



TEAM INFORMATION DOCUMENT

HARC HISTORIC 250

ENDURANCE CHAMPIONSHIP

Version 1



HARC Historic 250

21 November 2021

Version 1

Zaterdag 20^e November 2021

19:00 – 21:00

Mogelijke aankomst circuit

Zondag 21 November 2021

INSCHRIJVING (pitbox 23-24)

KEURING pitbox 24

09.00 – 11.00 uur Inschrijving/licentiecontrole HARC Historic 250

10.00 – 12.00 uur Scruteneering HARC Historic 250

12.00 – 12.15 uur Verplichte briefing in Media Center, boven pitbox 0 Indien te druk zal dit in groepen gebeuren

Pauze 12.10 – 13.05 uur

Vanaf 12.45 uur Opstellen pitstraat

13.05 – 13.35 uur Kwalificatie HARC Historic 250

14.45 –uur Start procedure HARC Historic 250

14.55 –uur Warm up HARC Historic 250

15.00 –uur Start HARC Historic 250 (Max. 59 ronden of 2 uur)

17.00 –uur Finish HARC Historic 250

17.30 –uur Huldiging HARC Historic 250

Waar moet u rekening mee houden?

Arrival competitors

Teams with trucks and trailers over 3.40 meter can cross the track on the times mentioned below.

Please use the main entrance according to the map below.

Saturday 20 November : 19:00 – 21:00 the track will be open to cross
Sunday 21 November : 07:00 – 08:55 the track will be open to cross
Sunday 21 November : 18:00 – 21:00 the track will be open to cross

Teams under 3.40 meter can use the tunnel entrance at the following time slots:

Saturday	20 November:	19:00 – 21:00
Sunday	21 November:	07:00 – 20:30

Important: directly go to paddock 1 when you arrive.

Paddock 1 only accessible teams HARC HISTORIC 250 and participants Free driving.

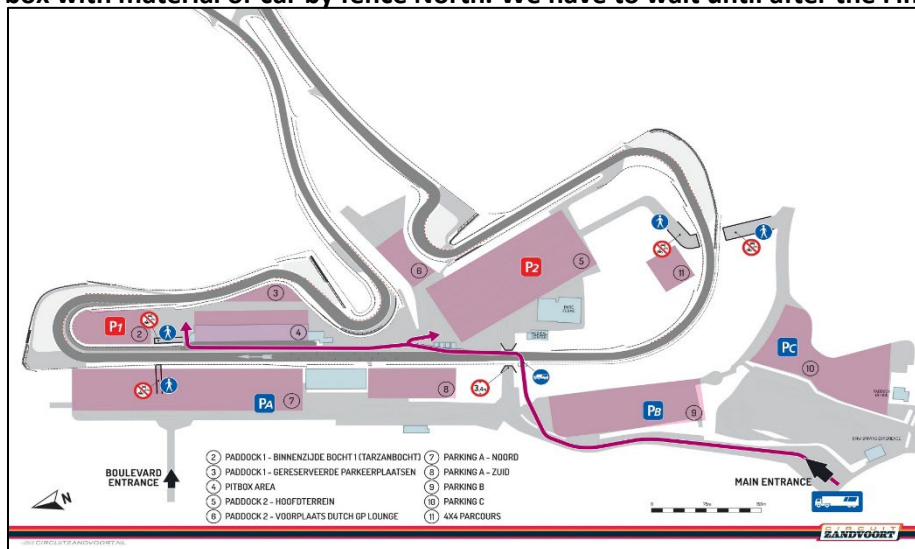
Please take account of each other because of limited space!

Private cars only at parking A. This will be maintained.

During the day Pitstraat is only accessible by Pitbox 0 or from your garage.

Strictly follow the directions of officials and drive slowly.

During the Track time HARC HISTORIC 250 it is therefore NOT allowed to leave the circuit from a pit box with material or car by fence North. We have to wait until after the Finish.



Pit Garages

Space is limited, and we want to give everybody a spot in a garage. Therefore teams have to share a garage with multiple cars. Please find below the garage plan.

Keys are at circuit reception, first arrival pays the box and take care of payment other box users to him.

