

# Nieujaarsrace 2026

Sporting and Technical Regulations

10 JANUARI 2026

U-MAX EVENTS PRESENTS

CIRCUIT ZANDVOORT

# NIEUWJAARS RACE

10 JANUARI 2026

- + 4-UURS RACE
- + VRIJE BANDENKEUZE
- + YOUTUBE LIVESTREAM
- + MET EEN KNALLENDE FINISH IN HET DONKER!
- + ALLE AUTO'S WELKOM!\*

\*NEEM VOOR MEER INFORMATIE CONTACT OP MET DE ORGANISATIE

**INFORMATIE EN AANMELDEN: [NIEUWJAARS RACE.NL](http://NIEUWJAARS RACE.NL)**

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## 1. Definitions and Interpretations

In these Sporting and Technical Regulations, unless the context otherwise requires, the following terms shall have the meanings set out below:

|                    |   |
|--------------------|---|
| <b>FIA</b>         | The Fédération Internationale de l'Automobile, the international governing body for motor sport, based in Paris, France, and recognised worldwide as the authority responsible for the FIA International Sporting Code and its appendices.                      |
| <b>ASN</b>         | The Autorité Sportive Nationale or National Sporting Authority, the governing body appointed by the FIA to exercise sporting power within a particular country.   |
| <b>Organiser</b>   | The company or organisation responsible for the organisation and promotion of the Event, as named in the Sporting Regulations.  |
| <b>Event</b>       | Any competition, meeting, or race held under the authority of the ASN, comprising administrative checks, scrutineering, practice, qualifying practice, and race sessions.   |
| <b>Competition</b> | Any part of the Event in which a classification is established.   |
| <b>Competitor</b>  | The person or legal entity responsible for the Car and entered in the Event.  |
| <b>Circuit</b>     | The permanent or temporary closed course, including the pit lane, paddock, and related facilities, on which the Event takes place, as approved by the ASN. The Circuit's local operating and safety regulations form an integral part of the Event Regulations. |
| <b>Driver</b>      | Any driver named on the official entry form and authorised to drive the Car during the Event.   |
| <b>Team</b>        | The collective group of individuals associated with a single Car entry, including the Competitor, Drivers, and team personnel.  |
| <b>Car</b>         | An automobile eligible and approved to compete in the Event, in compliance with these Sporting and Technical Regulations and the relevant FIA Appendix J articles.  |
| <b>Officials</b>   | All persons appointed by the Organiser or the ASN to ensure the proper conduct of the Event, including but not limited to the Stewards, Race Director, Clerk of the Course, Chief Scrutineering, Chief Timekeeper, and Chief Medical Officer.                   |
| <b>Code 60</b>     | A neutralisation procedure as defined in FIA Appendix H, Article 2.5.5 (c), during which all Cars must immediately reduce speed to 60 km/h and maintain their relative positions.   |

|                                  |  |
|----------------------------------|--|
| <b>Supplementary Regulations</b> | The document issued by the Organiser and approved by the ASN, containing the specific operational details of the Event.  |
| <b>Event Bulletin</b>            | Official written communication issued by the Clerk of the Course, Race Director, or Stewards, which forms part of these Regulations upon publication on the official Notice Board.   |
| <b>Notice Board</b>              | The official communication platform designated by the Organiser, whether physical or digital (e.g. Sportity).  |
| <b>KNAF</b>                      | The Knac Nationale Autosport Federatie, the National Sporting Authority (ASN) of the Netherlands, recognised by the Fédération Internationale de l'Automobile (FIA).   |
| <b>Stint Time</b>                | The Stint time is defined as the first time the driver leaves the Pit Exit Timing Loop (or the start of the race) until crossing the Pit IN Timing Loop (or the chequered flag in case of the end of the race). This time is excluding any intermediate Pit Stops. |

- 1.1. Headings and formatting are for convenience only and do not affect the interpretation of these Regulations.
- 1.2. Words importing the singular include the plural and vice versa, and words importing any gender include all genders.
- 1.3. In case of any conflict between these definitions and those of the FIA International Sporting Code or the KNAF National Sporting Regulations, the latter shall prevail.

## 2. Preamble

- 2.1. **The New Year's Race 2026/Nieuwjaarsrace 2026** (the race) is an initiative of **V-Max Events B.V. (hereafter V-Max)** and consists of a single race with a duration of **4 hours**. The winner of each division may refer to themselves as the **winner of the New Year's Race 2026 or Winnaar Nieuwjaarsrace 2026**.

