



## **Youngtimer Touring Car Challenge Competition Rules 2017**

### **1. Introduction**

The Youngtimer Touring Car Challenge (also called the YTCC) is a series of independent association competitions, without any form of point counting, which complies with the general KNAF regulations as published in the KNAF Autosport Yearbook and on the KNAF website.

Permitted to participate are all Series production touring cars / special touring cars / sports and sport protocars, which are homologated by the FIA into the classes: Groups 1, 2, 3, 4, 5, N, A and B as well as vehicles specially produced for one-make cups. Also cars from other International race series, non FIA, are welcome.

These are subdivided into the following classes:

**Sixties : all cars up to 1970**  
**Seventies : 1970 – 1981**  
**Eighties : 1982 - 1990**  
**Sportcars and Sportprototypes : until 1981**

It follows from the historical character of the class that the technical specifications of all vehicles must comply with the requirements as defined in the Technical Regulations 2017.

This helps ensure uniformity, so that in principle competitions abroad can be entered without modifications.

#### **Abbreviations**

- FIA Fédération Internationale de l'Automobile
- ASN National Automobile club recognised by the FIA as sport authority in the Netherlands
- KNAF KNAC National Autosport Federation
- TC Technical Committee
- ASJ KNAF Autosport Yearbook

### **2. Organisation**

The competitions organised are an initiative of foundation Youngtimer Touring Car Challenge (YTCC).

The YTCC organises competitions via host organisations. These host organisations are authorised to organise circuit races in the context of the FIA Code Sportif. The competitions take place in the Netherlands and also in other countries.

At events, the Netherlands YTCC is authorised to combine classes and also to allow them to race together in one start field.

The Netherlands YTCC features its own secretariat and Technical Committee with inspectors licensed by the KNAF.

The foundation YTCC is a legal entity set up as an foundation in 2015.

The committee consists from 29-01-2017 of:

**Chairman:** Klaas van Vuure, +31 (0)6-20629473, mail: info@ytcc.nl

**General affairs / Press and Publicity / Event purchasing:** Randall Lawson, tel: +31 (0)6-54664422, mail: info@autopassion.nl

**Treasurer:** Ine Lawson, tel: +31 (0)6-54664422, mail: info@ytcc.nl

**Youngtimer Touring Car Challenge, Bosbes 1, NL-3903 EL Veenendaal, The Netherlands**

### **3. Applicable Regulations and Definitions**

#### **3.1. Regulations. Applicable are:**

- Code Sportif International (CSI) of the Fédération Internationale de l'Automobile (FIA).
- KNAF general regulations as published on internet or in the KNAF Autosport Yearbook 2017 under "Algemeen" ("General"), insofar as this does not differ from the text as published on internet.
- KNAF *Algemeen Reglement Autorensport Nationaal A* (General National Auto Racing Regulations A) and appendices and other rules which are applicable depending on the nature of the event.
- Additions or changes to the regulations that are officially announced during the year (publications via a Newsletter published by the Foundation YTCC, and also via [www.knaf.nl](http://www.knaf.nl) if possible).
- The YTCC technical regulations. ([www.knaf.nl](http://www.knaf.nl))
- The Special Regulations that are prepared for every event.

Insofar as competitions are held in countries other than the Netherlands, the applicable regulations of that other country also apply, in accordance with the FIA Code Sportif.

### **4. Entry**

#### **4.1 Entry to each race**

The driver must have entered using a form provided by the organiser; moreover the organiser must have accepted the entry. Participation is possible after payment of the entry fee stated.

#### **4.2. Responsible participant**

The participant is personally responsible for entry to the relevant event.

#### **4.3. Subjection to regulations**

By entering, the participant becomes subject to the applicable regulations as well as the instructions issued on behalf of the competition organisers.

### **5. Participants**

#### **5.1. Licences**

Participation is open to drivers with a KNAF EU/National (or higher grade) licence, or with a national licence from another EU ASN with "EU" endorsement and/or logo for participation in competitions in EU member states outside the territory of the said other ASN, or with an international licence. Drivers in their own country can make use of club licence.

