

MOTORSPORT XL WEEKEND

CIRCUIT ZOLDER

08.-09. SEPT. 2017

MOTORSPORT XL WEEKEND ZOLDER

Supplementary Regulations (08-09/09/2017)

Art 1 – Definition

This meeting will be contested according to the FIA International Sporting Code and its appendices, the Sporting Regulations of the 2017 Championships concerned and the present Supplementary Regulations. Modifications, amendments and/or changes to the present Supplementary Regulations will only be announced by means of dated and numbered Additives (published by the organizer or the stewards). The Sporting Regulations 2017 of the different series/championships are mentioned on the websites:

- DMV GTC/DUNLOP60: www.dmv-gtc.de
- AvD Historic Race Cup : www.hra-online.de
- Historische Monoposto Racing : www.monoposto.nl
- PCHC: www.porsche-club-deutschland.de
- Scuderia Alfa Classico : www.scuderiaalfaclassico.de

These supplementary regulations are part of the series/championships regulations during the Motorsport XL Weekend in Zolder.

The final text of these Supplementary Regulations shall be the English 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.

Art 2 – Event

Name Event:	Motorsport XL Raceweekend Zolder
Track:	Circuit Zolder
Date Event:	08-09 September 2017
Present Series:	DMV GTC Dunlop 60 AvD Historic Race Cup Historische Monoposto Racing Porsche Club Historic Challenge Scuderia Alfa Classico
Organisor of the Meeting:	RIMO Handels- und Verlagsgesellschaft mbH Hauptstrasse 31 53797 LOHMAR Germany

Art 3 – Officials

Chairman of the Stewards:	Arthur HIRNING	Lic. SPA 1061215
Stewards:	Günter GOTTSCHICK	Lic. SPA 1035107
	Claus PLAPPERT	Lic. SPA 1136980
	Georges VANDENDRIESSCHE	Lic. RACB 0427

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Race Director:	Heinz WEBER	Lic SPA 1058438
Clerk of the Course:	Heinz WEBER	Lic SPA 1058438
Secretary of the Meeting:	Lena MONSCHAUER	Lic. SPA 1179773
National Chief Medical Officer:	Dr. Erik BEULS	Lic. RACB 2754
Chief National Scrutineer:	TBD	
Chief Track Marshals:	Eric VERBRUGGEN	Lic. RACB 2901
Chief Pit Marshals:	TBD	
Chief Safety:	Tony EYCKMANS	Lic. RACB 0589
Chief Timekeeping:	Bernd JUNG	Lic. SPM 1058764

Art 4 – Locations

Parc Fermé:	Paddock 0
Driver's Briefing Room:	Pit Building – Purple Staires
Official Notice Board:	Pit Building – at the "chequered" stairs
Stewards Office:	Pit Building – Race Control Centre
Official height and weight measurement instruments :	Box 1
Track exit:	Depending of the paddock zone: -> via deceleration track to boxes -> via deceleration at marshal post 16 to paddock 3 and 4 -> via marshal post 3 & 4 to paddock 0 and 1
Track entry:	Depending of the paddock zone: -> pit exit : at the end of box 41 -> from paddock 3 and 4 : marshal post 16 through the pitlane - exit pitlane -> from paddock 0 and 1 : through marshal post 3 or 4 directly on track
Scrutineering bay:	Box 1 & 2

Art 5 – Scrutineering and Parc Fermé

- Pre scrutineering takes place at the Scrutineering Bay.
- Post scrutineering takes place at the Scrutineering Bay.
- Leaving the track after finish practice(s): Until the Clerk of the Course has finished the timed practice/qualification, all concerned cars may not leave the track/pitlane, except through exit on the way to Parc Fermé, or to be taken into a closed pitbox.
- Leaving the track after finish race(s): All cars will leave the track and go immediately and in the shortest way to the Parc Fermé. The first three finishers of each class/division will go immediately to the winners rostrum.
- Safety equipments on all cars and drivers have to be in conformity with the FIA International Sporting Code 2017.