This race is organised in accordance with the provisions of the FIA International Sporting Code and its appendices, as well as the national regulations of the **KNAF** (ASN). The race will be conducted in accordance with these Sporting and Technical Regulations, FIA Appendix J, and the Code of Driving Conduct, in conformity with the aforementioned regulations.

For the avoidance of doubt, in the event of any inconsistency or conflict between the individual sets of regulations, the following order of priority shall apply:

1. The International Sporting Code and its appendices,
2. These Sporting and Technical Regulations,
3. KNAF Regulations (KNAF Reglementenboek),
4. Reglement Autorensport Nationaal,
5. Series and Event Bulletins,
6. Supplementary Regulations.

Any amendments to these Sporting and Technical Regulations will require the prior approval of the KNAF. All approved amendments will be published in an official New Year's Race Bulletin and notified to all registered Competitors.

The official language of these Sporting and Technical Regulations is English. Only the English version will be binding in case of any dispute regarding interpretation. Headings and typeface used in these regulations are for reference only and shall not form part of the Sporting and Technical Regulations.

**2.2. Date of Application:** 01 December 2025

**3. Organisation**

3.1. Organiser: **V-Max Events BV**

Hoeksehof 16  
2661KT Bergschenhoek  
The Netherlands  
Registered under KNAF Licence 328

3.2. ASN - National Sporting Authority:

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

3.3. Organising Committee:

Max BRAAMS  
Rik HEESTERS  
Renata AARTSEN

**4. Insurance and Liability**

4.1. The Organiser holds an event permit issued by the KNAF, under which public liability insurance is provided in accordance with the KNAF National Sporting Regulations. This insurance covers the Organiser, officials and circuit owners for third-party liability arising from the Event.

4.2. This insurance does **not** cover damage to Competitors' Cars, equipment, or property, nor personal injury to Competitors or their team members. Competitors participate entirely at their own risk.

4.3. By signing onto the Event, each Competitor and Driver confirms that they waive any right of recourse against the Organiser, the Parent ASN, the Officials, and any other party involved in the organisation of the Event for any loss, injury or damage incurred during the Event, except in cases of wilful misconduct or gross negligence.

4.4. Each Competitor is responsible for ensuring that their personal accident insurance and medical coverage, where applicable, are valid for participation in motorsport activities at the location of the Event.

4.5. The Organiser declines any responsibility for consequences arising from Competitors' failure to observe the regulations or from any act or omission on their part.

## 5. Calendar, Event, Duration and Circuit

5.1. 10 January 2026 – Nieuwjaarsrace 2026 – 4 Hours – Circuit Zandvoort

## 6. Official Notice Board

6.1. Sportity is the official communication platform of V-Max. The App is available free of charge in the Apple App Store and Google Play Store, and can also be accessed via the webapp.

Apple iOS: [App Store link](#)

Android: [Google Play link](#)

All Competitors, team managers and relevant team personnel are strongly encouraged to download and install the App on their devices (PC, tablet, smartphone) prior to the first event. The Event Code to access the notice board will be provided in the Supplementary Regulations.

## 7. Eligibility cars (general)

7.1. The race features the following division structure for participating Cars:

- Division I (Touring Cars & GT with an engine Capacity of > 3.200cc)
  - o Porsche Cup Model or Similar
  - o GT Division cars participating in the Supercar Challenge
    - \*Allowing a reference laptime at Zandvoort between 1:38 ~ 1:43
- Division II (Touring Cars & GT with an engine Capacity between 2.800cc and 3.200cc)
  - o GT4 cars >2023 (Build)
  - o TCR cars >2023 (Build)
  - o Supersport + cars participating in the Supercar Challenge
    - \*Allowing a reference laptime at Zandvoort between 1:43 ~ 1:48
- Division III
  - o GT4 Cars <2023 (Build)
  - o TCR Cars <2023 (Build)
  - o BMW Racing Cup cars (M240i Cup)
  - o BMW M2 CS Racing Cup Spec
    - \*Allowing a reference laptime at Zandvoort between 1:48 ~ 1:53
- Division IV
  - o Mazda MX5 Cup Cars
    - \*Allowing a reference laptime at Zandvoort between 1:53 ~ 1:58
- Division V
  - o Max5 Cup waardige auto's DNRT
  - o BMW E30 Cup
  - o Seat Ibiza TDI
  - o Ford Fiesta Sprint Cup
    - \*Allowing a reference laptime at Zandvoort above 1:58

The final determination of the divisional classification of all Cars rests with the Organising Committee, which shall submit its proposal to the Stewards for decision.

