

# **Stockholms Sportvagnsklubb**

## **Invitation**

### **Kinneulle Historic Meeting**



**2016-05-13/15**

**Issue 2**

# Invitation to Kinnekulle Ring Historic Meeting

## 1 Organizer

Stockholm Sportvagnsklubb (SSK) – c/o Micael Ericsson, Lövholmen, 573 73 Sunhultsbrunn

## 2 Permit

The race arrangement below is organized by Stockholms Sportvagnsklubb and in full compliance with the national racing regulations of the Swedish ASN Svenska Bilsportförbundet (SBF).

## 3 Entry / Withdrawal

Last date of entry 2016-04-29.

Entry shall be made electronically through the RHK homepage [www.rhkswe.org](http://www.rhkswe.org). *(The homepage is in Swedish. The English version is unfortunately not updated. To enter, log in to the homepage, select "Tävlingar" and scroll down to the Kinnekulle meeting. There select "Anmäl dig här". From there on English is the default language.)*

Questions regarding the entry to be made to [sekreteriat@sksracing.com](mailto:sekreteriat@sksracing.com).

Withdrawal can be made up until scrutineering for the race. Thereafter an administrative fee of SEK 500 may be charged. Withdrawal should be made through e-mail to [sekretariat@sksracing.com](mailto:sekretariat@sksracing.com) or via telephone: +46 76 78 61 443.

## 4. Entry fee

Entry fee including 6 % VAT for the RHK races is SEK 3200.

The entry fee includes free practice on Friday.

The entry fee is to be paid in cash or with credit card upon arrival at the track.

Those with permanent address in Denmark and Finland will get a deduct of SEK 1000 as a contribution to the travelling cost.

This deduct is also valid for foreign participants in the Formula Junior race.

Late entry will be charged with an extra fee of SEK 500.

230 V electrical hook-up is included, 380 V will be charged with SEK 300. Up to two cars in the same team may share one 380 V hook-up.

Every team/driver/entrant will get 4 paddock passes and one car pass. Each participant has the right to an assigned place in the paddock for, in addition to the race car, one service vehicle / trailer.

Additional vehicles in the paddock will cost SEK 400 each. Additional car passes can be bought at the administration.

## **5. Withdrawal / Withdrawn entry**

Entrant / driver who wishes to withdraw from the event may do so free of charge up until start of scrutineering.

In case of withdrawal och quesetions, please call +46 76 7861443 (Monday to Friday) or mail to [sekretariat@sskracing.com](mailto:sekretariat@sskracing.com), from Friday May 13 09.00 call +46 511 582 06.

## **6. No-Show**

Entrant/driver who does not show up without having informed about withdrawal will be reported to SBF through the stewards' committe, and will retroactively be charged for the entry fee.

## **7. Organizing Committe**

Anders Dahlgren, Eric Emanuelsson, Anette Blomqvist, Sune Ohlsson, Trygve Ström, Monica Eklund, Clerk of the Course, Chief Scrutineer.

## **8. Officials**

Clerk of the course Börje Blomén, Deputy clerk of the course Roger Edvardsson plus judge chairman Per Birkefall.

## **9. ASN Chief Steward, Judges of fact**

Will be named in the entry confirmation / PM.

## **10. Type of race**

Road race on a purpose-built circuit.

## **11. Duration of the race**

The duration of the race will be given in the entry confirmation.

## **12. Participation**

Drivers must be in possession of a valid racing license for 2016 issued by SBF or their own ASN plus valid start permission (not for drivers licensed by SBF).

Competitors must be in possession of a valid competitor's license for 2016 issued by SBF or their own ASN.

Minimum requirement for participation in the national championship is a national license.

### **13. Invited classes and division into grids**

Formula Vee

Formula Junior E + F, F3/500

Formula Ford 1600, F3/1000 cc

Formula 2, Formula Ford 2000, Formula Super Vee, Formula Opel Lotus, Formula Renault

Sports 2000, Two-seater racing cars Group 4-7 category F-I

Prewar cars, Nordic Special

CT -65 up to 1000 cc

CT -65 above 1000 cc

GT/GTS/GTP -65

CT, GT/GTS -1300 cc 1966-71

CT, GT/GTS above 1300 cc 1966-71

TC, GT/GTS 1972-85, Group A-B -85

The organizer reserves the right to combine grids in case of too few entries.

