



Nolte Kuchen HTGT 2020 Technical Regulations

Technical regulations

1. Technical regulations of the series

1.1. Class division NKHTGT

The classification according to Annexe K is applied for the NKHTGT. The correct class division of a type of car is stated on the HTP issued by the FIA.

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

GTS cars from period E1 (1947 to 1954) are classified as GT1 or GTS 1 (below 2000 cm³) and as GT2 or GTS 2 (more than 2000 cm³).

	E2	F
under 1150 cm ³	3	8
1150 – 1300 cm³	4	9
1300 – 1600 cm ³	5	10
1600 – 2500 cm ³	6	11
over 2500 cm ³	7	12

Depending on the type of car, "GT" or "GTS" is placed before the figures above, for example GTS 11.

Touring (T) and Competition Touring (CT) cars:

The classification for Touring (T) and Competition Touring (CT) cars for all periods from 1947 can be determined on the basis of the following table:

	E	F
under 1150 cm ³	1	6
1150 – 1300 cm ³	2	7
1300 – 1600 cm ³	3	8
1600 – 2500 cm ³	4	9
over 2500 cm ³	5	10

Depending on the type of car, "T" or "CT" is placed before the figures above, for example CT8.

For the scoring of the NK HTGT 2020 the following classes have been combined:

GT / GTS 3, 4, 8 and 9 (period E2 and F to 1300 cm³)

GT / GTS 5 and GTS 11

T / CT 1, 2, 6 and 7 (period E2 and F up to 1300 cm³)

T / CT 8 and 9 (period F 1300 to 2500 cm³)

GTP and other cars

FIA Grand Touring Prototypes (FIA GTP 1), as described in Annexe K as applicable on 1 January 2020, Articles 2.2.5, 2.2.6, 2.2.7, 2.2.8 and 2.3.8 can participate on invitation the NKHTGT board. Cars in the GTP classes - even if the maximum has not yet been reached - can always be refused by the NKHTGT board without giving reasons.

Per event a maximum of **eight cars** of the GTP class with a engine capacity of **less than 2.500 cm³** are allowed. Per event a maximum of **six cars** of the GTP class with a engine capacity of more than **2500 cm³** are allowed.

Restriction on participation in GTP class cars and cars that do not fit the character of the NK HTGT

Cars from the GTP class are only allowed at the invitation of the NK HTGT board.

Cars in the GTP class can - even if the maximum has not yet been reached - always and without giving reasons be refused by the NK HTGT board.

Permitted deviations from Appendix K

The following cars can participate in the 2020 season with the deviations from Appendix K below (version valid on January 1, 2020) on invitation of the NKHTGT board:

- A. Shelby GT 350: is admitted in class GTS12 if the provisions under I or II are met.
 - I. the track width meets the homologation valid for period F. 191 of 144.8 cm (front and rear wheels), taking into account the tolerance of +/- 1% as referred to in Article 10.1.2. from FIA Appendix K,
 - II. Contrary to the provisions under I., the Shelby GT 350 is accepted in the 2020 season with the maximum track width as stated in the homologation no. 540 of 148.8 cm at the front and 147.3 cm at the rear, with due observance of the tolerance of +/- 1% as referred to in Article 10.1.2 of FIA Appendix K.Only Dunlop 550M15 CR65 tyres are permitted. A negative camber of more than 0 degrees is not permitted.
- B. Austin/Morris Mini Cooper S
The allowed track width of the Austin and Mini Cooper S is in deviation from the homologation no. 1300 applicable track width of 124.2 cm +/- 1.1 cm (front) set at 126.4 cm, with due observance of the tolerance of +/- 1% as referred to in article 10.1.2 of FIA Appendix K.
- C. ISO Rivolta 300 Coupé GT: is admitted in the GTS 12 class if prepared in accordance with FIA homologation form no. 587, with the exception of the later additions to this homologation.

Historic Technical Passport (HTP)

All cars entered must be in possession of a current valid FIA Historic Technical Passport (HTP) issued by a National Automobile Club (ASN) or other national body recognised by the FIA, and must be provided for each car entered, and produced at scrutineering at each Competition for which it is entered.

All Competitors must submit a copy (hard or electronic) of the first page of their HTP before their first participation in the 2020 series. It is the Competitors' responsibility to ensure that the copy of the HTP held by NKHTGT is the copy of the first page of the current HTP.

NKHTGT reserves the right to accept entries from cars that may comply with the correct homologated specification and Appendix K of the FIA Historic Sporting & Technical Regulations, but have yet to acquire HTP papers, under the condition that the HTP application is submitted to an ASN at least 2 weeks before the race concerned and the Competitor must provide a copy of the full application to NKHTGT.