- 7.2. If, in the opinion of the Organising Committee, a Car does not belong in its assigned division, the Organising Committee may request the Stewards to reclassify the Car to a more appropriate division at any time during the Event.
- 7.3. Participation with the following Car type will not be allowed:
  - Sports Cars
  - Single Seaters
  - Cars driving on LPG or CNG
  - Electric / Hybrid Cars

An exception to this rule may only be granted if a request has been submitted in advance to the Organising Committee and written approval has been given by the Organising Committee.

## **8. Entries**

- 8.1. The maximum number of Cars that may participate in the event is 66.
- 8.2. The distribution of the number of teams per Division is, in principle, as follows:

Division I: 13 Cars

Division II: 13 Cars

Division III: 13 Cars

Division IV: 13 Cars

Division V: 14 Cars

If the maximum number of Drivers in a division has been reached, teams wishing to enter will be placed on a reserve list. The team will be notified of this by the organisation.

If, at the closing of entries for a particular race, the maximum number of Drivers in a certain division has not yet been reached, Drivers from the reserve list of other divisions may be added to the entry list by the Organising Committee.

- 8.3. Acceptance will be based on the order in which the entry forms are received.

## **9. Noise**

- 9.1. Subject to the other provisions of Article 11.4.1 of the KNAF Reglement Autorensport Nationaal the maximum noise level for all divisions throughout the entire event is 92 dB(A).
- 9.2. The Clerk of the Course and/or Race Director is authorised to withdraw a Driver and their Car from the Race at any time if, in his/her opinion, the Car produces excessive noise. Any Car deemed to be producing excessive noise may be denied further participation in the Race. The determination of whether a Car produces 'excessive' noise is at the sole discretion of the Clerk of the Course.
- 9.3. Cars withdrawn from the Race due to excessive noise, as determined under Article 9.1 and/or 9.2 (of these regulations), shall not be entitled to any refund of entry or participation fees.

## 10. Safety

- 10.1. All Cars must comply with the safety regulations for FIA class Group N/A/RGT (FIA Appendix J, Article 253/2025)
- 10.2. After registration, the Car must be presented for inspection in full compliance with the regulations, and the complete Drivers equipment to be used by the respective Driver(s) during the Event must also be shown.
- 10.3. By presenting the Car for technical (pre-)inspection, the Driver declares that the Car and Driver's equipment fully comply with the regulations in all respects and are completely suitable, from a safety standpoint, to participate in the Race concerned.
- 10.4. The Stewards may refuse a Car's participation in the Event if its construction or condition may pose a danger, or if the Car is considered unsafe.
- 10.5. At any time during practice or the race, before or after, the Race Director and/or the Stewards may instruct the Scrutineer to carry out an inspection on a Car, even if this requires the Car to be withdrawn from the Race.
- 10.6. Failure to present the Car for technical inspection in time may result in refusal of inspection and/or penalties imposed by the Race Director and/or the Stewards.
- 10.7. At an Event, each Car must be inspected for safety by the Chief Scrutineering before each Race. Cars not approved by the Chief Scrutineering are not permitted to take part in any part of the Race. The burden of proof for compliance with the regulations lies with the Driver.
- 10.8. Refusal to cooperate with an inspection or re-inspection will be reported by the Clerk of the Course/Race Director to the Stewards.
- 10.9. Measurements carried out by the Chief Scrutineering using its measuring tools, equipment, and software are binding.
- 10.10. An FIA-approved rain light is mandatory, see Appendix J, Article 259.8.4.4 (refer to FIA Technical List No. 19).
- 10.11. Participation without approved Competitors equipment is not permitted. The use of safety devices and personal equipment with a valid FIA standard (FIA Appendix L, Chapter III) is mandatory.
- 10.12. FIA labels must not be removed or damaged. If labels have been removed or are no longer legible to the Scrutineer, this may be considered non-compliant with the regulations.
- 10.13. The final list of approved Cars must be validated by the Stewards.

## 11. Competitors Licences, Entries and Scrutineering

- 11.1. Licence control can only take place on the day of the race at the Event. The location for the administrative checks and licence control will be specified in the Supplementary Regulations.
- 11.2. Participation is open only to holders of at least a **National- or International licence**.
- 11.3. All Drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant Competition.

