



Class regulations

**Nederlands Kampioenschap Historische Toerwagens & GT's 2017
(Dutch Championship Historic Touring Cars and GTs 2017)**

Unless otherwise stated, in the case of any differences in interpretation regarding the terms used in this translation, only the Dutch text will be considered authentic.

1. Organization

The Nederlands Kampioenschap Historische Toerwagens & GT's (hereinafter called NK HTGT) [*Dutch Championship Historic Touring Cars and GTs*] is organized by the Vereniging Historische Auto Ren Club (hereinafter called HARC) [*Association Historic Car Racing Club*].

The NK HTGT is established by Knac Nationale Autosport Federatie (hereinafter called KNAF) [*Knac National Motor Sport Federation*] and is executed by HARC in accordance with Article 4 of these regulations.

The Vereniging Nederlands Kampioenschap voor Historische Toerwagens & GTs - hereinafter called the Vereniging NK HTGT [*Association NK HTGT*] – acts as the promoter of the Championship, and - with due observance of the mentioned regulations of Article 6 of these regulations - is competent to formulate the Class Regulations for the NK HTGT 2017.

The board of the Vereniging NK HTGT – hereinafter called the NK HTGT board – is authorized by the HARC (mandate) to execute in its name these Class Regulations, according to the outlines and necessary competences applicable to that. If the NK HTGT board - as the one being authorized to execute these regulations - suspects, or may be expected to suspect, lack of clarity or uncertainty regarding the outlines to be followed, or - as the case may be - outside its competences, they should contact the HARC board without any delay the being the one issuing authorization on this.

These Class Regulations is approved by HARC and KNAF-BSA.

2. ELIGIBLE CARS

2.1 General

NK HTGT accepts cars prepared in accordance with the FIA International Sporting Code, Appendix K (hereinafter called Appendix K), periods E and F according to the year of construction, in the classification as defined under 2.2.

Cars from other periods, in particular periods G1 and G2, are not accepted, excepting that which is stipulated in Article 2.2a.

A form as meant in Articles 4.1 and 4.2 of Appendix K (Historic Technical Passport, hereinafter called HTP) is mandatory. In addition to the HTP the Technical Committee consisting of KNAF licensed scrutineers (hereinafter called TC) can assign a 'logbook' to each car that needs to be shown to the TC before each inspection and/or scrutiny, in combination with the HTP. During an event the cars have to fully meet the requirements and standards in accordance with 2017 Appendix K of the FIA International Sporting Code.

2.2 Class division NK HTGT

The class division according to FIA Appendix K applies to the NK HTGT. The correct classification of a car is stated on the FIA form (HTP).

Grand Touring (GT) and Competition Grand Touring (GTS) cars:

GT, GTS cars from period E1 (1947-1954) are classified GT1 or GTS 1 (less than 2,000 cm³) and GT2 or GTS 2 (more than 2,000 cm³).

Classification of all GTs and GTS cars from periods E2 up to and including F (1955 - 1965) may be determined by the schedule below:

	E2	F
less than 1,150 cm ³	3	8
1,150 – 1,300 cm ³	4	9
1,300 – 1,600 cm ³	5	10
1,600 – 2,500 cm ³	6	11
more than 2,500 cm ³	7	12

Depending on the type of car the number above is put after 'GT' or 'GTS', for example "GTS 11."

Classification of Touring (T) and Competition Touring (CT) cars for all periods from 1947 can be determined by the schedule below:

	E	F
less than 1,150 cm ³	1	6
1,150 – 1,300 cm ³	2	7
1,300 – 1,600 cm ³	3	8
1,600 – 2,500 cm ³	4	9
more than 2,500 cm ³	5	10

Depending on the type of car the number above is put after 'T' or 'CT', for example "CT8."

For the NK HTGT 2017 championship scoring the following classes are combined:

- GT/GTS 3, 4, 8 and 9 (periods E2 and F up to 1,300 cm³)
- T/CT 1, 2, 6, and 7 (periods E2 and F up to 1,300 cm³)
- T/CT 8 and 9 (period F 1,300 up to 2.500 cm³)

GTP and other cars

FIA Grand Touring Prototypes (FIA GTP 1), as described in FIA Appendix K as in force on 1 January 2017, Articles 2.2.5., 2.2.6., 2.2.7., 2.2.8. and 2.3.8. may enter in compliance with the provisions of Article 2.2a and the NK HTGT 'Inschrijfreglement' (*Registration NK HTGT, available in Dutch only*) 2017.

