

**Supplementary Regulations**  
**2006 Classic & Sports Car Meeting**  
**2-3 September 2006**

Vålerbanen, Norway

Organized by Norsk Sportsvogn Klubb

(The organizer reserves the rights to edit the regulations)

**ORGANIZER:**

Norsk Sportsvogn Klubb  
PB 869 Sentrum  
0104 Oslo  
NORWAY

Organizer license: ARHA 06.02780

Organizing Committee: Henning Hansen, Inge Mauseth, Jørn Innset

The Organizers Phone number during the event: +47 9059 2690

Norsk Sportsvogn Klubb is hosting Classic & Sports Car Meeting 2006 at Våler Raceway. The event is held according to The International Sporting Regulations, the National Regulations for Autoracing in Norway, specific regulation for invited classes and these supplementary regulations.

Clerk of the Course:	Trond Strømstad
Ass. Clerk of the Course:	Terje Nilsen
Head of Security:	Per Kristian Sollien
Scrutineering:	Dag Vidar Sagerud
Scrutineering – Historics:	Jack Stenslett
Starter:	TBA
Head marshal:	Arve Opås
Ass. Head Marshal:	TBA
Pit marshal:	Jarle Martinsen

Jury:	TBA
Track observers:	Chief marshal on all posts except no.9. Names to be announced on marshalling-list.

**INVITED CLASSES:**

Nordic cup for Historic classes according to FIA Appendix K regulations:

- Historic Competition Touring- and GT-cars of period E and F (-65)
- Historic Competition Touring- and GT-cars of period G (-71)
- Formel Vee for:
  - Fvee Class B with 1300cc engines, and front suspension with link pin
  - FVee Class C with 1300cc engines, and front suspension with ball bearing pivot
  - FVee Class D with 1300cc engines, and equipped with two carburetors
- Formel Ford 1600 -90. Also open for historic F3\*, F2\* and SuperVee\*

- Sports 2000 -90. Also open for Racersport Gr. 4-7 of period F-I\*  
(\* =not included in Nordic Cup)

Roadsport, groups A, B, and C – according to class regulations – see [www.roadsport.no](http://www.roadsport.no)

Porsche Challenge Cup - group 1, 2, 3 and GT – according to PCN class regulations. See [www.porsche-club-norge.no](http://www.porsche-club-norge.no)

Nordic Supercars – according to class regulations – see [www.nordicsupercar.com](http://www.nordicsupercar.com)

Only cars conforming to either of the invited classes are allowed participation. The Organizers reserves the right to join classes if entry is too low or if the Organizer finds it appropriate.

#### REGISTRATION, SCRUTINEERING ETC:

Upon arrival the entrant must register in the secretariat and display a valid drivers license and other licenses (personal and for the racecar).

All competitors must volunteer for a medical check if the organizer demands this. The Clerk of the Course/Jury has the right to ban any competitor who does not pass an eventual medical check.

The competitor must display the racecar for scrutineering. By doing this, the entrant guarantees that the car is in accordance to the class regulations. Personal safety gear shall also be displayed at scrutineering. Cars approved by scrutineering are considered entered and competing. Random checks of cars may happen at any time during the event.

#### RACE SPECIFIC DETAILS:

One qualifying session and two races will be run. The starting grid in race 1 is based upon lap times from qualifying (fastest lap-time in session wins pole position, second fastest is awarded 2<sup>nd</sup> on the grid, etc. . The grid positions for race 2 follows the finishing order of race 1.

#### LINE-UP:

Cars not at Line-up within 15 minutes of race start may be excluded from the race.

#### STARTING GRID:

A 2-line, side-by-side formation will be used

#### STARTING PROCEDURE - ROLLING START:

The grid is lined up in the pit-lane. The cars will leave pitlane following the safety car for a full warm-up lap. Grids are two lines. Drivers should maintain their grid position during the warm-up lap. If the Clerk of the Course is satisfied with the grid formation, the safety car will pull off on the main straight, and start will be given by start lights. (All red - all green). After the safety car has pulled off, the driver in pole position is responsible for the pace until the start. The same speed as held by the pace car should be maintained. If the speed is higher, the start will be cancelled. If this occurs twice, the polesitter will be warned by one of the marshal posts. If it occurs three times or more, the polesitter will be given a time penalty.

If the grid formation is too loose due to drivers holding back, the start will be cancelled. The drivers concerned will be warned up to two times. On a 3rd occurrence a time penalty will be handed out.

Any driver who speeds up before the starting signal is given and after the pace car has pulled off will be judged as a false start and given a penalty.

If a car is missing from the grid, its position should be left open.

Each lap driven because of false starts will count towards the set number of laps for the race.

#### SAFETY CAR:

Use of safety car during the event - please see NSR § 268.4

#### WET-RACE:

Rain tires, if allowed by class regulations, may be used when Clerk of the Course has declared a "WET RACE" - a sign with the text "WET RACE" will be displayed at the secretariat / bulletin board

#### EVENT START

Start times for each class will be found in the event schedule. (TBA)

Check-in and entry must be completed before participation in practise sessions. Scrutineering must also be completed according to the schedule.

During practise sessions, drivers may start at free will from pitlane.

#### PADDOCK/PITLANE:

All competitors will be shown to their places in the paddock, and for parking trailers etc.

Paddock roads must not be blocked at any time due to safety measures. The entrant and all people visiting the event with the entrant must obey any instructions given from marshals or any person working on behalf of the organizer.