- 11.4. Competitors and/or Officials holding a licence issued by the KNAF will be permitted to participate the New Year's Race/Nieuwjaarsrace with a 2025 Competitor's and/or Official Licence, provided they hold the licence requirement as per Article 11.2. (of these regulations) valid National or International licence, including if the associated medical certificate expires on 31 December 2025 (if required). For the avoidance of doubt, this exception applies only to the Nieuwjaarsrace on 10<sup>th</sup> of January 2026 and not to any other Event. Competitors are encouraged to renew their licence before the 10<sup>th</sup> of January 2026.
- 11.5. Foreign Competitors (those not in possession of a licence issued by the ASN where the Competition is taking place) must present an authorisation from their parent ASN to compete. This is also known as a "Starting Permission".
- 11.6. Entrant Licences are not required. If a Team does not hold an Entrant Licence, the first nominated Driver of that Car shall be considered the Entrant, provided that this Driver holds a valid Competitor Licence.
- 11.7. Upon registration, each Driver must sign a waiver clause. See also Article 4.3 of these regulations.
- 11.8. Technical inspections of the Cars will take place at the location specified in the Supplementary Regulations.
- 11.9. The Race Director, the Stewards or the Chief Medical Officer can require a Driver to undergo a medical examination at any time during a Competition. This examination may include, if appropriate, a test for Alcohol and/or Drugs.
- 11.10. **Opening date for Entries:** 01 December 2025.
- 11.11. The closing date for entries is 7 calendar days prior to the date of each Competition.
- 11.12. The Organizing Committee has the right to accept late minute entries even after the closing date but before the start of the Event.
- 11.13. Entry forms are available online at [www.nieuwjaarsrace.nl](http://www.nieuwjaarsrace.nl)
- 11.14. Entry forms must be correctly completed and accompanied by full payment of the Entry Fee before closure date as mentioned in Article 11.11 of these regulations. Entry forms received without payment will be processed only after all paid entries have been considered. Entry forms that have not been signed by the Competitor will not be accepted.
- 11.15. No refund or credit will be given to Competitors who withdraw their entry.
- 11.16. If during a Competition the original Car entered becomes unusable due to accident damage or mechanical malfunction, then a written request to change the Car may be made by the Competitor to the Stewards. Should this request be approved after qualifying practice but before a race, the Car, subject to the prior approval of the Chief scrutineering, will start the Race from the back of the grid. If more than one Competitor changes the Car under this article and receives permission to start the Race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by the Stewards, earliest to latest.

## 12. Advertising & Livery

- 12.1. All Cars must carry the official Event stickers, competition numbers, and any other markings prescribed by the Organiser and/or KNAF.
- 12.2. All advertising and Race Numbers on Cars and Drivers' equipment must comply with the FIA International Sporting Code, KNAF reclame op voertuigen regulations and the National law.
- 12.3. Advertising or imagery containing of tobacco, alcohol, political, religious, or offensive nature (including but not restricted to) is strictly prohibited.
- 12.4. The Organiser reserves the right to refuse or remove any advertising that is deemed inappropriate or in conflict with Event sponsors.
- 12.5. Cars not complying with this article may be prevented from taking part in the Event until rectified.
- 12.6. Any fines given by local authorities towards the Organiser regarding non-compliance of advertising regulations set under Article 12 of these regulations will result in the transfer of this fine amount (and legal process charges) to the Competitor.

## 13. Team Composition

- 13.1. Each participating Car must have a minimum of two and a maximum of three Drivers within the same team. At least two Drivers must have taken part in the practice (qualifying) session. The Driver who will start the Race must have driven in the Event's qualifying practice and completed at least one timed lap.
- 13.2. At the request of the Driver, the Stewards may allow an individual who did not take part in qualifying practice to participate in the Race. In such a case, the Driver must start from the last grid position (or another position specified by the Stewards, if applicable). This may also be the last grid position of that division.

## 14. Timing and Transponders

- 14.1. All Competitors must use an officially approved **MYLAPS transponder**, correctly installed and operational at all times during all sessions of the Event.
- 14.2. The organiser has the possibility to install additional timing transponders, such as a MyLaps Racelink.
- 14.3. It is the responsibility of each Competitor to ensure that the transponder is correctly mounted and operational.
- 14.4. Failure of a transponder during qualifying or the race may result in the loss of lap times or classification.
- 14.5. If a Competitor's transponder is found not to function properly, the Competitor may be required to stop for rectification under direction of the Race Director or Stewards.