By taking part in a practice and/or race each participant declares himself to be in agreement with the class division and these regulations. Entrants who may not agree with these regulations have the right to abandon participation.

2.2a Restrictions regarding the participation of class GTP cars and cars not matching the NK HTGT character

Cars in the GTP class may be admitted at the invitation of the NK HTGT board only.

For one event a maximum of six cars in the GTP classes with an engine capacity of less than 2,500 cm³, as well as two cars in the GTP classes with a cylinder capacity of more than 2,500 cm³, are admitted. GTPs may be refused admittance without reason given by the NK HTGT board, even if the maximum has not yet been reached.

The NK HTGT board and HARC also specifically retain the right not to accept entries of cars that - in their opinion - do not match the NK HTGT character.

2.3 Allowed deviations of appendix K

On invitation of the NK HTGT board only, the following cars may compete taking into account the following rules or the following deviations of FIA appendix K.

1. **Shelby GT 350** : is accepted in class GTS12 under the following conditions:
 - a. Track width conforms with the for period F applicable homologation form no. 191 of 144,8 cm (front and rear), with a tolerance of +/- 1% as described in FIA Appendix K, art. 10.1.2., or:
 - b. Track width meets the applicable period G homologation no. 504 of 148.8 cm front and 147.3 cm rear, taking into account the tolerance of +/- 1% as provided for in FIA Appendix K article 10.1.2., in combination with the mandatory use of Dunlop Racing type 550 CR65.

Up until July 1st 2017 everyone has the opportunity to provide properly substantiated, written arguments to the KNAF regulations committee with respect to the (in)correctness of the track widths as stated in homologation form No. 191 and the (im)possibility to actually meet these track widths. This information will be used in consultation with the NK HTGT board, HARC and KNAF section board circuit racing for the NK HTGT Class Rules.

2. **Marcos 1800 GT**: in the 2017 season the Marcos 1800 GT will be accepted in class GTS11, which is a deviation from FIA Appendix K, Annex VII (version September 29, 2016), under the following conditions:
 - a. the interested parties must raise objections to the FIA in writing against the classification of the Marcos 1800GT as a Special Grand Touring Car (GTP), rather than the original classification class GTS11, before June 1, 2017

A written request to the FIA to accept the Marcos 1800GT in class GTS11 is also accepted under this scheme. An objection submitted to the FIA by, or on behalf of, other Marcos 1800GT owners will also be accepted as an objection for the purposes of this scheme.

- b. If the FIA rejects the objection(s) c.q. request (s), the Marcos 1800GT will retroactively be classified as GTP <2,500 cm³ for the entire season in 2017. The points achieved will in this case be recalculated in accordance with Article 4.2 of these regulations.
 - c. If there is no objection or request as referred to under a), the Marcos 1800GT is retroactively classified as GTP <2.500 cm³ for the entire season 2017. The points achieved in this case are recalculated in accordance with Article 4.2 of these regulations.
3. **ISO Rivolta 300 Coupé GT:** will be accepted in class GTS12, taking Article 2.3 van het NK HTGT inschrijfreglement 2017 (*Registration Regulations NK HTGT, available in Dutch only*) into account.
 4. **Alfa Romeo Giulia Sprint GT** will be accepted in class CT08, if prepared conforming to homologation form No. 5048.

2.4 Wheels and tyres

Only homologated rim measurements and rim types for the entered car are permitted.

In the NK HTGT only **Dunlop Racing, L- or M-section tyres, Compound 204, tyre tread CR65 (or older)** are permitted. Other tyres are prohibited.

In the case the mandatory Dunlop L or M section tyres, compound 204, profile CR 65 (or older) are arguably not available due to delivery or production problems - this at the sole discretion of the NK HTGT board - the NK HTGT board will propose an alternative tire/tyres (make/type/sizes) to the HARC board. KNAF will decide on an alternative proposed by the HARC board.

