



# NKHTGT 2022 Sporting Regulations

## Sporting regulations

### 1 Series name:

NKHTGT

### 2 Series status:

International Series (Restricted)

### 3 Foreword

NKHTGT is an international Series of races for pre '66 touring cars, GT's and GT prototypes (FIA appendix K periods E and F (1947 - 1965), open to members of 'Vereniging NKHTGT'. The Series name (2022) is 'NKHTGT'. The Series is organized and promoted by 'Vereniging NKHTGT' (Association NKHTGT). The cars running in the Series have to comply with FIA appendix K regulations, with due observance of the exceptions specified in these regulations.

### 4 Organization

Vereniging NKHTGT (association NKHTGT)  
c / o Sloterkade 90-1  
1058 HK Amsterdam  
Netherlands  
email: [race@nkhtgt.nl](mailto:race@nkhtgt.nl)  
website: [www.nkhtgt.nl](http://www.nkhtgt.nl)

#### Contact persons/board:

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Bert Mets (chairman)  
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[chairman@nkhtgt.nl](mailto:chairman@nkhtgt.nl)

Erwin Boon (treasurer)  
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## 1 Introduction

NKHTGT is carried out according to the provisions of the FIA International Sporting Code and its annexes (ISC), the General Regulations of the FIA for circuit racing and the national regulations of the ASN's involved. It takes place in accordance with the competition regulations and the technical regulations of the Series, whereby the technical regulations correspond to the safety regulations of FIA Appendix K. The competitions are carried out according to the event regulations and circuit regulations of the KNAF or other ASN's involved, unless otherwise specified below or in the respective event regulations.

## 2 Organization

### 2.1 Details on the titles and predicates of the Series

The 'Vereniging NKHTGT' (Association NKHTGT) hereinafter referred to as the Series organizer, is the organizer and promotor of the NKHTGT Series.

### 2.2 Name of the Parent ASN

KNAF (KNAC Nederlandse Autosport Federatie)  
Duwboot 85  
3991 CG Houten  
Homepage: [www.knaf.nl](http://www.knaf.nl)  
Email: [info@knaf.nl](mailto:info@knaf.nl)

### 2.3 ASN visa / approval number

These sporting and technical regulations have been approved by the KNAF with permitnumber 0326.22.013 date 21<sup>st</sup> January 2022, name of the organizer / promoter, contact details (permanent office)

Vereniging NKHTGT  
c / o Sloterkade 90-1  
1058 HK Amsterdam  
Netherlands  
email: [race@nkhtgt.nl](mailto:race@nkhtgt.nl)  
website: [www.nkhtgt.nl](http://www.nkhtgt.nl)

### 2.4 Composition of the organizing committee

Bert Mets (chairman)  
Egbert Kolvoort (secretary/liaison officer)  
Erwin Boon (treasurer)

### 2.5 List of officials (permanent officials)

(see respective event Supplementary Regulations)  
n/a (Race Director)  
Elisabeth van der Plas (Technical Scrutineer, KNAF licence 32498)

## 3 Provisions and legal bases for the Series

This Series is subject to the following regulations:

- FIA International sporting code with applicable appendices
- Anti-doping regulations of the national and international anti-doping agency (WADA / NADA code) and the anti-doping regulations of the FIA
- Sporting and technical regulations of this Series with the changes and additions (Series or Event bulletins) approved by the KNAF.
- Announcements of events with possible changes and additions.
- The FIA Code of Ethics and Code of Conduct
- The other provisions of the FIA and KNAF.

### 3.1 Official language

English

### 3.2 Responsibility, changes to regulations, cancellation of an event

(1) The participants (= competitor, drivers, passengers, vehicle owners, etc.) take part in the event at their own risk. They are solely responsible under civil and criminal law for all damage caused by them or the vehicles used, unless a disclaimer of liability as meant in these regulations has been agreed.

2) These regulations may only be changed by the licensing body. From the beginning of the event, changes in the form of bulletins can only be made by the stewards of the meeting, but only if necessary for reasons of safety and / or force majeure or due to official orders, or if the information in the regulations on the track length, race duration, number of laps, officials or obvious errors in the regulations.