Pitbox indeling Harc Zandvoort Historic 250

Zondag 21 November 2021

Versie 1

Garage 1

Garage 2

Garage 3

Garage 4

Garage 5
 Garage 6
 Garage 7
 Garage 8
 Garage 9
 Garage 10
 Garage 11
 Garage 12
 Garage 13
 Garage 14
 Garage 15
 Garage 16
 Garage 17
 Garage 18
 Garage 19
 Garage 20
 Garage 21
 Garage 22
 Garage 23 HARC
 Garage 24 HARC
 Garage 25

VERY IMPORTANT: Noise and exhausts

With 50 entries, it's very important that all cars are silenced very well. Please install the most silenced exhaust available and even extra dampers if possible. The loudest cars will be taken out of the race directly before we reach our total limit of noise production.

Fuel

- Shell Circuit Zandvoort, Burgemeester van Alphenstraat 108
- Tinq, Boulevard Barnaart 58

Division I

Team Name	Division 1	Start number	Driver 1	Driver 2
	HTGT			
	HTGT			
	HTGT			

Division II

	GTTC			
	GTTC			
	GTTC			
	GTTC			
	GTTC			
	GTTC			
	GTTC			
	GTTC			

Division III

[illegible]

Division IV

[illegible]

	all cars up to 1991				
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HARC Historic 250 km, general briefing

The text below, contains the general regulations from the clerk of the course, valid in the **Historic 250 km**. On race day the mandatory briefing will be presented with the aspects for that day. The specials regarding the starting procedure will always be presented.

- Martin and Paul are the clerks of the course. Maurice is ass. CoC.
- If you want to know something about the time schedule, race day or regulations, your always welcome to come to race control or the secretary of the meeting. "I didn't know", is never an excuse.
- For the clerks of the course everyone is equally important. We race sportive, and safe. Sometimes there is a big difference in slow and fast cars. The slow one keeps his line (don't go from left to right to give priority), the fast one overtakes at his own discretion, if you can give space you do that of course. Apologize if you do something stupid, raise your hand.
- Every official is a volunteer, but not an amateur. Take the chance to thank the officials in the cooling down lap.

Flags:

- Code 60 flags and the associated behavior must be known. Continuing driving fast when the code 60 flag is shown, has our attention. Sectors are also monitored by means of loops and speed measurements. Never break to slow down.
- Yellow means danger, don't overtake and take the foot of the gas throttle. Slow down significantly, show respect to the yellow flags. Raise your hand when you see the yellow flag, drivers behind you can see that as well. Don't drive next to each other. This is misbehaviour on track and will be penalized. If by accident, due to a high-speed difference, you overtook under yellow, return the position on a safe place and in clear way. Report this to the Clerk of the Course asap and explain why you overtook under yellow.
- Red: During the race; stay in position and stop at the line in one row! The clerk of the course will decide how to continue. Red during practise means enter the pit lane
- All other flag signals you should be known. We are willing to explain.

Behaviour:

- Any problems or issues which could be violating the regulation, report to the CoC before training and race.
- All drivers must be on the list at the secretary of the event.
- Collision should be reported within the hour. The Clerks of the Course want to hear your side of the story and they always want a chat between the drivers. If you don't report, the CoC makes the decision, which usually gives a penalty. Avoidable contact is also penalized.

