



**Regulations Winter Endurance Championship 2018 - 2019**  
(version V3, 2-10-2018)

**Article 1. General:**

The Winter Endurance Championship 2018 – 2019 (WEK) is a joint initiative by the Stichting DNRT (DNRT) and the Stichting Exploitatie Circuit Zandvoort (ECPZ).

The WEK 2018 – 2019 consists of three rounds with a minimum duration of 3 hours and a maximum duration of 4 hours + 1 lap. The races will be taking place at Circuit Zandvoort.

Participation in the rounds of the WEK allows drivers to score points for the classification of the WEK. The driver / team having scored the most points in the WEK classification after the end of the last race wins the title “Winter Endurance Champion 2018 – 2019”.

**Article 2: Calendar:**

- |                    |                |                   |                        |
|--------------------|----------------|-------------------|------------------------|
| ○ 24 November 2018 | Zandvoort 500  | Circuit Zandvoort | (500 km or max. 4 hrs) |
| ○ 5 January 2019   | Nieuwjaarsrace | Circuit Zandvoort | (4 hrs + 1 lap)        |
| ○ 2 March 2019     | Final 4        | Circuit Zandvoort | (4 hrs + 1 lap)        |

**Article 3. Organisation:**

Organisation committee:

Ria Waterreus  
Erik Weijers  
Menno Weeda

Organisers:

Stichting DNRT Zomeravondcompetitie Auto's (DNRT)  
Joop den Uyllaan 107  
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Event: \_\_\_\_\_ organiser:

Zandvoort 500	ECPZ
Nieuwjaarsrace	DNRT
Final 4	ECPZ

National sporting authority (ASN):

KNAF (KNAC Nationale Autosport Federatie)  
Duwboot 85  
3991 CG Houten

**Article 4. Classes:**

1. The WEK has been divided into the following categories for participating cars:

Division I:

- Touring cars & GT's with a minimum engine content of 3200cc and more.

Division II:

- Touring cars and GT's with a maximum engine content of 3200cc.
- Cars conform GT4 and TCR specs.

Division III:

- Touring cars and GT's with a maximum engine content of 2500cc.
- Modified Diesel-powered cars

Division IV:

- Standard class; minimum modified cars like DNRT Porsche 944 Cup, BMW E30 Cup, SEAT Ibiza TDI, Mazda MX5, Ford Fiesta Sprint Cup etc. In this class intermediate tyres are mandatory. The brand of the intermediate is free. Rain tyres are free.

**The organising committee has the right to move participants to other divisions.**

2. The maximum number of teams allowed to participate in any WEK-round is 66

3. Participation with the cars mentioned below is not allowed:

- Sports Cars / formula cars
- cars running on LPG (liquid petrol gas)

Exceptions only after approval of organisation committee.

4. Basically, the following number of teams per category will be accepted:

- |                 |          |
|-----------------|----------|
| a. Division I   | 14 teams |
| b. Division II  | 15 teams |
| c. Division III | 15 teams |
| d. Division IV  | 15 teams |

5. Acceptance will be taking place based on the order of arrival of the entry-forms.

6. Teams participating in the entire championship have priority over teams entering for a single event.
7. Should the maximum number of participants be reached in any class, the teams still wanting to enter will be put on a so-called “reserve list”.
8. Should the maximum number of participants in any class not have been reached when the entry for a certain event has closed, teams from the reserve list of other classes will be added to the list of participants.

**Article 5. Noise:**

With respect to the other aspects in article 8.4 – 8.7, “geluid Algemeen Reglement Autoensport Nationaal B” (KNAF ASJ 2018), the maximum noise level for all classes is 88 dB(A).

**Article 6. Regulations:**

The following regulations apply:

1. FIA International Sporting Code and appendices 2018;
2. KNAF Algemeen Reglement Autoensport Nationaal B 2018;
3. Wedstrijd Reglement Autoensport Nationaal B 2018;
4. Milieureglement (KNAF ASJ 2018).

**Special regulations driving conduct:**

Enforcement. The organisation committee has complete authority for organising the event and enforcing the regulations.

By participation, the participant undertakes to respect the regulations mentioned above.

**Article 7. Safety:**

- a) For all cars, the safety regulations of the FIA Class Group A/B/N/SP apply (FIA Annex J article 253, 2018).
- b) Safety-belts: FIA-approved, refer to FIA Annex J 2018, 8853/1998.
- c) Seats: race seat, (FIA-approved, refer to FIA Annex J 2018).
- d) Clothing: FIA-approved overall, underwear, shoes, gloves, balaclava and helmet according to FIA Annexe ‘L’.
- e) FIA approves window net (conform FIA Annexe J, art. 11 (Group A/B/N/SP)) or an arm restraint (conform SFI 3.3.).