All driving in the paddock should be done at walking speed, max 20 km/h.

Bicycles, mopeds or similar vehicles are not allowed in the paddock or pitlane. ATV may be used for towing race cars only. These must be marked with the entrants starting number. By not complying to this, the vehicle may be temporarily impounded and the entrant disqualified from the event.

The surface where any racecar is parked should be protected with suitable materials to prevent any spillage of fluids on the ground.

Open fire is not allowed in the paddock. Jacks and axle stands should be set on plates or similar to avoid damaging the surface. It is not allowed to bolt or fix any tent etc to the asphalt.

#### PITLANE:

No unauthorised persons may enter the pitlane. Mechanics and drivers only. Maximum number of mechanics for each entrant in pitlane is 4. All persons in the pitlane must carry a visible pass. Strictly no smoking allowed in the pitlane. Children under age 15 and animals are not allowed in pitlane. Maximum speed: 50 km/h.

#### TIMEKEEPING:

Timing is electronic, with a 1/100 sec accuracy, using AMB-It system.. The driver is responsible for a correct and secure location of the transponder.

#### LAP-TIMERS:

A specific area in the pitlane will be reserved for lap-timer beacons. Lap-timer beacons shall not be placed on the track side of any barriers.

#### ADVERTISING:

Advertising on race cars, clothing, transporters etc is allowed according to class regulations / FIA App. K.. It should not be offending, and according to Norwegian law. All competitors must allow any advertising on their cars demanded by the organizer.

#### PENALTIES:

The Jury may give competitors a time penalty (stop & go). Drivers receiving a black flag should enter the pitlane on the following lap and stop at shown location. A marshal will time the stop and let the car out. Max 50 km/h in the pitlane at all times. All cars exiting the pitlane must give way to cars on the track, failing to do so will result in a disqualification.

A false start is given a additional 60 sec time penalty.

#### PARC FERMÉ:

The top 3 cars of each heat/class must enter parc fermé, as appointed by the marshals, after each heat. Drivers & mechanics are not allowed to touch their cars until 30 minutes after the finish. Drivers must leave parc fermé immediately after parking their cars.

Entrants whose cars that are requested for extended scrutineering will be informed so. Cars must not be moved from parc fermé until the Clerk of The Course has given notice.

No passengers may be in/on the cars during victory lap.

Any overtaking after the chequered flag is passed is strictly forbidden.

#### AWARDS:

Awards are rewarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each class. Less than 3 starters in each class: Only 1<sup>st</sup>. is awarded. Points awarded according to each class /cup's regulations.

#### DRIVERS EQUIPMENT AND SAFETY GEAR:

All drivers gear must be according to NSR §304 during practise and race.

#### TIRES:

According to class regulations.

In all classes where there is a limitation on the number of tires used, these must be brought for marking during first scrutineering. Cars without marked tires may be refused to start. Ref. specific class regulations.

#### FUEL:

All fuels used must be of market quality / FIA approved (pump fuel). Further info on fuels in NSR§307.Q and ISR till. J art 252.9

Cars running on methanol must display a clearly visible Orange circle beside their start-number – according to ISR.

#### NOISE:

Noise limits according to each class' regulations, though not over 100 dB. Measures taken according to §303 page 103 NSR. Noise tests will be held according to ISR and NSR. Controls may be held during and after practice and races. Any car failing to meet noise restrictions may be banned from taking part in the races.

#### DRIVERS BRIEFING:

Time and location announced at check-in.

The meeting is obligatory for all drivers.

#### BULLETIN BOARD:

Results and messages will be posted on the bulletin board, location announced at check-in.

#### PROTESTS:

According to NSR chapter 10 and 11 (§93-103)

Protest must be submitted – in writing – within 30 minutes of published results.

The protest fee is NOK 1000,- and must be paid upon submission.

#### INSURANCE:

The organizers disclaim any liability with regard to damage/injury caused during the event.

The organizers insurance partner: If Forsikring

Cars and drivers are insured through their licenses. NSR§25, 50.52 and 300. Also see page 20 NSR.

#### ENTRY:

The event is NEAFP licensed and open to any driver living in Norway and other European countries with a valid driver's license, race license and a valid membership in an organization under the respective countries Motorsport's Organization.

The registration form may be sent to the organizer by letter or fax or by online registration:  
[www.sportsvogn.no](http://www.sportsvogn.no)

Entering the races is done by filling out the attached entry form. Participants racing in historic classes must also attach a copy of the front page of their HTP / HVIF documents

Send the entry form to:

Norsk Sportsvogn klubb  
PB 859 Sentrum  
0104 Oslo  
NORWAY

Fax: + 47 22 51 09 29 or register online at: [www.sportsvogn.no](http://www.sportsvogn.no)  
The starting fee is NOK 2.000,-

The fee may be paid to:

Entry fee - NOK 2.000,- to be paid to:

NORSK SPORTSVOGN KLUBB  
Postboks 869 Sentrum  
0104 Oslo - NORWAY

Bank: Nordea Bank Norge ASA  
Bank account no. 6034 05 24961  
IBAN no: NO8560340524961

Cancelling an entry may be done to the organizers by phone, fax or letter. The starting fee will not be returned after a car has started in practice. A cancelled entry must be given to the organizer as early as possible. If the entry is cancelled by phone, a written letter must be sent to the organizer immediately. (NRS§34-44 and §61)