## 15. Tyres

- 15.1. Tyre choice is free for all divisions.
- 15.2. Competitors may use slick, grooved, or wet-weather tyres at their discretion.
- 15.3. All tyres must be commercially available and suitable for circuit use.
- 15.4. The use of **tyre warmers or tyre heating blankets is permitted** in the paddock, pit lane and on the grid until the three-minute board is shown, in accordance with Article 20.5 of these regulations.
- 15.5. Only Heating is allowed. Tyres however must not be chemically treated, modified, or artificially altered in any other way.
- 15.6. The Scrutineer reserves the right to inspect tyres for safety and compliance at any time during the Event.

## 16. Timetable

- 16.1. The timetable provides details of the start times, duration, and length of the qualifying and the race.
- 16.2. Registered Drivers will receive the timetable by e-mail. The timetable will also be available at the Official Notice Board.
- 16.3. The Stewards are authorised to modify the timetable during the Event.

## 17. Drivers Briefing

- 17.1. The Drivers Briefing will be held in person (the time will be indicated on the timetable). Attendance at the Drivers Briefing is mandatory for all Drivers.

## 18. Qualifying & Race

- 18.1. When the Qualifying and Race begins, Drivers may only enter the track via the pit lane.
- 18.2. The starting grid for the Race will be determined by each Car's fastest valid lap time set during the qualifying.
- 18.3. To be classified for the starting grid, a Car must complete at least one timed lap during the qualifying.
- 18.4. If a Car fails to record a valid timed lap due to force majeure, accident, or mechanical issues, the Competitor may request permission from the Stewards to start the Race. If granted, the Car will start from the back of the grid or from another position determined by the Stewards. This is for example may be the last position in class.
- 18.5. In case two or more Cars achieve identical lap times, priority shall be given to the Car which set the time first.
- 18.6. Any lap time achieved while exceeding track limits, under Code 60 conditions, or while not respecting other flag signals may be disallowed at the discretion of the Race Director.

## 19. Parc Fermé

- 19.1. A Parc Fermé will take place at the end of qualifying and at the end of the race.
- 19.2. The Blending Lane, Working Lane or Fast Lane in the Pit Lane as well as the Main Straight may be used as a Parc Fermé Area.
- 19.3. All classified Cars must proceed directly and unassisted to the Parc Fermé area, as directed by officials.
- 19.4. While in Parc Fermé, no person except duly appointed officials may enter the area without permission from the Chief Scrutineering.
- 19.5. No work, cleaning, adjustments, refuelling, or fluid replacement may be carried out on any Car unless specifically authorised by the Chief Scrutineering.
- 19.6. Cars may only be released from Parc Fermé on the instruction of the Chief Scrutineering or Race Director.
- 19.7. Failure to comply with Parc Fermé procedures may result in disqualification from the session.

## 20. Race

- 20.1. When the Pit Exit turns green at the beginning of the starting procedure, this will be considered the start of the 15 minute countdown procedure towards the start of the formation lap. The Pit Exit will remain open for maximum 5-minutes and will close at the 10 minute signal.
- 20.2. **Ten-minute board:** The Pit Lane will now be closed.
- 20.3. Cars which remains in the Pitlane after the Ten-minute board must start the race from the pitlane. However, it's up to the discretion of the Race Director to decide if a Car who is ready to leave the pitlane can join the formation lap and start it's race from the back of the grid. Should this be allowed, The Pit Exit Marshals will inform the relevant Cars waiting for the Red Light in the Fast Lane. The Pitlane Exit Lights in this case will briefly turn to green once the whole grid has passed the Pit Exit at the start of the formation lap. Should there be more than one car waiting at the Pit Exit Light then the order of starting the race at the back of the grid will be determined by the car who was at first in the queue at the Pit Exit.
- 20.4. **Five-minute board:** Any tyre changes must now be completed. Everyone must leave the grid with the exception of officials, Organisation and team technical staff.
- 20.5. **Three-minute board:** The Car must rest with its wheels on the ground – no Car may remain on jacks or stands at this point. Any form of tyre blanket or tyre covering for the purpose of retaining heat must now be removed from the Car.
- 20.6. **One-minute board:** Engines must be started and any work being undertaken on the Car must cease and the team technical staff must leave the grid at this point and either exit the track or be in a safe position outside the track limits. Any Car unable to remotely start their engine must seek permission from the Race Director via an official on the grid to push start the Car and resume their grid position.
- 20.7. **30-seconds board:** any authorised push starts must have taken place and relevant team technical staff must have either exited the track or be in a safe position outside the track limits.