**Article 8. Licenses:**

1. Verification of licenses can only take place on the day of the race at scrutineering bay.
2. A current and valid KNAF EU (or higher grade) driver’s licence or a comparable national licence of another EU ASN for meetings outside the territory of this other ASN in EU countries.
3. A so-called “indemnity waiver” must be signed by every driver upon registration.

## **Article 9. Teams**

### Practice/race:

For each participating car, at least two and at most four drivers are allowed to participate. At least two drivers must have taken part in practice, including the driver who will start the race.

Upon request, the organisers can allow an individual participant that hasn't taken part in practice to take part in the race. In that case, the participant will have to start from last place on the grid.

## **Article 10. Championship points:**

For the individual classes as mentioned in article 7 sub 3, the following number of points will be attributed based for each race, based on the final classification, irrespective of the duration of the race:

Number of participants in class	>5	5	4	3	2	1
1st in class	12pnt	10pnt	8pnt	6pnt	4pnt	2pnt
2nd in class	10pnt	8pnt	6pnt	4pnt	2pnt	1pnt
3rd in class	8pnt	6pnt	4pnt	2pnt	1pnt	1pnt
4th in class	7pnt	4pnt	2pnt	1pnt	1pnt	1pnt
5th in class	6pnt	2pnt	1pnt	1pnt	1pnt	1pnt
6th in class	5pnt	1pnt	1pnt	1pnt	1pnt	1pnt
7th in class	4pnt	1pnt	1pnt	1pnt	1pnt	1pnt
8th in class	3pnt	1pnt	1pnt	1pnt	1pnt	1pnt
9th in class	2pnt	1pnt	1pnt	1pnt	1pnt	1pnt
10th in class	1pnt	1pnt	1pnt	1pnt	1pnt	1pnt

The points and the points' standings will be published immediately after each race. Points are being attributed to the individual drivers and not to the teams or the cars.

**Knac Nationale Autosport Federatie**

## **Article 11. Competition regulations:**

- a) Time schedule:
  - The time schedule indicates the times, the duration and the distance of practice sessions and races.
  - Drivers that have registered will receive the time schedule per email. The time schedule is also available at the registration desk.
  - The organisers are authorised to amend the time schedule during the event.
- b) Practice:

When practice starts, drivers can enter the track via the pit lane.
- c) Starting procedure:

"Grand Prix standing start" (KNAF ASJ 2018, Wedstrijd Reglement Autorensport Nationaal B, article 8.4).
- d) Driving time:

Minimum driving time per stint is 20 minutes, maximum driving time per stint is 80 minutes. Counted from leaving the pit lane till entering the pit lane at start/finish. The number of pit stops will be determined in the Supplementary Regulations.

- e) Miscellaneous:  
A participant may only be entered and racing in one team per event.  
The line-up of the team can change from one event to another.  
A driver change after a stint is mandatory.

**Article 12. Pits:**

- a) Practice and race:  
Upon entering the pit lane during practice and race, the speed limit is **40** kilometres per hour at any time.
- b) Race:  
Entering the pits during the race is allowed (this does not apply during code red).
- c) Pit stops:  
Every planned pit stop without re-fuelling must have a minimum duration of 60 seconds (the car must stand still for 60 seconds minimum). Exceptions are a flat tire, remove loose parts of the car or assemble the loose parts, all this without re-fuelling of the car or change driver.  
Re-fuelling will take 60 seconds or 90 seconds as mentioned in article 14, this is exclusive the time for changing drivers and maintenance. Every team must keep an administration of all pitstops, driver changes, refuelling and all other reasons why the car has entered the pitlane. This administration can be checked by an official.  
The competitors who drive as a couple and therefor change the transponder between 2 cars have a mandatory pitstop of 1 minute and 15 seconds (75 seconds). During this pit stop they must change the transponder to the other car. In case a car crashed or stopped the transponder may be changed to the other car from the moment the crashed car is back in the pit lane or the transponder is delivered back to the team by a marshal.
- A. If re-fuelling is the first thing, the driver may leave his place until the tank capsule is assembled.
- B. When there is a driver change before re-fuelling, the tank capsule can be removed until the driver is on his seat.
- d) Smoking:  
Smoking in the pits and the pit boxes is prohibited at any time during the entire event.
- e) Work on the car:  
During a pit stop, a maximum of four helpers may be working on the car, not included one person holding a 'lolly-pop' and one person cleaning the windows. The 'driver-out' may help the 'driver-in' with the seatbelts (not during refuelling).  
During all activities during the pit stop, the engine of the car may not run.  
It is allowed to use pneumatic tools.
- f) Children beneath 16 years may not enter the pit lane.