Invited to the National Championship in Historic Racing in the category Formula are Formula Vee 65-68, Formula Vee 69-71 and Formula Ford/2c 82-90 and in the category Touring CT1 55-61 up to 1000 cc, CT6 62-65 up to 1000 cc and CT7 62-65. The regulations for the National Championship can be found on [www.sbf.se](http://www.sbf.se) under "Historisk Bilsport".

### **14. Acceptance of Entry**

An entry is considered accepted when the driver receives schedule and entry confirmation. Acceptance will be sent through e-mail latest Monday before the race or can be picked up from [www.sskserien.se](http://www.sskserien.se) in case an e-mail address has not been given when entering. If a driver wishes that the information be sent through normal mail, this has to be requested when entering.

### **15. Maximum number of starters, Kinnekulle Ring**

Touring cars, historic touring cars / GT cars: practice 40, race 32. Sportscars / Formula cars / Superkart: practice 32, race 26.

### **16. Selection principle**

The organizer has the right to limit the number of entries to the number allowed to practice according to the track's license.

### **17. Competitor's license**

Competitor / driver who cannot show a valid competitor's license for the competitor mentioned in the entry will have to pay an administrative fee to the race administration in order to be allowed to start in the race.

### **18. Scrutineering**

HTP to be handed over to the Chief Scrutineer at scrutineering and will be returned after the race. Car and equipment have to be approved before taking part in qualifying or race. Driver who is correctly entered will be considered as a participant once he or she is on the area of the race track.

See schedule for the race event.

At scrutineering the driver shall personally present the HTP, scrutineering form, complete personal race equipment plus the race car in race-ready condition complete with possible advertising of the ASN, the organizer or sponsors.

Scrutineering is carried according to a) safety b) technical scrutineering c) HTP

The general condition of the car will also be checked. Body damage, tyre marks, paint damage etc which has not been attended to since the last race might lead to refusal to participate.

Race numbers have to be in accordance with SBF RA 6.1, WHITE BACKGROUND with BLACK easily read NUMBERS on the doors, small numbers on the right side of the windscreen, alternatively on the nose of formula cars.

Additional checking of competing cars may take place at any time during practice and race to the extent considered necessary by the Chief Scrutineer.

In case of suspected non-compliance, the organizing committee reserves the right to keep the car for further investigation.

### **19. Tow hooks**

All cars have to be equipped with securely fastened tow hooks front and rear with an inner diameter of 60 mm. The tow hook may only be used when the car is to be towed. The tow hook shall be easily seen and painted yellow, red or orange and marked with an arrow.

### **20. Advertising**

Advertising on the race cars is allowed in accordance with the FIA regulations for advertising.

### **21. Extinguishers, absorption material, ground cover**

To protect against oil leakage the ground below the race car has to be covered with an environmental mat, tarpaulin (not light-weight) or similar. In addition at least 10 litres of absorption material is required.

An environmental mat (not light-weight tarpaulin) shall also be kept available to be placed under other vehicles in the paddock if needed.

At least one extinguisher (of a type suitable for the fuel used in the car) per race car, marked with the race number and with a capacity of 9-10 kg, shall be available and MARKED at the car's place in the paddock. All according to SBF RA 5.3. If the extinguisher or marking is missing when checked, a penalty of SEK 500 will be charged.

## **22. Tyre warmers, tyres**

All types of tyre warmers are forbidden. Only tyres according to the regulations of the class are allowed.

## **23. Noise measurement**

*Noise measurement according to the general technical regulations TR 4 of the SBF.*

*95 dB when driving by at maximum acceleration at 10 meters from the centre of the car.*

Noise will be checked during free practice and qualifying.

## **24. Time schedule**

Will be distributed to the drivers together with the entry confirmation. The schedule will also be published on [www.sskserien.se](http://www.sskserien.se).

## **25. Drivers' briefing**

Place and time for the drivers' briefing will be given in the entry confirmation. Attendance at the drivers' briefing is mandatory for all drivers. In case of non-attendance the penalty is SEK 500 and no permit to take part in the race until approved by the clerk of the course. Extra drivers' briefing might take place.

## **26. Timing with transponder**

Timing is done electronically. Drivers **have to** have a transponder of their own installed in their car. NB! Transponder type MyLaps TranX 260 (AMB). The number of the transponder shall be given to the organizer with the entry to the race. As an exception it is possible to rent a transponder from SSK during the race weekend. The rent is SEK 500.