20.8. **Green flag:** will be shown at the front of the grid whereupon the Cars will begin a formation lap, maintaining their starting order with the pole position Competitor leading. An intervention vehicle may follow the grid.

20.9. **Starting Mode:** Standing Start, unless otherwise instructed during the competitors briefing.

Once the last Car has come to a complete stop on the grid, a green flag may be shown behind the Cars on the grid by an official, after which the FIA Standing Start procedure will be initiated (FIA Starting Sequence). **a series of five red lights** will be illuminate sequentially. After a random delay (usually between 0,2 and 5 seconds), all red lights go out — this signals the start of the race.

If there is a problem before the start (e.g., a stalled Car or unsafe situation), the procedure can be **aborted**:

**Flashing yellow lights** are activated and a “**START DELAYED**” board is shown.

Marshals will direct Drivers to complete an **Extra Formation Lap** while the issue is resolved.

The race distance may be reduced by two minutes.

20.10. Any Competitor who moves before the red lights go out is considered to have made a **false start**. This may be reported visually by judges of fact to the Race Director, and the Driver may receive a time penalty.

## 21. Pitlane and Mandatory Pit Stops

21.1. When entering the pit lane, from the pit entry loop onwards, the maximum speed is **40 kilometres per hour** at all times until passing the pit exit loop.

21.2. It is allowed to leave the lights on when in pit lane, however the use of high beam headlights in the pit lane is prohibited, including the use of high beam flashing.

21.3. Smoking (including the use of e-cigarettes) is strictly prohibited in the pit lane and pit garages at all times during the entire Event.

21.4. Children under the age of 16 are not permitted in the pit lane unless they hold a Driver licence and are taking part in the Event.

21.5. The pit lane is divided into 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’.

21.6. The corridor (Blending Lane) between the fast lane and the working lane may only be crossed to go to and come from the team’s own pit box or working area. Working on the corridor (Blending Lane) is not Permitted.

21.7. When the Car approaches the pit box, a single car controller must come out from behind the white line and stop the Car in the working lane in front of the pit box at the correct position. The car controller stands in front of the Car with a board or stand to manage the pit stop.

21.8. All parts and tools must be kept behind the white line between the working lane and the pit box. It is not permitted to place equipment, tools, and/or tyres in the working lane before the Car has come to a full stop.

21.9. Other team members must remain behind the white line between the working lane and the pit box and are not permitted to hand over or take any tools or parts to those team members who are performing the pit stop, before and during the pit stop.

21.10. Animals are prohibited in and behind the pits, in all the paddock areas, on the track and in all areas reserved for spectators. Only animals used by the Organiser for checks and security are allowed.

21.11. During all sessions, it is permitted to enter the pit lane.

21.12. Driving the Car into or out of the pit garage under its own power is prohibited. Only mechanics are permitted to push the Car in and out of the pit garage.

21.13. All standard pit stops must be carried out in the pit lane. Only repairs or operations that are expected to exceed 5 minutes may be performed inside the Pit Garage, provided that the Car is pushed inside without the use of its own power. Refuelling is strictly prohibited inside any Pit Garage at all times.

21.14. **Minimum Pit Stop Times:**

- 21.14.1 During each scheduled pit stop **without refuelling**, for example in the case of a Driver change only, the Car must remain stationary for a **minimum of 60 seconds**.
- 21.14.2 During each scheduled pit stop **with only refuelling**, the refuelling procedure itself must last **60 seconds**. This time is purely dedicated for refuelling purposes and does not include a Driver-change time period.
- 21.14.3 Should a Car do a Driver change combined with refuelling, the Car must remain stationary for a **minimum of 90 seconds (1min 30sec)**.

21.15. The following reasons for entering the pit lane are **not considered scheduled stops**:

- Replacing a punctured tyre
- Removing loose parts
- Securing loose parts

If a Driver change and/or refuelling takes place on the Car, this article does not apply.

21.16. If refuelling takes place first, the Driver may leave their position in the Car as soon as the fuel cap has been refitted after refuelling.

21.17. In the case of a Driver change before refuelling, the fuel cap may only be removed as soon as the new Driver is seated in the Car. With the doors and windows completely closed.

21.18. Each team must keep its own record of pit stops, Driver changes, refuelling, which Driver is in the Car, and any other reasons for the Car being in the pit lane. This record may be checked at any time by an official, timekeeper or Race Director.