### **Article 13. Drivers' briefing:**

Prior to each race, a mandatory drivers' briefing will be held. All drivers must attend this briefing. The briefing will take place in the Media Centre. The location of the drivers' briefing will be published on the official time schedule. Not attending the briefing will be fined with € 50,00 which will be donated to charity.

### **Article 14. Re-fuelling:**

Re-fuelling is taking place in front of the team's own pit box and will be carried out by the team's own crew members.

Re-fuelling can be done by the following means:

1. A fuel rig installation as outlined in art. 252.9.5 of FIA-Annex J 2018, including all required FIA-approved shackles, hoses, ventilators and ventilation tanks.
2. 20 litre steel jerry cans with a fixed re-fuelling hose of max. 50cm. long, with or without ventilation tap. Re-fuelling with funnels is forbidden.
  - For 20 litre steel cans, a minimum duration of **60 seconds** for each re-fuelling applies.
  - For re-fuelling different than mentioned in article 14.2, a minimum duration of **90 seconds** for each re-fuelling applies.
  - During re-fuelling, the driver must remain in the car (driver change is not permitted) and a team member must keep a fire extinguisher of at least 6 kg ready to use. The circuit's fire extinguishers may not be used for this purpose.
  - Turbo charged cars are only allowed to keep the motor running during re-fuelling if there are 2 team members in fire proof clothes (fireproof clothing plus fireproof balaclava and gloves) with 2 fire extinguishers of at least 6 kg ready to use. The lollypop man must stand in front of the car during re-fuelling.
  - Change of drivers and all other work on the car may only be carried out before or after re-fuelling.
  - During re-fuelling, all doors and windows of the car must be closed.
  - When a fuel rig installation is being used for re-fuelling, and 20 litre cans are being used, only 1 hole of the fuel rig installation may be used. The second hole must be locked up during the whole event by a metal lid.
  - Re-fuelling may only be done with one can at the time.
  - All fuel storage jerry cans that are placed in the pit box must be sealed and placed in a liquid sealed box or in cans of maximum 60 litres.
  - The organisers will be carrying out inspections concerning the safety standards of the fuel rig installations.
  - During re-fuelling, the persons carrying out the re-fuelling work must be completely covered with cloths (fireproof clothing plus fireproof balaclava and gloves).
  - During every pit stop, a collector tray and from organisers side disposed environmental mat are compulsory for collecting any fluids that may have leaked.

### **Article 15. Safety-car:**

Corresponding to article 11 of the Wedstrijd Reglement Autorensport Nationaal B (KNAF ASJ 2018), a Safety Car will NOT be used. Refer to article 16 Code 60 / purple flag of these regulations.

**Article 16. Code-60 / purple flag:**

During the WEK, art. Reglement Vlagsignalen, Bijzonderheden betreffende Autorensport: Paarse vlag / Code 60 (KNAF ASJ 2018) is applicable.

**Red flag:**

Should a neutralisation with Code 60 not be sufficient, a red flag may follow. In that case, competitors drive to the starting line at walking speed, where the clerk of the course decides how and whether the race will be re-started. During the red flag-situation, the time of the race continues. All work on cars that are in the pits during the red flag-situation must be stopped until the red flag-situation is finished.

**Article 17. Penaltys:**

Unless for a concerning summary offence in the regulation a penalty has been indicated explicitly, is the race director freely for imposing to give a warning, time sentence or taken off the driven laps. For exclusion of participation in the race or exclusion of the championship, the Organisation Committee decides.

The given time penalty's during the Endurance races must redeemed with the first following pit stop. For this there is a special place next the race tower where the car must stand still. Every team is responsible for the implementation of the sentence. For redeeming the sentence, the race secretary will be informed. If no more pit stops will be made the sentence will be processed in the end result. When the penalty will not be implement during a pit stop, it will give the team 30 seconds extra penalty.

The sentence will be announced immediately to the concerning participant. Sentences which are imposed on another day then the race day (for example. at scrutineering) will be communicated in writing and within 14 days after provision announced to the participant.

**Article 18. Changes of rules concerning the event:**

All changes or additional rules concerning the event will be published on the notice board.

**Article 19. Validity of regulations:**

The English translation of the regulations serves information purposes only and has no regulatory value. The original Dutch text of the regulations is legally binding.

**Article 20. Radiocommunication:**

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.agentschaptelcom.nl/documenten/formulieren/2017/april/4/application-form-for-the-use-of-frequencies-during-events-in-the-netherlands>