

## Supplementary Regulations

### Historic Grand Prix Zandvoort

#### 1. Event information

- Name of the event : Historic Grand Prix Zandvoort
- Track : Circuit Zandvoort
- Date : 5, 6, 7, 8 September 2019
- Type : National
- Championships : Masters Gentlemen Drivers  
Masters Pre '66 Touring Cars  
Historic Grand Prix Cars Association  
Revival 1952 Dutch Grandprix, TKH Trophy  
Tourenwagen Legendes  
Catawiki NK HTGT  
State of Art NK GTTC

#### 2. National Sporting Authority (ASN)

- National Sporting Authority : Knac Nationale Autosport Federatie (KNAF)
- Address : Duwboot 85, 3991 CG, Houten
- Telephone : +31 88 00 47 888
- Email : info@knaf.nl

#### 3. Organiser

- Name : Exploitatie Circuit Park Zandvoort B.V. (304)
- Address : Postbus 132, 2040 AC, Zandvoort
- Telephone : +31 23 5 740 740
- E-Mail : info@circuitzandvoort.nl

#### 4. Promoter

- Name : Circuit Zandvoort (ECP)
- Address : Postbus 132, 2040 AC, Zandvoort
- Telephone : +31 23 5 740 740
- E-Mail : info@circuitzandvoort.nl

#### 5. Contact person circuit

- Name : Menno Weeda
- Address : Postbus 132, 2040 AC, Zandvoort
- Telephone : +31 23 5 740 740
- Email : menno@circuitzandvoort.nl

#### 6. Circuit

- Location : Burgemeester van Alphenstraat 108, 2041 KP, Zandvoort
- Length of 1 lap : 4,307 km
- Direction : Clockwise
- Location of the pit exit : At the end of the main straight before turn 1
- Location of the Stop & Go area : In front of Race Control, right side
- Start line : In front of the start bridge
- Finish line : In front of Race Control

- Pole position standing start : Left side
- Pole position rolling start : Right side
- Speed limit pit lane : 60 km/h

## 7. Locations

- Medical Centre : Pit garage 0
- Race Control : Race Control tower 2<sup>nd</sup> floor
- Race Secretary : Race Control tower 1<sup>st</sup> floor
- Race Director : Race Control tower 2<sup>nd</sup> floor
- Stewards office 1 : Race Control tower 1<sup>st</sup> floor
- Stewards office 2 : Race Control tower 3<sup>rd</sup> floor
- Licence check Thursday : HARC House La Course (Parking A)
- Licence check Friday : Paddock Office (Parking C)
- Scrutineering Bay (Flat floor / scale) : Scrutineering Bay, Paddock 2
- Briefing Room : Media Centre, above Pit garage 0
- Official notice board : Outside wall Race Control Tower, paddock side
- Media Centre : Media Centre, above Pit garage 0
- Reception desk : Ground floor Race Control tower

## 8. Officials

- Steward, chairman : Ton Nachtegeller (9953)
- Steward 1 : Gerard du Pre (2832)
- Steward 2 : Ton van Dongen (1591)
- Steward trainee : Irene Feenstra (26773)
- Organising committee : Erik Weijers, Ria Waterreus, Kees Kooij
- Senior Race Director : Roland Bruynseraede (RACB 46)
- Race Director Masters Series : Richard Cuene-Grandedier (FIA-RD-019-000108)
- Race Director Tourenwagen : Andreass Thamm (SPA 1059953)
- Clerk of the Course : Martin van de Pavert (22314)
- Assistant Clerk of the Course : Jacques Doornenbal (5403)
- Secretary of the event : Ria Waterreus (4000)
- Chief Race Control : Paul van Ommeren (26331)
- Chief Medical Officer : Eric Koolen (35510)
- Chief Time Keeping : Ilja Lammers (47595)
- Chief Scrutineering : Haico van der Heijden (37639)
- Chief Paddock/Pit/Startmarshals : Edgar Rebergen (35481)
- Chief Flag/Rescuemarshals : Rob Bunschoten (35512)
- Technical Delegate 1 Masters Series : Peter Farrington (MSUK 92591)
- Technical Delegate 2 Masters Series : Geoff Doe (MSUK 13957)
- Technical Delegate Tourenwagen : Herbert Fussen (SPA 1118757)
- Technical Delegate 1 NK HTGT : Harm van der Laan (11126)
- Technical Delegate 2 NK HTGT : Bas Lemmens (36022)

## 9. Details per championship

### Masters Gentlemen Drivers

- Number of cars allowed in QF : 65
- Number of cars allowed in Race : 57
- Starting mode : Rolling Start
- Starting order Race : Best qualifying time

- Minimum licence requirement : MSUK National A (or higher grade) licence or a similar licence from another ASN of an EU member state for meetings outside the territory of this other ASN and within the EU and an entrant's licence.
- Maximum noise production per car : Not applicable
- Parc Fermé location : Scrutineering Bay, Paddock 2

#### **Masters Pre '66 Touring Cars**

- Number of cars allowed in QF : 65
- Number of cars allowed in Race : 57
- Starting mode : Rolling Start
- Starting order Race : Best qualifying time
- Minimum licence requirement : MSUK National A (or higher grade) licence or a similar licence from another ASN of an EU member state for meetings outside the territory of this other ASN and within the EU and an entrant's licence.
- Maximum noise production per car : Not applicable
- Parc Fermé location : Scrutineering Bay, Paddock 2