(3) The organizer reserves the right to cancel or reschedule the event or individual competitions for the aforementioned reasons, subject to the approval of the respective ASN and the FIA, if the calendar is affected, in this case any claims are excluded in this case.

## 4 Entries

### 4.1 Club membership

The membership of Vereniging NKHTGT (association NKHTGT) is mandatory for all competitors. The club membership fee is € 40 per member (2022).

### 4.2 Registration/ entries, entry deadline and obligation to participate

Every entrant, competitor and/or driver must be registered as a member of 'Vereniging NKHTGT'.

The entrant, competitor and/or driver must use the entry form issued by the Series organizer to apply for admission to the NKHTGT by March 15<sup>th</sup>, 2022. The Series organizer reserves the right to accept entries received later.

The completed and signed entry form must be sent to the NKHTGT office by post or email (pdf format).

With the 'entry form', applicants and drivers instruct and authorize the Series organizer to name in their name entries for the events at which races for the NKHTGT are held (provisional entry list).

The Series organizer reserves the right not to run the NKHTGT Series with fewer than 30 registered participants.

The registered package deal entrants have priority authorization to start.

### 4.3 Entry fees

#### 4.3.1 Entry fee for the season (package deal)

The entry fee for a package deal for the 2022 season as well as a deposit (if applicable) are due according to the entry form.

The entry fee for the season is € 3.995 (no VAT applicable) per entered car for six events, including club membership fee for one driver, entry fee two drivers € 4.035 (no VAT applicable) including membership fee for two drivers).

The Series organizer reserves the right to accept entries after the registration deadline. The completed entry form must be sent to the NKHTGT office or to [race@nkhtgt.nl](mailto:race@nkhtgt.nl). If available, online registration via the Series homepage is also possible.

The right of withdrawal from the entry contract (minus € 150 processing fee) is only possible until the entry deadline, after which the full entry fee is due.

The accepted participants will receive a confirmation of the registration by email. The Series organizer reserves the right to refuse entries with stating reasons.

Entrants with a package deal are entitled to transfer their entry in a maximum of one event to another club member. Any club member can enter with a transferred package deal entry in a maximum of one event per season (2022)

#### 4.3.2 **Entry fee single events**

The entry fee for a single event as well as a deposit (if applicable) are due according to the entry form.

The entry fee for a single event is € 845 (no VAT applicable, price subject to change) per entered car for any 2022 event, club membership being mandatory.

The Series organizer reserves the right to accept entries after the registration deadline. The completed entry form must be sent to the NKHTGT office or to [race@nkhtgt.nl](mailto:race@nkhtgt.nl). If available, online registration via the Series homepage is also possible.

The right of withdrawal from the entry contract (minus € 100 processing fee) is only possible until the entry deadline - seven days before the first day of the event - after which the full entry fee is due.

The accepted competitor will receive a confirmation of the registration by email. The Series organizer reserves the right to refuse entries with stating reasons.

#### 4.4 **Start numbers**

The participants will be assigned permanent start numbers for the entire season by the Series organizer. Start numbers for guest entrants/drivers will be assigned by the Series organizer

### 5 **Licenses**

#### 5.1 **Required license levels**

##### a) Competitor/Driver

Drivers with a 2022 international competitor/entrant license from the KNAF or another ASN of the levels connected to the FIA  IT A,  IT B,  IT C-C,  IT D-C,  IT D1 are eligible to participate.

Drivers holding a national licence the grade of which corresponds to the highest grade of national Licence may take part with this licence in competitions running on the territory of their parent ASN (FIA ISC appendix P, Article 14).

##### b) Entrants

Entrants who register a driver must have an entrant license from the KNAF or another ASN affiliated to the FIA for 2022.

#### 5.2 **Conditions for entrants outside their national territory**

At events with the international status, KNAF licensees and licensees of another ASN affiliated with the FIA are eligible to participate in this Series.

For all events, foreign applicants / drivers require the approval of their own ASN in accordance with Article 3.9.4 of the ISC.

### 6 **Insurance; disclaimer and waiver**

#### 6.1 **Insurance of the organizer / promoter**

According to KNAF Reglementen Boek 2022.