- We are hospitable, public and guests are welcome, so the speed in the pit lane is **20 km/hr**. Pay attention to younger guests. Children under the age of 16 are not allowed in the pit lane.
- Drive left in the pit lane as long as possible. Go to the working lane as late as possible. Don't park the car in the middle of the pit lane and never lock any car. The middle of the pit lane must be free at all times, also during code 60.
- You can leave track at the end of the pit lane. It is not possible to return to the pit lane, you have to ask the officials for that. It is never allowed to drive in the pit lane the opposite way.
- Don't cut corners on the track, this results in dirt on track and/or damage to car and circuit. If you went through the gravel, shake your car in the grass and return to the track in a safe way. Gravel on track gives a lot of damage to cars.
- We want you to drive between the white lines, mind the track limits. Also mind the white line when re-joining the track.
- If you have a water or oil leakage, stop the car as soon as possible in a safe position. It costs a lot of time to clean the track.
- Refuel your car in front of the boxes. Never refuel the car in or behind the pit boxes.
- Strict attention is paid to environmental issues, use of drip trays, clean up leaked liquid.
- We can check on alcohol consumption. It is possible that we pick someone to check on alcohol. All measurements above 0 is a non-start. Pay attention to the night before, alcohol can stay in the blood for a while.
- Stint time is 20-80 minutes, <20 min is not valid and must be done again.
- Driver change, refuelling and maintenance has been described in the regulations. We want you or your team manager to know these rules. You and/or your team manager can always come to race control if you have any questions. Violations on fuelling regulations is a safety risk and we will act on that very strictly
- The maximum amount of people working on the car is **4**. Not included in this is the 'lollypop man' and one person who cleans the windows. The driver who comes out of the car may assist the new driver in the car with clothing and safety belts. This is not allowed during refuelling.
- The 4 people who work on the car during a pitstop, are the same people every time, like they wear a vest with a number. Any other team member or guest has to stay behind the red line in the pit box. Nothing will be handed to the 4 people working on the car.
- At all times the engine should be switched off during maintenance of the car. Tyre pressure checks may be done with the engine running, but the lollypop man must stand in the middle in front of the car. Use drip trays during fuelling.
- Smoking in the pit box or pit lane results in a time penalty of 30 seconds for every team in that box.

- Time penalties are the responsibility of the team manager. Report serving the penalty to secretary of the meeting before the car enters the pit lane by knocking on the window at the penalty box.
- If you have to report to race control, go through reception and not by taking the stairs in the pit lane behind the podium.
- Get familiar with the maintenance and fuel procedure. Is something unclear, please ask before the session starts.
- During refuelling, no other activities will be done at that car. During maintenance, stop the engine.
- Leaving or entering the pit box only by pushing the car. No engine power can be used for that.

Clothing:

- Clothing must be complete, balaclava must be in the overall and you must wear an arm restrain or use a window net.
- The arm restrain is connected to the most lower part of the safety belt (an advice is to use an ascender) and laced on the lower arm between elbow and wrist. Never connect it to the cage. Release the belts at the pit box, not while driving in the pit lane. We can check clothing and belts regularly during the sessions.

Start Procedure:

- Follow the time schedule. Know your position on the grid. **Pit lane is open for 5 minutes.**
- When the pit lane exit is red again, you are too late. You have to start from the pit lane.
- You drive one formation lap, take your position on the grid. The warming up lap starts with the green flag signal.
- Take position on the grid straight in the starting boxes, don't move, 5 second signal will be shown. We start with the national flag.
- After the finish, drive the cooling down lap and place your car in parc fermé at the straight.
- **We count on your cooperation to follow all instructions during the event. It will be a busy day with many participants in one day, Free driving and the HARC Historic 250.**

Wij rekenen op uw medewerking alle instructies tijdens het evenement op te volgen. Het zal een drukke dag worden met veel deelnemers op één dag, Vrij rijden en de HARC Historic 250.

SUPPLEMENTARY REGULATIONS KNAF SECTIE AUTORENSPORT
Historic Zandvoort 250

- 1. Event information**
 - Name of the event : Historic Zandvoort 250
 - Track : Circuit Zandvoort
 - Date : March 8th 2020
 - Type: : Open Clubsport
 - Championships : Division I, II, III, IV
- 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 : Historische Auto Ren Club (302)
 - Address : Postbus 9, 1160 AA Zwanenburg
 - Telephone : +31 204974704
 - E-Mail : secretariaat@harc.nl
- 4. Promoter**
 - Name : Historische Auto Ren Club (302)
 - Address : Postbus 9, 1160 AA Zwanenburg
 - Telephone : +31 204974704
 - E-Mail : secretariaat@harc.nl
- 5. Organising Committee**
 - On behalve of HARC
 - Name : Onno Vlaanderen
 - Email : onnovlaanderen@ova.nu
 - On behalve of CZ
 - Name : Menno Weeda
 - Email : menno@circuitzandvoort.nl
 - On behalve of CoC
 - Name : Paul Beck
 - Email : paulbeck@kpnmail.com
- 6. Circuit**
 - Location : Burgemeester van Alphenstraat 108, 2041 KP, Zandvoort
 - Adress : Postbus 132, 2040AC Zandvoort
 - Telephone : +31 23 5 740 740
 - Email : info@circuitzandvoort.nl
 - Length of 1 lap : 4,307 kms
 - Direction : Clockwise
 - 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
 - Location of the Stop & Go area : In front of Race Control, right side
 - Location of the pit exit : After turn 1
 - Speed limit pit lane : 40 km/h