2.5 Entered car

Only cars can be entered as described under '2.2 Classification'. Per event a participant is only allowed to race one and the same car. This rule can be broken after permission by the NKHTGT board and the Clerk of the Course.

Compulsory before practice and race(s) is that each car entered must:

- pass the required administrative and technical inspections,
- wear race number allocated to the participant,
- wear the advertisements on those places on the car as required compulsorily by the NK HTGT or their representative.
- be clean and free from damage at scrutineering and before and during any part of the competition, this so within the discretion of the scrutineers in consultation with the NK HTGT board. The scrutineers will report to the Clerk of the Course for final judgement during the event.

2.6 Technical Inspection (scrutineering)

A KNAF Licensed Technical Commission (TC) will be responsible for scrutineering as defined in the 'Algemeen reglement Autorensport Nationaal A' from the KNAF Autosport Jaarboek 2017 and the 'Sectieboek Autorensport

in 2017'. In competitions outside the Netherlands the local ASN Technical Commissioners are responsible for the technical control.

The cars must fully meet, during the event, with the requirements and standards in accordance with FIA Appendix K.

For the Technical Inspection a FIA Historic Technical Passport (HTP) needs to be produced. A digital copy of the HTP can be requested prior to an event.

If no HTP can be displayed, because an application for HTP is demonstrably in the application procedure at an ASN, dispensation can be granted. Dispensation is only possible if the vehicle fully complies with the requirements and standards in accordance with FIA Appendix K.

The enforcement of these rules are the responsibility of the KNAF or the local ASN (National Sports Authority) outside the Netherlands.

The stipulations of the KNAF Autosport Jaarboek 2017 and the Sectieboek reglementen autorensport 2017 apply in case of breaking the technical regulations.

The scrutineers have the right to disassemble, or have disassembled, one or more parts of the car in order to inspect these. Costs of a technical examination and/or costs resulting from a technical examination are at the expense of the participant/entrant.

2.7 Parc Fermé.

From the moment the finish flag is shown to the competitors the Parc Fermé rules apply. All participants have to line up in the Parc Fermé after the end of the qualifications and the races. In Parc Fermé the participants have to obey the officials' instructions. In exceptional cases the officials may decide that there will be no Parc Fermé. In these cases the participants have to obey the officials' instructions.

Individual competitors can by exception be granted dispensation of the mandatory Parc Fermé. There has to be explicit permission beforehand from the scrutineers and/or the Stewards of the Meeting.

2.8 Competition numbers and advertisements

The article below complements the KNAF Algemeen Reglement Autorensport Nationaal A (KNAF General Regulations Car Racing National A) and the KNAF Reglement Reclame op voertuigen bij autosportwedstrijden (KNAF Regulations Advertisement on vehicles in motor sport competitions).

Vehicles entered in the NK HTGT have to show the competition number on each door / side and on the bonnet (nose), clearly visible during all parts of the competition. The NK HTGT board will issue the competition numbers to the participants.

Competition number "1" is issued to the 'Nederlands Kampioen Historische Toerwagens & GT's Algemeen' (*Dutch Champion Historic Touring Cars and GTs General*) of the preceding season.

Advertising on the cars is free under the condition that this does not infringe Art. 16 of the FIA International Sporting Code, the KNAF Reglement Reclame

op voertuigen bij Autosportwedstrijden and Art. 16 of the Algemeen reglement Autorensport Nationaal A. In regard to sponsoring the NK HTGT may claim the following places on the vehicles supplementary to Appendix K of the FIA:

- windscreen streamer.
- space around the numbers.
- space for two stickers on the (place of the) front bumper.
- other places on the car to be designated by the NK HTGT board.

All cars need to be fitted with all compulsory numbers and advertisement stickers when they are presented to the scrutineers for inspection, as well as during both practices, qualification and races.

Not meeting the advertisement rules may be punished by disqualification.