## **6.2 Declarations by applicants, drivers and co-drivers (= participants) to exclude liability, waiver by the vehicle owner**

According to KNAF Reglementen Boek 2022

## **7 Events**

### **7.1 Series calendar 2022 (Subject to changes)**

April	22-24	Hockenheim (Preis der Stadt Stuttgart)
June	4-5	Zandvoort (Pinksterraces)
June	24-26	Spa-Francorchamps (Spa Summer Classic)
Aug	5-7	TT-Circuit Assen (Jack's Racing Day)
Aug	26-28	Anderstorp (events' name to follow)
Oct	7-9	Dijon-Prenois (Dijon Motors Cup)

### **7.2 Maximum number of permitted vehicles**

The maximum number of permitted vehicles is defined in the respective circuit license and is regulated in the events Supplementary Regulations.

### **7.3 Competition format**

- a) Free practice (if available in event)
- b) At least one timed qualification session
- c) Two or three races (min 25 minutes, max 45 minutes per race) or one or two races (min. 45 minutes, max. 90 minutes with mandatory pitstop).
- d) The races will start with a standing start or a rolling start (to be announced in the events Supplementary Regulations)
- e) The result of the qualifying session determines the start order of race 1, the result of race 1 determines the start order of race 2 and so on
- e) Transponder: all vehicles of registered teams require a transponder (AMB TranX 260 or Mylaps X2 transponder) with its own ID number. Rental transponders may be available for guest entrants through the event organizers. Event organizers may require the use of other transponders, this will be announced in the 'events' information. NKHTGT will not supply rental transponders.

## **8 NKHTGT Championship**

### **8.1 Competitors in the championship**

Every competitor holding an International licence in the NKHTGT races may qualify for championship points.

### **8.2 Participation of two drivers (team) with one car**

A competing car can be shared by two drivers. For each event an entrant can form a team with another driver. A team receives championship points as a team according to the composition of the team. In the case a car is shared by two drivers it is mandatory that both drivers take part in the qualifying session(s). It is mandatory that the team announces which driver will start race 1 and which driver will start in race 2. If a race has a mandatory pit stop with driver change, the team must announce which driver will start the race and which driver will drive after the pitstop.

### **8.3 Scoring and classification**

The following provisions apply to NKHTGT championship scoring and classification.

The race(s) finish(es) at the moment that the leading car is shown the finish flag at the moment the finish line is crossed after completing the number of laps set for the race. In the case of a race with a specified duration, the race finishes when the leading car is shown the finish flag at the moment the finish line is passed for the first time after the specified time has elapsed. A race of a specified duration plus one lap finishes when the leading car is shown the finish flag at the moment the finish line is passed for the second time after the specified time has elapsed.

To be classified, the competitor must have covered at least 75% of the overall winner's distance.

The official result (overall and per class) of each race determines the number of championship points achieved for the classification, unless the result contains obvious inaccuracies, this at the discretion of the NKHTGT board.

The scoring is as follows:

For classes with three or more participants

- 1st in class 20 points
- 2nd in class 16 points
- 3rd in class 12 points
- 4th in class 10 points
- 5th in 8 points class
- 6th in class 6 points
- 7th in class 5 points
- 8th in class 4 points
- 9th in 3 points class
- 10th in class 2 points

To all other classified participants: 1 point

For classes with one or two participants

- 1st in class 10 points
- 2nd in class 8 points

Every competitor holding an International licence who has started in a race will receive 0.2 extra points for each participant started in his class.

If the NKHTGT competitors compete in a race in which competitors in another championship or participants in another race Series compete, a classification or result will be drawn up in which only the competitors that compete in the NKHTGT are presented. Only competitors holding an International licence who have registered via the NKHTGT secretariat are eligible for classification points in the NKHTGT.

If a competitor / team does not compete in all races in the same car and if the cars are not classified in the same class, the participant / team will be included per class in the class classification. The results of a competitor in different classes are added up for the overall classification.

The intermediate ranking and - after the last race - the final ranking in the standings will be published as soon as possible after each race on the website of the NKHTGT: [www.nkhtgt.nl](http://www.nkhtgt.nl)

#### 8.4 N.a.

#### 8.5 Ex Aequo

If there is a tie between several drivers in the final evaluation, the larger number of the first, then the second and the further places of all runs carried out decides.