21.19. The maximum number of people allowed to work on a Car during a pit stop is **4 (four)**. This number does not include **1 (one)** "lollipop man" who oversees the operation and **1 (one)** person who may clean the windows. The outgoing Driver may only assist the incoming Driver with clothing, radio, seat belts, and possibly a drink bottle, but is not allowed to help during refuelling operation. No other work may be carried out by the Driver.

- 21.20. The engine must be switched off during all scheduled pitstops as well and when mechanics are working on the car. However for tuning or regulating purposes on the engine, the engine may continue running.
- 21.21. The use of pneumatic tools is permitted.
- 21.22. Cars in the fast lane have priority over Cars coming from the working lane. In case of an unsafe release the Race Director may issue a penalty.

## **22. Stint Time Requirements**

- 22.1. The **maximum** stint time for each Driver without a driver change is **120 minutes**.
- 22.2. The **minimum** stint time for each Driver in order to call it an eligible stint is **20 minutes**.
- 22.3. For the starting Driver, stint time begins when the race time starts. For all other Drivers, stint time begins when the Car crosses the pit exit timing loop at the start of their stint.
- 22.4. A stint ends when the Car crosses the pit-in timing loop and a driver change is carried out during a mandatory pit stop as defined in Article 21 of these regulations.
- 22.5. The final stint for each Driver ends when the Driver crosses the finish line after the chequered flag.
- 22.6. Cars exceeding the maximum stint time will receive **one (1) penalty lap for every 10 minutes, or part thereof, beyond the maximum stint time**.
- 22.7. All the entered Drivers on the Car should do a minimum of one (1) stint.
- 22.8. Each Car must complete a minimum of three (3) mandatory pit stops during the Race.

## **23. Refuelling Regulations**

Refuelling must take place in front of the team's own pit area (for the avoidance of doubt, refuelling is not allowed in a Pit Garage throughout the Event) and may only be carried out by team members. Refuelling is permitted by means of:

- a. A refuelling installation as described in the current FIA Annex J, Article 266.6, including all prescribed FIA-approved couplings, hoses, breathers and breather tanks.
- b. Steel jerrycans of 20 litres, equipped with a fixed filling hose with a maximum length of 500 mm measured from the tap or cap, optionally fitted with a breather valve. The use of funnels is prohibited. Only **one jerrycan** may be used at a time during refuelling.
- c. Plastic (polyethylene) jerrycans of may only be used if expressly approved by the Chief Scrutineering prior to the start of the Event. Such jerrycans must be UN-certified for flammable liquids and equipped with a fixed filling hose and an integrated breather valve. The use of funnels remains prohibited. Only one jerrycan may be used at a time during refuelling.

A team member in fire-resistant clothing must be ready with the Team's own fire extinguisher of at least 6 kg, certified for Class B fires (AFFF foam or BC/ABC dry powder). Circuit fire extinguishers may not be used for this purpose. A lollipop man must stand in front of the Car during refuelling overseeing the operation.

During refuelling, engines must be switched off.

Fire-resistant clothing must comply with FIA Standard 8856-2000. All personnel involved in refuelling must wear a balaclava, shoes and gloves in addition to overalls.

Driver changes and all kinds of other work on the Car are only permitted **before or after refuelling**.

During refuelling all doors and windows must remain closed.

Fuel stock in the pit box must be stored in steel jerrycans or drums of a maximum of 60 litres, placed in a liquid-tight drip tray of sufficient capacity (at least 10% more than the stored volume).

Officials will supervise the safety standards of refuelling installations and jerrycans.

At every pit stop, a drip tray and an environmental mat must be used to collect any spilled fluids.

#### **Example of a refuelling stop:**

- Driver 1 enters the pit lane and crosses the designated timing loop.
- Driver 1 stops the Car in front of the pit box.
- Driver 1 exits the Car, Driver 2 gets in.
- Refuelling cap may only be removed or the refuelling operations may start only once all doors and windows of the Car are closed.
- If refuelling takes more than the minimum required time, the team must wait until the refuelling operation is completed before any work may be carried out on the Car and the doors/windows may be reopened.
- Once all work is completed and Driver 2 is correctly belted in, Driver 2 may leave the pit lane.

### **24. Neutralising the session**

24.1. **Safety Car:** No Safety Car will be used during the Event.

24.2. **Code-60:** Will be used, See Appendix H Article 2.5.5c. The minimum lap/sector times will be announced in the Supplementary Regulations / Event Bulletin or Briefing Notes and will be published prior to any track activity.