### **6. Rankings**

#### **6.1 Day rankings**

At the end of the competition days, an unofficial day ranking is put together for the different Divisions by the NetherlandsYTCC. Based on this day ranking, day prizes will be awarded to participants at the end; the place and time of the prize giving will be announced in the special regulations or otherwise via an official publication.

### **7. Driving conduct**

According to the nature of the class, the driver's conduct with respect to other drivers and their materials must be sporting.

Moreover, the FIA Code Sportif 2017 Annexe L, Chapter IV is applicable to driving conduct.

Penalties may be imposed for breaches according to the judgement of the Sport Committee Members.

### **8. Advertising / stickers**

Advertising/signage on the cars must comply with the KNAF *Reclame op voertuigen bij Autosportwedstrijden* (Advertising on Vehicles at Autosport Competitions) Regulations (KNAF ASJ 2017). ([www.knaf.nl](http://www.knaf.nl))

It is mandatory to carry the streamer supplied by the organisation on the windscreen, and the starting shields supplied by the organisation on the left and right doors; these may not be altered in design or size.

Failure to carry or incorrect carrying of the signage as indicated is a violation and may lead to exclusion from the event.

The committee of the Netherlands YTCC may refuse advertising manifestations, stating the reason.

## **9. Technical inspection**

### **9.1 Implicit declaration of fitness to participate**

The entrant is responsible for the vehicle being fully competition-ready when presenting it for technical inspection. By presenting the vehicle for technical inspection, the entrant declares implicitly that the vehicle complies with all aspects of the regulations, and, as regards the points that may concern safety, is fully suitable to take part in the relevant event.

### **9.2. Technical inspection**

The having gone through a technical inspection with admission to a training session/race does not mean that the participant can make a call on this that the vehicle complies with the regulations in all regards.

### **9.3. Poor exterior condition**

A car that in the opinion of the TC is in a poor exterior condition shall be considered by the TC not to be in accordance with the Regulations, on which grounds access to the training session/race may be refused.

## **TC**

**Technical Committee:** Harm van de Laan, +31 (0)6-53321648 / Bas Lemmens, +31 (0)6-14999343

## **10. Calendar / Competitions**

For the competition calendar, please see [www.ytcc.nl](http://www.ytcc.nl).

A competition consists at least of the following elements:

- Free training or time training of at least 20 minutes or 10 laps;
- Time training of at least 20 minutes or 10 laps;
- Two competitions of at least 25 minutes or 12 laps.

## **11. Environmental Regulations**

Applicable are the KNAF Environmental Regulations, ASJ 2017.

## **12. Concluding provisions**

All modifications and changes that are not explicitly permitted by reason of these regulations are prohibited.

### **12.1. Exclusion of liability**

Neither the KNAF in compliance with the FIA Code Sportif, for the Netherlands according to the KNAF (for abroad the ASN), nor the organiser to whom an organising licence is issued by the KNAF, nor its officials, nor the promoter, nor the Foundation YTCC nor its committee members, nor the circuit or track owner, nor the employees of or on the circuit or track, are liable to the entrants, participating drivers, their heirs or assignees and/or other persons, for any damage arising from or by participation in events of or under the auspices of the KNAF or a foreign ASN, during and/or in the course of competition, training event or practice days.

### **12.2. Indemnity / liability clause**

Before drivers may participate in the training session for a competition, they must sign the indemnity clause. This clause is included in the registration forms.

### **12.3. Authority**

In all cases not covered by these regulations, the committee of the Foundation YTCC will decide.

### **12.4. Additional regulations**

Additional regulations may be published by the committee of the Foundation YTCC, which after approval and publication by the KNAF may form part of these regulations with immediate effect. Announcement will take place in a Newsletter published by the Foundation YTCC. Insofar as the necessity exists with respect to a specific event, the organiser of the said event will decide, after consultation with the committee of the Foundation YTCC.

### **12.5. Refusal of participants**

The organiser is authorised to refuse participants, stating a reason.



**Youngtimer Touring Car Challenge  
Technical regulations 2017**

**ADMISSION OF VEHICLES / HOMOLOGATION**

Only vehicles that comply in all respects with the regulations and are in an acceptable exterior state, this according to the Organisation TC / YTCC TC, will be allowed to participate.