The transponder shall be positioned on the inside of door window on the opposite side of the driver (on the passenger side) in covered cars. In formula cars it shall be positioned in a triangle in the front right side suspension.

The driver is responsible for the function of the transponder.

## **27. Qualification minimum**

The clerk of the course has the right to approve exceptions from the valid percentage rule.

If more drivers than allowed by the track's license have achieved the qualification minimum, the lap time will decide who may start or if there will be separate qualification heats. Will be published in the entry confirmation.

If the number of participants exceeds the maximum number allowed, practice might be split into more than one "heat". If the conditions differ during the different qualifying heats, the grid will be made up of separate lines according to the heats. The qualification heat with the best lap time will start in pole position.

## **28. Starting position**

The driver's fastest lap time will decide the position on the grid. If the timing system should suffer from technical problems outside the control of the organizer to such an extent that timing is impossible, the grid positions will be as follows:

1. The driver's place in last year's championship table
2. If there is no points table the position will be decided by ballot

A driver who does not keep his position during line-up might be placed last. Drivers who arrive after the grid is lined up for start will be placed last / start from the pit lane or may not be permitted to start.

Fastest lap time in race 1 will decide the grid position in race 2.

## **29. Reserves**

In classes where more drivers than allowed to start have reached the qualification minimum, those drivers who are closest in time to those allowed to start, and who have fulfilled the qualification minimum, will be reserves.

## **30. Rules in case of rain for classes with slicks**

The race will be declared a wet race if the clerk of the course so decides. If the race is declared a wet race before start, the race will not be stopped. In case of wet race, the cars have to have the lights on.

## **31. Warm-up lap**

All classes should have one (1) warm-up lap. During this lap overtaking is not allowed and the grid positions must be kept.

## **32. Start from the pit lane**

Drivers who are late for the warm-up lap may start from the pit lane exit (without any warm-up lap). Start is only allowed when the last car has passed and the light at the pit exit changes to green.

Leaving the pit lane against a red light will result in a penalty.

### **33. Start procedure**

Rolling start behind a pace car and with lights.

### **34. Interrupted start**

In case of additional warm-up laps, the race distance will be shortened accordingly.

### **35. Test starts**

Test starts are not allowed anywhere in the race track area.

### **36. False start**

According to SBF RA10.1

### **37. Interruption of practice or race**

A heat may be interrupted either with chequered flag or with a red flag / light.

If a red flag / light is shown, all cars shall proceed at reduced speed and with caution, and at the same time be prepared to immediately stop, back to the pit in case of practice or onto the grid in case of a race.

The following will be considered:

If 2 laps or less have been covered by the leading car, a restart will take place and the remaining number of laps will be covered with a starting grid according to the original grid.

If more than 2 laps, but less than 75 % of the total race distance, have been covered, the race will be run as a two-part race. Start of the second part shall, if possible, take place the same day and with grid positions according to the positions on the lap before the race was stopped. All cars which passed the start/finish line the lap before the red flag/light was shown have the right to take part in the restart. The final results will be based on the finishing order at the final chequered flag.

The signalling procedures used to stop/finish a race are as follows:

- a. If the signal for race stopped/finished is shown, inadvertently or otherwise, before the leading car has covered the planned number of laps, or covered the planned time, the race will nevertheless be considered finished when the signal is given.
- b. If the signal for race stopped/finished is shown, inadvertently or otherwise, late the final position will be based on the position after the planned number of laps.
- c. In case it will be necessary stop the race in case of emergency for safety reasons, this will be done by showing a red flag/light at the start/finish line and all the flag posts will also show a red flag (see regulations for red flag/light).



- d. If the race is stopped after more than 75 % have been covered the race will be considered finished. If the race has been stopped through a red flag/light, the results/positions will be those of the lap before the race was stopped.
- e. When circumstances permit a restart, a restart can take place directly after line-up. All drivers who were still running when the race was stopped and who has returned to the pits by themselves without any help of the stewards, will be allowed to restart. In case of a restart all who started before the race was stopped are considered as race participants.
- f. When the chequered flag is shown, it shall be to the leading car. If the chequered flag inadvertently is shown to another car than the leading one, this shall be considered as a delayed flag according to b) and the race results will therefore be as if the flag had been shown to the leading car.