It is not permitted to show publicity or advertisements which are conflicting with the interests of the NK HTGT and/or the HARC and/or sponsors of the NK HTGT and/or the HARC, this to be judged by the HARC board. This stipulation applies to entries/participants, as well as assistants, materials, means of transport (like trailers, trucks, lorries), tents, etc.

2.9 Transponders

The use of a transponder as required by the organization/ organizer is compulsory.

3. Races

The Association NK HTGT may also act as a promoter for events, as the case may be competitions by other organizers with a KNAF organization licence, or outside the Netherlands by the local ASN licensed organizers.

The NK HTGT races exist in principle of the following points:

- a free practice during a minimum of twenty minutes (*or shorter if not otherwise possible in an event*).
- a qualifying practice during a minimum of twenty minutes (*or shorter if not otherwise possible in an event*).
- two sprint races for a minimum race duration of twenty five minutes + one lap (*or shorter if not otherwise possible in an event*) or one race with a minimum duration of 45 minutes and a maximum duration two hours. A pit stop may be compulsory.
- a standing start after a warming up lap, eventually to be combined with the formation lap, or a rolling start after a warming up lap, eventually to be combined with the formation lap.

NK HTGT races can consist of races with NK HTGT competitors only, or races where the NK HTGT entries are combined with the grid of (an)other series of equivalent cars. In an event the NK HTGT classes can be divided to take part in different races.

In the case that (a part of) the NK HTGT start grid is combined with the start grid of another series, the race time for the NK HTGT competitors can finish - whether or not virtually - after the elapse of another time than the other series in the race.

3.1 Admitted participants

Taking part in the NK HTGT races is open to drivers holding a current KNAF EU/Nationaal (or higher grade) licence, or a national licence of an other EU ASN with "EU" endorsement (EU endorsement and/or logo) regarding participation in competitions in EU member states outside the territory of these other ASN, or with an international.

If the NK HTGT start grid is combined with a start grid of another series, the highest licence requirement of the participating series will be in force.

3.2 Regulation entry two participants (team) with one car

In compliance with the NK HTGT 'Inschrijfreglement 2017' (*Registration Regulations NK HTGT, available in Dutch only*) two competitors may share one car. These participants form a 'team'. Teams can qualify for championship points.

3.3 Qualification

The fastest lap of a participant or a team in the qualifying practice determines the position on the starting grid for the first race. The start position for the second race is determined by the result of the first race.

In the case that a competitor/team - notwithstanding the number of participants - cannot take part in the qualifying and/or race 1 for any reason whatsoever, the participant/team has to request the Clerk of the Course the permission to start at the back of the grid in race 1 respectively race 2. The Stewards of the meeting decide whether the request can be granted or not.

If the NK HTGT has a race on a circuit where the maximum allowed number of participants is smaller than the number of entered NK HTGT participants the following rules apply:

- a. Participation is assured for participants entered by means of a package deal.
- b. Participation of an occasional entrant (guest entry) is decided based upon training time in the qualifying practice(s) in the participant's class: the fastest guest entrant in each class will be the first to be considered for a place on the starting grid, the next fastest per class as second, and so on, until the maximum number of places on the starting grid is reached.
- c. In the event of a competition/race with more cars entered than the maximum number that can start, the NK HTGT board - at the request of the occasional entrant not qualifying for the race(s) - can refund the maximum of two thirds of the paid entry fee, unless the occasional participant takes the place of an entry/participant with a package deal.

3.4 Drivers briefing

In any event a drivers meeting or drivers briefing can be arranged on a location and a certain point in time to be announced. This meeting/briefing is mandatory. In the case that the participant is absent, or as the case may be that participant appears too late, the participant can be fined a financial penalty in accordance with the KNAF Autosport Jaarboek 2017 and the KNAF Reglementen Autorensport 2017 (Algemeen Reglement Autorensport Nationaal A) which, fined by the sports officials during the event, has to be paid to the KNAF, or depending on the situation, the local ASN.

3.5 Noise

For this subject see the applicable stipulations in the KNAF Autosport Jaarboek 2017 and the Reglementen Autorensport 2017.

The permissible noise level depends on the applicable rules on the circuit where the competition is held. The permissible noise level should not measure more than **90 dB(A)**, unless during an event other noise emission standards apply.