Permitted to participate are all Series production touring cars / special touring cars / sports and sport prototcars, which are homologated by the FIA into the classes: Groups 1, 2, 3, 4, 5, N, A and B as well as vehicles specially produced for one-make cups. Also cars from other International race series, non FIA, are welcome.

**Sixties : all cars up to 1970**

**Seventies : 1970 – 1981**

**Eighties : 1982 - 1990**

**Sportcars and Sportprototypes : until 1981**

**TIME PERIOD**

The implementation of the participating vehicle must correspond to the time period to which the vehicle is assigned under the rules.

Specifically: The technical possibilities of the car must also have been practically applicable in the period to which it is assigned; for example, although the use of carbon fibre may have been technically possible in 1975 (in relation to space travel), it was not applied in a racing context. Therefore the use of carbon is not permitted, based on the time period criterion. And for example, An L-Jetronic fuel system may not be replaced by a modern management system.

As a guideline, the criterion may be if the material/component was available for general application in the period the vehicle is assigned to.

Exception: Contrary to the above, the time period condition does not apply to the safety facilities as described in (1993) Annexe J (seat; safety belt; roll cage etc.).

Burden of proof for conformity with the technical regulations: The burden of proof for whether the vehicle, or parts thereof, complies with the regulations, in particular as regards the Time Period concept, lies fully on the participant and is at the TC's judgement.

**SAFETY**

Safety requirements are formulated due to their nature as minimum requirements.

Concerning the vehicle's safety features, it is advised to make use of provisions that comply with the most modern standards.

The driver's equipment must comply with the conditions as described in the KNAF ASJ 2017.

***Driver's equipment (according to FIA Appendix "L") comprises:***

Approved motor sport helmet / balaclava / racing overalls / gloves / underwear , from 2017 an Hans device system is required at some events for cars from 1976.

### ***Driver's seat:***

Fitting of a racing seat homologated by the FIA. Recommended FIA standard grade N/A for 2017. (See also FIA Technical list no. 12). Seat may not be older than 5 years from production date.

### ***Safety belts***

Mandatory: at least a five-point safety belt as described in the ASJ 2017.

Note: Safety belts must not be out of date according to the date shown on them. (See FIA Technical list no. 24).

### ***Roll cage***

Mandatory roll cage that at least complies with the safety conditions in the FIA Code Sportif 1993, Annexe J, Article 253.8, for the FIA classes groups N and A.

FIA homologated roll cage or version according to art. 253.8.

Roll cages that complies with safety conditions IMSA are also approved.

### ***Fire extinguishers***

The cars must be fitted with one or two bottles, together containing at least 2 kg powder or a substitute extinguishant approved by the FIA (see Annexe J, 1993, Art. 253, permitted extinguishants). An automatic extinguisher system may replace the manual extinguisher. See Annexe J, 1993, Art. 253.7. For specifics, see FIA Code Sportif 1993 Annexe J, Art. 253.

Each extinguisher bottle must be affixed in such a way that it can withstand accelerations of up to 25 g, regardless of what direction this is exerted in. Only two (2) metal fixings are permitted as a minimum, which can be easily released. Extinguisher systems must be permanently mounted.

The extinguisher must be immediately available for operation by the driver.

The extinguisher bottles must be checked every two years by the manufacturer or his representative. The type of extinguishant, the amount of it, the total weight of the extinguisher bottle and the date on which the extinguisher equipment must be inspected must be stated on the extinguisher bottle. (This date must be maximally two years after the filling date, or the last inspection date.)

### ***Safety net / arm restraints***

Safety nets must be mounted on to the coachwork, or to the roll cage, but not to hinging / moving parts such as doors. In the case no window safety net is used, an arm restraint (standard SFI 3.3) must be affixed to the central closure of the safety belt.

### ***Towing eyes***

The car must feature two towing eyes, one at the front and one at the rear. These eyes must be clearly visible and have a strongly contrasting colour: yellow, red or orange. The construction must be strong enough in order to tow away a rolling car over loose ground (FIA Annexe J Art. 253.10). The internal diameter of the towing eyes must be at least 60 mm.

### ***Main power switch***

The main power switch must interrupt all current-supplying circuits spark-free. This switch must have dual actuators:

1. the first actuator must be in the interior, within easy reach of the driver.
2. the second actuator must be on the left exterior, in the vicinity of the corner of the windscreen.