7. Locations

- Medical Centre : Pit garage 0
- Race Control : Race Control tower 2nd floor
- Race Secretary : Race Control tower 1st floor
- Race Director : Race Control tower 2nd floor
- Licence check : Bernies Bar & Kitchen
- Scrutineering Bay (Flat floor / scale) : Scrutineering Bay, Paddock 2
- Briefing Room : Media Centre, above Pit garage 0
- Official notice board : Inside wall of Race Control, paddock side
- Media Centre : Media Centre, above Pit garage 0
- Reception desk : Ground floor Race Control tower

8. Officials

- Clerk of the Course : Martin van de Pavert (22314)
- Assistant Clerk of the Course : Paul Beck (10619)
- Secretary of the event : Ria Waterreus (4000)
- Chief Race Control : Paul van Ommeren (26331)
- Chief Medical Officer : Eric Koolen (35510)
- Chief Time Keeping : René van Delft (38813)
- Chief Scrutineering : Haico van der Heijden (2447)
- Chief Paddock/Pit/Startmarshals : Edgar Rebergen (35481)
- Chief Flag/Rescuemarshals : Rob Bunschoten (35512)

9. Details per championship

Historic Zandvoort 250

- Number of cars allowed in Quali : 79
- Number of cars allowed in Race : 66
- Starting mode : Standing Start
- Starting order : Best qualifying time
- Minimum licence requirement : KNAF EU (or higher grade) licence featuring an EU flag 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. National or International
- Maximum noise production per car : 88 dB(A)
- Parc Ferme location : Circuit main straight, in front of Grand Stand

10. Any other item specific to the championship

- Code 60 / purple flag will be used; see KNAF Reglementen Boek 2020, Reglement Vlagsignalen, Paarse vlag / Code 60. (Max 60 km / h).
- Every car needs to make minimum of 1 pit stop. After driving a stint (minimum 20 minutes, maximum 80 minutes) a driver change is mandatory.
- Time penalties / penalties according to: Reglement Autorensport Clubsport 2020, art. 15.
- For participation in the races, a minimum of 1 driver must take part in the qualifying.
- If a driver did not take part in the official qualifying, he/she can request to start at the back of the field. Request should be addressed to the secretary of the Event.
- Every driver is obliged to be at the Drivers' Briefing, for time and location, see official timing.

- Through registration the driver/applicant expressly states that the registered vehicle is fully compliant with all (safety) regulations and is suitable to participate in the relevant speed event. Offering the car for scrutineering is considered as an implicit statement that the car, in all respects, complies with the regulations.
- By performing a technical test the Organiser accepts no liability for the suitability of the car to participate in the event in question.
- All cars driving under Technical regulation of NK HTGT 2019 are allowed to drive on Dunlop or a similar type Avon tire.
- All cars driving under Technical regulation of NK 82-90 2019 are allowed to drive on Toyo or a similar type Interstate tire.

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:
 - 2020 FIA International Sporting Code and Appendices (ISC).
 - KNAF Reglementen Boek 2020.
 - Reglement Autorensport Clubsport 2020 (RAC).
 - Wedstrijd Reglement Clubsport 2020 (WRC).
 - All class regulations and bulletins of the classes mentioned in article 1.
 - These Supplementary Regulations.
- The Maximum noise production per car is measured at the official measurement point located in Turn 14. Noise measurement executed by the Government will prevail over the regulations.
- In addition to Appendix H of the 2020 FIA International Sporting Code and the KNAF KRB 2020 it is possible that at post 0.5 and 1, post 6 and 7, post 10.7 and 11 and post 13.4 and 14 the same flags will be shown as a pre-warning (yellow flags).
- Starting time (and location) of the Licence checks, Scrutineering, 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.
- All pit garages must be kept locked from the inside to avoid unauthorised persons passing through to pit lane, fines may be imposed 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.
- 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>

