SC which shall be maintained until the intervention is over

e) The safety car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is

f) All the competing karts must then form up in line behind the safety car no more than five karts lengths apart and overtaking is forbidden until the karts reach the line (or the next safety car starting point) after the safety car has returned to the pits. Overtaking will only be permitted under the following circumstances:

- if a kart is signalled to do so from the safety car

- under m) below

- any kart entering the pits may pass another kart or the safety car after it has crossed the first safety car line, as defined under g) below

- any kart leaving the pits may be overtaken by another kart on the track before it crosses the second safety car line, as defined under g) below

- when the safety car is returning to the pits it may be overtaken by karts on the track once it has crossed the first safety car line

- if any kart slows with an obvious problem

g) When ordered to do so by the Clerk of the Course the observer in the safety car will use a green light to signal to any karts between the SC and the race leader that they should pass. These karts will continue at reduced speed and without overtaking until they reach the line of karts behind the safety car

h) The safety car shall be used at least until the leader is behind it and all remaining karts are lined up behind him (or, when there is more than one safety car, with all the karts in that safety car's sector)

Once behind the safety car, the race leader (or leader of that sector) must keep within 5 kart lengths of it (except as under j) below) and all remaining karts must keep the formation as tight as possible

i) While the safety car is in operation, competing karts can enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of karts following it are about to pass or are passing the pit exit. A kart rejoining the track must proceed at an appropriate speed until it reaches the end of the line of karts behind the safety car. Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In this case, and provided its orange lights remain illuminated, all karts must follow it into the pit lane without overtaking. Any kart entering the pit lane under these circumstances may stop at its designated garage area

j) When the Clerk of the Course calls in the safety car, it must extinguish its orange lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first kart in line behind the safety car may dictate the pace and, if necessary, fall more than five kart lengths behind it. As the safety car is approaching the pit entry the yellow flags and SC boards at the observers posts will be

withdrawn and replaced by waved green flags with green lights at the line. These will be displayed for no more than one lap

k) Each lap completed while the safety car is deployed will be counted as a race lap

l) If the race ends whilst the safety car is deployed it will enter the pit lane at the end of the last lap and the karts will take the chequered flag as normal without overtaking

m) In exceptional circumstances the race may be started behind the safety car. In this case its orange lights will be turned on before the one minute signal. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated, the safety car will leave the grid with all karts following in grid order no more than five kart lengths apart. There will be no formation lap and the race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a kart is delayed when leaving its grid position and karts behind cannot avoid passing it without delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver who is delayed leaving the grid may not overtake another moving kart if it was stationary after the remainder of the karts had crossed the line, and must form up at the rear of the line of karts behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another kart during the first lap

n) At circuits where safety car procedures are to be used, two continuous 20cm wide Safety Car Lines should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, normal to the track centreline, at the following places:

- Safety Car Line 1: at the point at which it is deemed reasonable to allow a kart entering the pits to overtake the safety car or another competing kart remaining on the track. It is also the point at which competing karts can pass the safety car as it enters the pits at the end of the intervention

- Safety Car Line 2: at the point at which karts leaving the pits are likely to be travelling at a similar speed to competing karts on the track. A kart on the track may therefore overtake another kart leaving the pits before reaching this line but no overtaking may take place after it

STOPPING A RACE

49) As in Article 2.21 of the CIK-FIA General Prescriptions

RESTARTING A RACE

50) As in Article 2.22 of the CIK-FIA General Prescriptions

FINISH AND PARC FERMÉ

51) As in Articles 2.23 and 2.13 of the CIK-FIA General Prescriptions

INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

52) As in Article 2.16 of the CIK-FIA General Prescriptions

INCIDENTS

53) As in Article 2.24 of the CIK-FIA General Prescriptions

PODIUM CEREMONY

55) At the end of each race, the drivers classified 3rd, 2nd and 1st in Division 1 international, Division 1 national, Superkart 250 mono and Superkart 4 stroke shall enter

the podium one after the other. The winning driver's national anthem will be played and the national flags of the first three finishers will be hoisted