Art 6 – Entry: closing date and acceptance

This event is open for drivers holding a licence of the level specified in the Sporting Regulations of the series concerned. 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).

Art 7 – Collection of documents/Administrative Checks

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 checks and for the scrutineering. At the administrative checks the entrant and/or driver must show the driver's and entrant's licence. Foreign drivers need an authorization of their ASN (FIA ISC Art. 2.6 and 3.9).

For minor competitors a "Parental Consent Authorisation" confirmed by the country Authority should be presented at Administrative Control.

Art 8 – Time schedule: Timed Practices, Pre- scrutineering and Races

See official time schedules.

Art 9 – Start

The official cars will be lined up in front of the starting grid, and will leave the starting grid at the signal 10 minutes.

- a. The starting procedure will be explained at the drivers briefing.
- b. The starting grid will be in a 2x2 formation for a rolling start.
- c. Pole position standing start: left. Pole position rolling start: left.
- d. Starting procedures all races : rolling start

Art 10 – Cooling down lap (after the finish-flag)

A full lap after the race

Art 11 – Protests and Appeals

According Art. 13.3 of the FIA Sporting Code International protests have to be addressed to the Clerk of the Course and or their assistant. In absence of the Clerk of the Course, the protest should be addressed to the Chairman of the Stewards.

National Protest Fee: € 500,-

Appeals:

National Appeal Fee for national series (RACB Sport): € 2.000,-

National Appeal Fee for international series : determined by the ASN that introduced the series at the FIA International Appeal Fee (FIA): € 6.000,-

Art 12 – Pit regulations

- a. 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 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.
- f. 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.
- g. The corridor (Safety-lane) between the fast and working lane may only be crossed to go to and return 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.
- k. The "Stop & Go" area is in the pit lane in front of the VIP Tower.

Art 13 – Driver's Briefing

A briefing will be held, this will be published on the official notice board and/or in the time schedule. All drivers and team chefs are obliged to attend this briefing. Briefing is mandatory for all drivers and team chefs. A fine of 100€ will be charged for non-presence at the briefing(s). For date, time and location: see official time schedule.

Art 14 – Fuel/Checking on fuel

The Chief Scrutineering/Clerk of the Course 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 liters of fuel in his car. At least three samples will be taken (sealed, labeled and signed): one for the TC, one for the organizer and one for the entrant/driver.

Art 15 – 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.

Art 16 – 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.

Malversation or obstruction of the rules mentioned in this article will lead to the disqualification and shall be reported to the Stewards of the Meeting.

Timekeeper of the meeting : SDO Sport Timing, Bernd Jung (Lic. SPM 1058764)

Art 17 – Signalling

- a. Information and instructions will be transmitted to the drivers by means of the signals provided for in Appendix H of the FIA International Sporting Code.
- b. If deemed necessary, in case of incidents, marshals can show a board with an arrow, indicating the safe side of the track.

Art 18 – Radio

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 to:

B.I.P.T.
Koning Albert II laan 35
1030 Brussel
Tel. +32 (0) 2 226 88 65
Fax +32 (0) 2 226 87 64
E-mail: radiovergunningen@bipt.be

Art 19 – Details of the Circuit

- location and how to get there:

75 km from Brussels (B) (+/- 50 min.) * Brussels National, Zaventem (B)
65 km from Liège (B) (+/- 45 min.) * Aéroport de Liège, Bierset (B)
50 km from Maastricht (NL) (+/- 30 min.) * Maastricht Airport (NL)
130 km from Charleroi (B) (+/- 90 min.) * Brussels South Airport (B)

- length of one lap: 4.000 m

- duration of the races:

DMV GTC: 2 x 30 minutes
Dunlop 60: 1 x 60 minutes
AvD Historic Race Cup: 3 x 20 minutes
Historic Monoposto Racing : 2 x 20 minutes
Porsche Club Historic Challenge: 2 x 30 minutes
Scuderia Alfa Classico : 2 x 30 minutes

- direction: clockwise

Art 20 – Insurance for the meeting

The Organiser has subscribed an insurance following the instruction of the law. The insurance policy can be consulted at the race secretariat.