Invitation class for cars that do not fully comply with FIA Appendix K

On invitation of the NKHTGT board competitors with cars that fit the character of the NK HTGT, but are not yet in the possession of a current and valid HTP and do not yet fully meet the technical requirements of FIA Appendix K, can, with due observance of the provisions of these regulations, be admitted in an invitation class. (Extra) technical conditions can be set for participation in the invitation class.

Failure to comply with the technical requirements of FIA Appendix K will explicitly not apply to **technical safety requirements**, which every participating car will have to fully meet.

No exceptions for the tyre regulations are applicable in the invitation class.

1.2. Basics of the technical regulations

- General provisions, definitions and clarifications on the technical regulations
- These technical regulations
- Appendix K to the FIA ISC
- The safety regulations in accordance with Article 1.11 of these regulations apply.

1.3. General/Preamble

Anything not expressly permitted by these regulations is prohibited.
Allowed changes must not lead to unauthorized changes or violations of the regulations.

1.4. Driver equipment

Wearing overalls in accordance with current FIA standards/regulations as well as underwear (long sleeves and legs), balaclava, socks, shoes and gloves in accordance with FIA standards/regulations is mandatory.
Furthermore, a helmet must be worn in accordance with FIA standards/regulations.
In addition, the use of the FIA head restraint system (e.g. HANS®) is strongly commended.

1.5. General provisions, permitted changes and installations

Work may be carried out that is part of the normal maintenance of the vehicle or serves to replace parts that have become damaged due to wear and tear or an accident.
Changes and installations may only be carried out within the framework specified below. Parts damaged by wear or accident may only be replaced by identical original parts.
Standard fastening parts such as: nuts, screws, washers, spring washers, split pins on the complete vehicle may be replaced by equivalent standard parts that correspond to the original shape. For threads, thread type, size and pitch (e.g. M 8 x 1.25) must be retained.

1.6. Minimum vehicle weights and ballast

In accordance with Appendix K of the FIA ISC

KNAF Note:

The organizer / series organizer must observe the KNAF guidelines for vehicle weighing (including calibration or calibration of scales). As a rule, mobile scales must be checked annually by the scale manufacturer. In exceptional cases, a calibration / inspection by a state calibration agency is permitted, but the balance must be calibrated by the manufacturer at least every 2 years.

1.7. Emission regulations

In accordance with Appendix K.

1.8. Noise regulations

The maximum permissible noise limit will be announced per event (events special regulations) and has to be obeyed at all times. Should a competitor be excluded from the event/competition due to excessive noise levels, no entry fee refund can be granted.

1.9. Advertising on driver equipment / competition vehicle and start numbers

The current FIA / KNAF regulations for advertising on driver equipment / competition vehicles and start numbers must be observed.

The following advertising regulations apply:

- 1) Each competitor is assigned a start number for the entire season.
- 2) The sponsor sticker(s) and other mandatory stickers must be attached to the vehicle according to the instructions.
- 3) NKHTGT values the fact that the general external appearance of the competing vehicles does not devalue historical motorsport and reserves the right to reject vehicles that do not meet the requirements during scrutineering.
- 4) By submitting the entry / registration, the participant acknowledges that NKHTGT receives all rights to advertise the races and the sporting success without restriction in the form of words and pictures, without a separate fee payment.

1.10. Safety Equipment

The vehicles must have safety equipment in accordance with Appendix K to the FIA ISC.

Attention: for events abroad, the series organizer is responsible for observing and implementing any deviating or additional security regulations of the respective ASN.

In addition to FIA regulations the use of an SFI 3.3 rated arm restraint is mandatory if no FIA compliant window net is used.

1.11. Fuel

Only commercially available unleaded fuel in accordance with Art. 252.9 Appendix J (ISC), which corresponds to DIN EN 228 may be used.

The technical commissioners can take fuel samples at any time during the event. The fuel regulations including remaining fuel quantities apply.

1.12. Refuelling

No refuelling is allowed at any time in NKHTGT races or practices unless stated in an event's special regulations

2. Special technical provisions

2.1. General

In addition to the technical regulations according to part 2 of this announcement, the following special technical provisions apply. Anything not expressly permitted by these regulations is prohibited. Allowed changes must not lead to unauthorized changes or violations of the regulations.

2.2. Wheels and tyres

Only the homologated rim sizes and rim types are allowed (Appendix K, art. 6.16.1).

In accordance with FIA Appendix K articles 8.2.2 and 8.2.3 only Dunlop Racing L or M section tyres, compound 204, profile CR65 or older are allowed.

In the case these mandatory tyres are not available for any reason, such to the discretion of the NKHTGT board, the NKHTGT board can specify and prescribe (an) alternative make(s)/type(s) of tyres.

2.3. Data transfer

Any radio communication / data exchange between driver and pit team, including the use of mobile telephones, is prohibited while driving (training and racing).

2.4. Other

n/a