The connection between these two may be implemented mechanically. The position must be labelled with a triangular sticker (each side at least 12 cm long) as described in ASJ Annexe J, art. 253.13. The electrical connections to the main power switch must be screened off in a sound fashion.

### ***Exterior mirrors***

The car must feature at least a left and a right exterior mirror.

### ***Lighting***

The car must feature a complete, working, time period lighting system, with indicators front and rear. LED or xenon lighting is not permitted. At the front, at least the dip beam must work. A rear fog light is not mandatory in principle, but may be made mandatory by organising bodies abroad (including in Germany).

The appearance and the technical condition of the vehicle must, in the opinion of the Organisation TC / YTCC TC be good and tidy. Non-compliance with this condition will lead to exclusion from the training session/race.

### **ENGINE**

The brand/type of racing car entered for a certain Division must feature an engine of type originally intended by the manufacturer. Tuning of the engine is unrestricted, with a maximum cylinder volume deviation from the originally-used engine type of +10% for naturally-aspirated engines and +5% for turbo engines.

- All tuning components used are time period linked for the Division entered.
- camshafts unrestricted
- bore and stroke unrestricted
- connecting rods/ pistons unrestricted
- valve size unrestricted, but the number of valves is linked to that permitted for the engine supplied for the brand/type of racing car entered (for example a 12-valve may not be replaced by a 16-valve)
- water pump unrestricted, mechanical or electric
- radiator / cooling system unrestricted
- carburettor unrestricted
- injection system unrestricted
- turbo only for the engine type used, original size with maximum deviation of 5%
- engine types originally featuring a carburettor may not be fitted with an injection system unless this is specified in an original FIA homologation.
- oil collection tank. All vehicles with an engine and gearbox with an open vent system must have a provision to prevent oil from running out freely. For this, vehicles with an engine of up to 2000 cc must have a collection tank of at least 0.5 L; for larger engines, the collection tank must be at least 1 L.

### **NOISE / Exhaust**

The organiser is authorised to impose additional noise restrictions with immediate effect. As of 2011, a maximum noise level of 92 dB applies,(if not a noise free event) measured according to the event measurement method or as stated in the Special Regulations for the event. Exhaust free of manufacturer. Exhaust Catalyst not required.

### **TRANSMISSION**

All classes must feature a manual H-pattern gearbox. Sequential gearboxes are not permitted.

### **SUSPENSION/ SPRINGING/ SHOCK ABSORBERS**

These are unrestricted.

### **TYRES**

Unrestricted.

### **RIMS**

The original rim diameter standard for the vehicle type may be increased by a maximum of 2 inches.

### **BRAKING SYSTEM**

Braking systems front and rear may be modified with all braking systems produced, for Sixties up to 1970, Seventies up to 1981 and Eighties up to 1989 (so time-period related). Here, all systems must comply with the FIA Code Sportif currently in force and the applicable Safety Regulations – at all times.

### **WEIGHT**

The minimum FIA Homologation weight for the vehicle type entered applies.

## **COACHWORK**

With particular application to aerodynamic accessories, the Time Period stipulation is important, as originally only limited aerodynamic aids were used. Versions/applications that were not used in the original racing period of the relevant Division for the brand/type of car concerned are not permitted. If an aerodynamic aid or adaptation to the car is rejected by the TC, a driver may object to this by providing time period evidence or homologation. If this is not available, any alterations specified by the TC must be implemented, or else the vehicle concerned will be excluded from participation in training sessions and competitions.

The use of carbon components is not permitted unless there were applied in the relevant time period.

## **TIME RECORDING**

As of 2011 to date, a transponder is mandatory. YTCC no longer supplies transponders. The driver is personally responsible for time recording/transponder.

## **YTCC Technical Inspectors**

Klaas van Vuure: Licence KNAF 2017 : 6086

Harm van de Laan: Licence KNAF 2017 : 11126

Bas Lemmens: Licence KNAF 2017: 36022

## **Final provisions**

All modifications and changes not explicitly permitted by reason of these regulations are prohibited.

These regulations are in force as of 01-01-2017

For further information please see our website [www.ytcc.nl](http://www.ytcc.nl) or [www.knaf.nl](http://www.knaf.nl)

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