Each participant at all times has to comply with this permissible noise level in the interest of the other participants, the Championship and the (Dutch) Motor Sport in general.

A participant who is registered to have produced, during one season, more than once, a too high permissible noise level, they may - according to the regulations - be excluded from any further participation in the Championship.

4 DUTCH CHAMPIONSHIP

4.1 Championship Participants

Each participant in the NK HTGT championship races can be awarded championship points.

4.2 Scoring and classification

In compliance with Article 6.5 of the Reglement Nederlandse Kampioenschappen Autorensport the following scoring stipulations apply to the NK HTGT.

The race(s) will be flagged down when the leading car crosses the finish line after covering the specified number of laps.

In the case of a race of a specified length of time plus one lap of the race is flagged down when the leading car crosses the finish line the second time after it has passed the specified length of time.

In order to qualify for championship points a participant has to take part in a race during a minimum of 75% of the total racing time of the overall winner of the race.

The official result (overall and per class) of each race determines the number of points to be scored in the classification, unless the result includes obvious inaccuracies, this to be judged by the HARC board.

The scoring is as follows:

Classes with three or more participants

1 st in class	10 points
2 nd in class	8 points
3 rd in class	6 points
4 th in class	5 points
5 th in class	4 points
6 th in class	3 points
7 th in class	2 points
All other classified participants: 1 point	

Classes with one or two participants

1 st in class	5 points
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2nd in class 4 points

Each participant starting in a race, is awarded 0.2 extra points per started competitor in his/her class.

In the event of the NK HTGT participating in a race in which participants of another race series take part, a classification or result may be drawn up only listing participants taking part in the NK HTGT. The participant's entry is decisive for participation in the NK HTGT.

In the case that a participant does not race the same car in all competitions/races of the Championship, the participant will be admitted to the classification per class, if the cars are not grouped in the same class. A participant's results in different classes are added up for the overall classification.

The provisional classification - and after the last race - the final classification will be published on the NK HTGT website: www.nkhtgt.nl , if possible within a week after each race.

4.3 Losing Points

Participants whose car is disqualified by the Stewards of the Meeting **more than once**, and so for the same reason(s), will lose all their scored points.

4.4 Title

After the last race of the current season the participant with the highest score in the overall classification wins the title:

Nederlands Kampioen Historische Toerwagens & GT's Algemeen, followed by the year of that Championship.

Furthermore a classification for each class is drawn up. The winner of each class wins the title:

Nederlands Kampioen Historische Toerwagens & GT's in de klasse ... stating the name of the class.

4.5 Ex aequo

In the case that two or more participants score an equal number of points in the overall classification, the NK HTGT organizers will determine the definitive classification on the hand of Article 9 of the Reglement Nederlandse Kampioenschappen Autorensport, KNAF Sectieboek Reglementen Autorensport 2017

5. CHAMPIONSHIP CALENDER 2017

- 29/30 April: Historic Zandvoort Trophy
- 4/5/6 August: Gamma Racing Day TT-Circuit Assen
- 1/2/3 September: Historic Grand Prix Zandvoort
- 7/8 October: Dijon Motors Cup

6. APPLICABLE REGULATIONS

The races (a race is the whole of (qualification-) practice(s), race(s), heat(s) and/or finals) will be held in compliance with the regulations of the prevailing FIA International Sporting Code, in particular Appendix K, the national rules

for the competition issued by the KNAF as established in the Autosport Jaarboek and the Sectieboek Autorensport 2017, the Organisatie Reglement Autorensport, the Reglement Nederlandse Kampioenschappen Autorensport, the Algemeen Reglement Autorensport Nationaal A, and these class regulations.

Any violation of the regulations may be submitted to the Stewards of the Meeting, appointed by the concerned ASN. These Stewards of the Meeting may apply sanctions in accordance with the rights and duties derived from internationally established regulations.

7. FINAL STIPULATION

In the cases not covered by these regulations, the HARC board will make a decision after consulting the NK HTGT board. If they cannot arrive at a unanimous judgment, the HARC - being the NK HTGT organizer - will request judgement from the KNAF Board Section Car Racing.

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