### **25. Stopping / Suspending the session**

25.1. If neutralisation under Code 60 is not sufficient, a Red Flag may be shown. In that case, Drivers must proceed slowly to the pit lane and line up in the fast lane in the order in which they arrive.

25.2. The Race Director will then determine how and whether the Race will be restarted.

- 25.3. Should the race be suspended and the leader has completed less than two (2) full laps, the first (previous) start shall be declared null and void. Cars must take up their original starting positions, and a new race start procedure will be carried out. The length of the new race shall be equal to the originally scheduled race distance or race time. However, the race time may be reduced if it is not possible to maintain the original duration due to environmental, noise, and/or weather constraints.
- 25.4. For the avoidance of doubt, refuelling on the starting grid will not be permitted.
- 25.5. Race time will normally continue to run during a Red Flag situation but may be stopped if sufficient time remains within the Event schedule.
- 25.6. All work on Cars must cease until the Red Flag situation has been lifted. Cars having technical difficulties may seek for permission to the Race Director (via the Marshals) to continue working under a red flag.
- 25.7. Any race stop after the leader has completed 75% of the scheduled race time may be considered to have finished unless the Race Director deems it appropriate to resume.

## **26. In race penalties**

- 26.1. Unless a specific penalty is explicitly prescribed for an infringement in these Regulations, the Clerk of the Course, Race Director, or the Stewards are authorised to impose the penalties listed in Article 14 of the Autorensport Reglement Nationaal 2025.

Decisions regarding exclusion from the Event or exclusion from the classification shall be made by the Stewards.

- 26.2. Any in race penalty shall be communicated to the relevant Competitor as soon as possible. Penalties shall be notified via the timekeeping monitors or delivered directly to the Competitor by a runner.
- 26.3. Time penalties imposed during the Race must be served at the next pit stop by stopping at the designated penalty area near the race control tower.
- 26.4. The team is responsible for carrying out the penalty. The Race Secretary must be informed before the penalty is served.
- 26.5. If a penalty is received after the final pit stop/final stint and no further pit stop is made, the penalty will be added to the final results.
- 26.6. Failure to serve a penalty during a pit stop will result in an additional 30-second time penalty. Serving a penalty for too short a duration will result in a 10-second penalty plus twice the number of seconds that were missed.
- 26.7. Multiple time penalties may be combined.

## **27. Classification and Podium**

- 27.1. For the final classification of the race, the following classes will be taken into account.

- Division I
- Division II
- Division III

- Division IV
- Division V

27.2. There will be a Class prize-giving ceremony for each Division.

27.3. All Competitors and their Drivers participating in a race will be classified, providing that their Car has completed at least 75% of the distance covered by the race-winning Car (rounded up to the nearest whole lap) and provided they are not disqualified from the race.

## **28. Radios**

28.1. Drivers are allowed to use onboard radio's.

28.2. Any Driver, team owner, or team member wishing to use a radio communication device must submit an application at least one month prior to the start of the Event. The application form can be obtained via the following website:  
<https://www.rdi.nl/documenten/formulieren/2017/april/4/application-form-for-the-use-of-frequencies-during-events-in-the-netherlands>

28.3. Each Driver is personally responsible for obtaining and complying with this licence. Any fines or penalties imposed on the organisation due to non-compliance with government regulations will be passed on in full to the responsible team and/or Driver.

## **29. Protest and Appeals**

29.1. All protests and appeals must be lodged in accordance with the procedures set out in the FIA International Sporting Code (Article 13) and the KNAF National Sporting Regulations.

29.2. A protest must be made in writing and addressed and handed to the Chair of the Stewards within the time limits specified by the applicable regulations.

29.3. The applicable protest and appeal fees shall be those determined by the KNAF for the relevant year.

Protest Fee : 500 Euros  
Appeal Fee : 1750 Euros

29.4. Only Competitors are entitled to lodge a protest or appeal.

29.5. Decisions of the Stewards are final subject to the right of appeal, where applicable, in accordance with the FIA and KNAF appeal procedures.

## **30. Force Majeure / Cancellation Clause**

30.1. The Organiser reserves the right to modify, postpone, or cancel the Event in part or in full due to circumstances beyond its reasonable control, including but not limited to weather conditions, safety considerations, governmental or municipal orders, strikes, riots, war, terrorism, natural disasters, or other cases of force majeure.

30.2. In the event of cancellation or modification, the Organiser shall not be liable for any damages, costs, or losses incurred by Competitors or third parties.

30.3. Entry fees will not be refunded in cases of cancellation, postponement, or alteration due to force majeure.