#### **Historic Grand Prix Cars Association**

- Number of cars allowed in QF : 46
- Number of cars allowed in Race : 38
- Starting mode : Standing start
- Starting order Race 1 : Best qualifying time
- Starting order Race 2 : Provisional results of Race 1
- Minimum licence requirement : MSUK National A (or higher grade) licence or a similar licence from another ASN of an EU member state for meetings outside the territory of this other ASN and within the EU and an entrant's licence.
- Maximum noise production per car : Not applicable
- Parc Fermé location : Scrutineering Bay, Paddock 2

#### **Revival 1952 Dutch Grandprix, TKH Trophy**

- Number of cars allowed in QF : 46
- Number of cars allowed in Race : 38
- Starting mode : Standing start
- Starting order Race 1 : Best qualifying time
- Starting order Race 2 : Provisional results of Race 1
- Minimum licence requirement : KNSAF EU/Nationaal (or higher grade) licence or in possession of a valid Licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union, or comparable country.
- Maximum noise production per car : Not applicable
- Parc Fermé location : Scrutineering Bay, Paddock 2

#### **Tourenwagen Legendes**

- Number of cars allowed in Quali : 57
- Number of cars allowed in Race : 47
- Starting mode : Rolling start
- Starting order Race 1 : Best qualifying time

- Minimum licence requirement : FIA International grade D (or higher grade) International Historic driver's licence and an International entrant's licence.
- Maximum noise production per car : Not applicable
- Parc Fermé location : Official Tourenwagen Legenden tent

#### **Catawiki NK HTGT**

- Number of cars allowed in QF : 65
- Number of cars allowed in Race : 57
- Starting mode : Standing start
- Starting order Race 1 : Best qualifying time
- Starting order Race 2 : Provisional results of Race 1
- Minimum licence requirement : KNAF EU/Nationaal (or higher grade) licence or in possession of a valid Licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union, or comparable country.
- Maximum noise production per car : Not applicable
- Parc Fermé location : Scrutineering Bay, Paddock 2

#### **State of Art NK GTTC**

- Number of cars allowed in QF : 65
- Number of cars allowed in Race : 57
- Starting mode : Rolling start
- Starting order Race 1 : Best qualifying time
- Starting order Race 2 : Provisional results of Race 1
- Minimum licence requirement : KNAF EU/Nationaal (or higher grade) licence or in possession of a valid Licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union, or comparable country.
- Maximum noise production per car : Not applicable
- Parc Fermé location : Scrutineering Bay, Paddock 2

#### **10. Any other item specific to the championship**

- Tourenwagen legenden:
  - Qualification: The minimum qualification for starting approval sums up by taking the middle of the fastest laps, driven by the class fastest driver, during official qualification laps plus 10%. Any driver not achieving the qualification will not be allowed to take part in the race.
  - Mandatory pit stop: During each race all vehicles must comply with one mandatory pit stop and pit time of 120 seconds. Crossing the pit lane entrance line starts the time keeping, crossing the pit lane exit line stops the time keeping.

#### **11. Any other item specific to the event**

- The following regulations will be used. All entrants undertake to respect these regulations by participating in the event:
  - 2019 FIA International Sporting Code and Appendices (ISC).
  - KNAF Reglementen Boek 2019.
  - KNAF Autorensport reglementen
  - All class regulations and bulletins of the classes mentioned in article 1.
  - These Supplementary Regulations.
- In addition to Appendix H of the 2019 FIA International Sporting Code and the KNAF Reglementen Boek 2019 it is possible that at post 2 and 3, post 9 and 10, post 15 and 16 and post 19 and 20 the same flags will be shown as a pre-warning (yellow flags).

- Starting time (and location) of the Licence checks, Scrutineering, Drivers Briefings, Free Practices, Qualifications, and Races, can all be found in the official Time Schedule of the event.
- Going on and off the track will be explained in the drivers briefing.
- In deviation to art. 13.5 of the FIA International Sporting Code, protests have to be addressed to the Stewards and delivered to the Secretary of the Event instead of the Clerk of the Course.
  - Protest Deposit: according the regulations of the Parent ASN of the Series
  - Technical Protests according the regulations of the Parent ASN of the Series
  - Appeal deposit: according the regulations of the Parent ASN of the Series
- All pit garages must be kept locked from the inside to avoid unauthorised persons passing through to pit lane, fines maybe imposed by the Stewards on offenders.
- Refuelling is only allowed in the pit lane.
- Access to the pit: minimum age is 16 years (except holders of a racing Licence).
- It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pitlane building.
- The pit lane has been divided into two lanes. The lane closest to 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.
- Competitors may not paint lines on any part of the pit lane.
- No equipment may be left in the fast lane of the pit 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.
- 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.
- Pit lane entry- and exit- timing loops are indicated by a stopwatch sign.
- The driver must sign the 'responsibility clause' (according to the General regulations concerning racing contests).
- For minor competitors a “Parental Consent Authorisation” should be presented at Administrative Control, in case the parent will not be present at the meeting.
- For entrants, other than the driver concerned, not present at this meeting a written authorisation should be presented at Administrative Control.
- 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.
- 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. Malversation or obstruction of the rules mentioned in this article may lead to exclusion and shall be reported to the Stewards.
- Every competitor, team owner, driver team-member who wishes to use an apparatus with radio communication must submit an application at least 1 month before the event – the application form can be obtained on the internet at:  
<https://www.agentschaptelecom.nl/documenten/formulieren/2017/april/4/application-form-for-the-use-of-frequencies-during-events-in-the-netherlands>