### **38. Parc Fermé**

According to SBF RA 5.17.5, place and procedure will be given in the entry confirmation, alternatively at the drivers' briefing.

### **39. Positions and the driver's final position**

The positions will be given according to class.

All drivers who have passed scrutineering will be included in the results. Drivers who retires will be included in the results according to number of completed laps. If two or more drivers have completed the same number of laps, their positions will be according to the position they had when they last passed the start/finish line.

Drivers who are disqualified from the race will be included in the results as DSQ.

Drivers and cars have to stay in the paddock / parc fermé 30 minutes after the results have been published.

### **40. Prize giving**

Prize giving will take place at the end of the race on both Saturday and Sunday. The official results, though, are the results list signed by the clerk of the course and the ASN official.

### **41. Result lists**

Result lists will be published on the homepage of SSK and on the official notice board outside the administration building, [www.sskserien.se](http://www.sskserien.se) and m.raceadmin.se. Lists can be printed in the administration building.

### **42. Paddock**

Maximum permitted speed in the paddock is "walking pace" and in the pits according the the race regulations of SBF.

Noise curfew is applied between 20.00 and 08.00 unless other times are given in the entry confirmation.

#### **43. Pits**

Red light at the pit exit means that it is forbidden to drive onto the track.

SMOKING AND OPEN FIRE IS ABSOLUTELY FORBIDDEN IN THE PITS!

#### **44. Fuel / Oil**

No liquids except water may be added in the pits. In case a car seems to use a large quantity of oil it might be prohibited from continuing.

Waste oil shall be deposited in assigned vats in the paddock.

The use of glycol is to be avoided.

#### **45. Barbecue prohibition**

It is forbidden to use a barbecue grill in the paddock. Electric barbecues are allowed. "Mechanics hill" and the assigned place for "hot work" are the only places where a barbecue may be used.

#### **46. Private cars in the paddock**

All private cars parked in the paddock or the pits are completely uninsured in case of an accident. (Maximum one private car per entrant is allowed in the paddock, others have to park in an assigned area).

The organizers have no liability whatsoever for any damage sustained. If cars are parked outside the area your normal insurance will be valid.

#### **47. Cancellation**

The organizer has the right to cancel the whole event or a specific class of the event in case of too few entries and also in case of lack of necessary permits from the authorities or force majeure.

If such a decision is taken the concerned entrants will be informed in writing / e-mail latest 24 hours (letters will be posted 48 hours ahead) before start of scrutineering.

Such letters will be sent to address given in the entry. In case of any fatal accident during the weekend directly connected to the racing, all further racing will be cancelled.

#### **48. Consequences of cancellation**

In case an authorised person of SBF or a public authority cancel the event and the organizers have had costs for the event when this decision is announced, the organizers will not have to reimburse the entry fee.

#### **49. Insurance**

Liability insurance for each participant, as prescribed by Svenska Bilsportförbundet and given in the national competition regulations, is arranged by the organizers.

Each driver has to complete a list of all additional team personnel (name and birthday) at the administration office. In case of additional personnel, these can be added to list as their presence becomes known. This is a requirement from the insurance company in order to cover any injury sustained in the paddock or the pits. The form will be kept for one year by the club.

#### **50. Liability and approval**

The race is organized in full accordance with the national race regulations of Svenska Bilsportförbundet. Those who participate do so under their own liability and at their own risk. Consequently, concerned international organization (FIA, CIK), Svenska Bilsportförbundet (SBF), Specialidrottssistriksförbund (SDF), organizer or steward cannot, unless causative, be held responsible for injury or damage sustained by the participant during the race.

The participant has through its entry agreed to having personal information registered in the organizer's data register and that the organizer, within the framework of its activities, can publish their names regardless of type of media.

#### **51. Information**

For information, phone number, etc, see [www.sskracing.se](http://www.sskracing.se).

In general reference is made to Svenska Bilsportförbundets common, racing and championship regulations, issue 2016.

STOCKHOLMS SPORTVAGNSKLUBB and STOCKHOLMS SPORTVAGNSSERIE AB welcome you all to the Kinnekulld Ring Historic Meeting of 2016.

The Organization Committee

*This is a translation of the original invitation, which is in the Swedish language. In case of any contradicting information, etc, the Swedish version shall prevail.*