### 9 Document control

The driver / applicant must provide the following documents:

- Confirmation of entry
- Entrants license (if applicable)
- Entrant/competitors license
- ASN confirmation if necessary

#### 9.1 Time schedule document control

See the Supplementary Regulations of the respective event and official notice board.

## 9.2 Drivers briefing

The time and location of the drivers briefing is specified in the Supplementary Regulations. Non-participation or incomplete participation of the drivers briefing can be penalised according to the applicable regulations of the hosting ASN.

## 10 Scrutineering / technical controls

Scrutineering time and place will be announced in the events time schedule and/or Supplementary Regulations. During the technical inspection, the drivers or persons commissioned by them must appear with the competing vehicle and the prescribed driver safety equipment (helmet, overalls, underwear, shoes, gloves, frontal head restraint system (FHR)). The car must be presented as it will be used in competition (including start numbers) and must comply with the applicable technical regulations.

The following vehicle documents must be submitted:

- Historic Technical Passport
- Homologation form.,
- Roll-over protection system certificate, if applicable

## 11 Race

### 11.1 Use of rain tyres

Not permitted/not applicable (see Part 2 Technical Regulations Article 2.7).

### 11.2 Maximum number of people working on a vehicle and safety equipment

Not applicable

### 11.3 Pit stop security and responsibility of the competitor when starting from the pit area

A mandatory pit stop may be applicable in races from 61 minutes.

The prescribed stationary time for the mandatory pit stop is 60 seconds. The time window for the mandatory pit stop opens will be announced in the Supplementary Regulations of the event.. In this window the mandatory pit stop must be started (pit-in). The positions of the measurement lines for entry and exit into and out of the pit lane will be announced at the Drivers Briefing.

A driver change is allowed during the mandatory pit stop.

A mandatory pit stop not started in this time window is considered to have not been carried out and will be punished with **300** penalty seconds.

The following rule applies to participants who fall short of pitstop time: a penalty of five seconds is taken into account for every second that falls short. Each participant is responsible for observing the specified time for the mandatory pit stop. The mandatory pit stop and a driver change must be confirmed by the judges of fact (pit marshals) by signing the driver change card. If there is a Safety Car or FCY phase during the mandatory pit stop window, the mandatory pit stop still has to be carried out within the specified pit stop window.

## 12 Title, prize money and trophies

### 12.1 Title overall winner

The driver with the highest overall score after all races in the NKHTGT 2022 is awarded the title:

- Champion NKHTGT 2022

The driver with the highest score within his class after all races in the NKHTGT 2022 will be given the title:

- Class winner [specific class] NKHTGT 2022

## 13 Protest and appeal

The FIA International Sports Act, the KNAF event regulations, the KNAF legal and procedural rules and the FIA legal and procedural rules apply to protests and appeals.



Protest deposit - payable to the approving ASN of the event:  
International / National status: see respective event announcement

Appeal deposit - payable to the KNAF:  
International status € 1,750.00

Appeal deposit - payable to the FIA: € 6,000.00  
plus KNAF flat rate for international appointment (FIA) € 3,000.00

(Protest and appeal deposits are exempt from VAT)

## 14 Legal exclusion and limitation of liability

(1) In the event of a decision by the FIA, KNAF its jurisdiction, the Stewards, the Series organizer or the organizer as a judge, the judges' decision is final.

(2) No claims for compensation of any kind can be derived from measures and decisions of the KNAF or its sports jurisdiction as well as the agents of the KNAF and the Series organizer, except in the case of wilful or grossly negligent damage.

## 15 TV rights / advertising and television rights

All copyright and image rights are held by NKHTGT including the images that are taken from television broadcasts. All race rights of the NKHTGT, both for terrestrial transmission as well as for cable and satellite television transmission, all video rights and all rights for exploitation by all electronic media, including the Internet, are owned by NKHTGT. Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of NKHTGT. All drivers and team members agree to the publication of image and video material in which they are directly or indirectly recognizable.

## 16 Special provisions

There are no other special Series regulations

A large, semi-transparent watermark of the KNAF logo is overlaid on the page. The logo consists of the letters 'KNAF' in a bold, sans-serif font. To the right of the letters is a stylized graphic of a starburst or flame-like shape with several points.

Knac Nationale Autosport Federatie