



Class Rules

for the HARC ETCC1300

1. ORGANIZATION

The European Touring Car Challenge 1300 (further referred to as HARC ETCC1300) is open to historic cars with displacement up to 1300cc and is organized by the Vereniging Historische Auto Ren Club, based in Zwanenburg, Netherlands (further referred to as HARC) and the "Kampf der Zwerge" e.v., based in Solingen, Germany and registered as such with the DMSB (further referred to as KdZ).

This challenge has been established by the KNAF (KNAC National Autosport Federation) and is implemented by the HARC in accordance with Article 4 of these rules.

The HARC acts as promoter and organizer for this racing class in the Netherlands and, subject to Article 6 of these Rules, is authorized to establish and implement the HARC ETCC1300 Class Rules, within the applicable outline and necessary authority.

These class rules have approval from the HARC, the BSA and the KNAF, under permit number NTB

2. CARS TO BE ADMITTED

2.1 General

Participation in the HARC ETCC1300 is permitted with cars in accordance with the FIA Code Sportif International, Annexe K (hereinafter referred to as Annexe K), classified according to the technical specifications in the periods or year groups:

F	1/1/1962	up to	31/12/1965
G1	1/1/1966	up to	31/12/1969
G2	1/1/1970	up to	31/12/1971
H1	1/1/1972	up to	31/12/1975
H2	1/1/1976	up to	31/12/1976

The start of the homologation of the relevant vehicle is leading for the classification in the above periods. If a car does not have homologation, the organization is free to classify the car in a particular period.

2.1 aAllowed cars

The participant must have an FIA Historic Technical passport (FIA-HTP) or a HARC Historic Car Pass (HARC-HCP), belonging to his / her car.

In the following cases, a HARC-HCP may be accepted as a substitute for the FIA HTP counted from the first race entry at the HARC ETCC1300:

At start 1ste race:

First page of the HARC-HCP must be completed, clearly stating the homologation number and period.

At start 2^{de} subsequent season:

The HARC-HCP must be fully completed, including photographs.

At start 3^{de} subsequent season:

Only if there is written permission from HARC. The HARC-

HCP template is available on the HARC website.

2.1 b Accessible Participants

Participants in the HARC ETC1300 must be members of the HARC or the KdZ.

2.2 Classification HARC ETCC1300

Classes in the HARC ETCC1300 are classified in accordance with FIA Annexe K. The correct sub-class classification of a car is listed in the FIA -HTP or the HARC-HCP.

Classification car type:

Touring : T

Competition touring : CT

Both car types are merged under Competition touring CT

Grand Touring (GT) and Competition Grand Touring (GTS) cars, deemed appropriate for the HARC ETCC 1300, will be classified according to the engine used, at the discretion of the organization.

Period arrangement

F	1/1/1962	up to	31/12/1965
G1	1/1/1966	up to	31/12/1969
G2	1/1/1970	up to	31/12/1971
H1	1/1/1972	up to	31/12/1975
H2	1/1/1976	up to	31/12/1976

The FIA homologation date is leading in this process. If a car does not have homologation, the organization is free to classify the car in a certain period.

Cylinder capacity classification

	E	F	G1	G2	H1	H2
< 1150 cc	1	6	11	16	21	26
1150-1300 cc	2	7	12	17	22	27

The name of the subclass is an aggregation of the car type and the displacement: for example, CT16

If it turns out, that a subclass consists of less than 5 cars, then the following periods will be merged:

E and F : F
G1 and G2
H1 and H2 : H2

The name of the subclass will then be updated to reflect the period in question.

By participating in training and/or racing, each participant declares that he/she agrees with the class allocation and these rules. Entrants who do not agree with these rules and regulations have the right to refuse participation.

Other cars and car after 1976

In addition to the official class classification, the organization reserves the right, in its opinion, to allow appropriate cars, which do not comply with an FIA homologation and which cannot be classified using the above class classification, but have the appropriate appearance for the HARC ETCC 1300, to race in the Non-Championship Class. This requires prior written approval by the organizer.

The Non-Championship Class is subject to all articles of these rules, except art 2.1 and art 2.1a. These participants are **NOT eligible** for the podium ceremony and points distribution in the race results.

2.3 Wheels and Tires

Only wheels, rim sizes and rim types homologated for the participating car are allowed (Annexe K, Art. 8.4.2).

First of all, the rims must meet the period specifications. For homologated cars, the rims must conform to the homologation of the car in terms of diameter and width (Annexe K, Art. 6.12).

The tires used are free, if suitable for the respective rim sizes.

2.4 Lighting

All participating cars must be equipped with an FIA-approved rain light, mounted in a location clearly visible to cars following.

The front of the car must have clearly working lights, on both sides, these should preferably be the existing headlights.

2.5 Rollcages

All cars without an FIA-HTP must be equipped with a roll cage as described in FIA Appendix K, or a roll cage with a certificate issued by an ASN.

2.6 Enrolled car

Only cars as described under Article 2.2 Class Classification may be entered. A participant may only use one and the same car per event. This may be deviated from with the permission of the organization and the race director of the event.

All entered cars are required to attend training and race(s) prior to:

- have undergone the prescribed administrative and technical controls;

- The FIA HTP or HARC HCP must be delivered, see art. 2.1a;
 - When participating in the first event of the season, a copy of the FIA HTP or HARC-HCP must be shown to the TC at the time of inspection.
 - When participating in a second event within one season, a scan of the FIA HTP or HARC-HCP in pdf format must be sent to the organizer.
- be provided with the prescribed competition number, which has been assigned to the competitor;
- to be clean and damage free when presented for judging, prior to and during all race events, at the discretion of the Technical Commissioners;
 - The TC of the event in question reports to the race director of the event, for final review for that event.
- be provided with the advertising prescribed by the HARC ETCC 1300 or its representative in the places on the car also prescribed in a binding manner.

2.7 Technical inspection

At the technical inspection a valid FIA-HTP or HARC-HCP must be shown, as mentioned in art 2.1 and 2.1a.

Cars must fully comply with the requirements and standards of Annexe K of the FIA Code Sportif International during an event.

The Technical Commissioners licensed by the KNAF and appointed by the HARC will be in charge of the technical control as described in the General Regulations for National Motor Sport, unless at competitions abroad the Technical Commissioners appointed by the local ASN are in charge of the technical control, as stated in the Supplementary Regulations of the event concerned.

With regard to the punishment of a violation of the technical regulations, the provisions of the KNAF Regulations Book 2022 apply.

The Race Director and the Technical Commissioners have the right to disassemble one or more parts of the car (or have them disassembled) in order to check them. The costs of a technical examination and/or the costs that arise as a result of a technical examination will be borne by the entrant/registrant.

2.7 aUsing parts and replacement parts

All parts must be completely identical to the parts as they are applied in the homologation period. See also Appendix K section 3.3 to 3.6 Exceptions to this are listed in Appendix K.

2.8 Parc Fermé.

From the moment the finish flag is shown to the competitors, the Parc Fermé rules apply. All participants must line up in the Parc Fermé after the end of qualifying and races. In all cases, participants must follow the instructions of the officials.

In special cases, individual participants may be given exemption from the mandatory Parc Fermé. This must be explicitly authorized in advance by the Race Director.

2.9 Start numbers and advertising

The following is in addition to the National Motorsport General Regulations and the KNAF Regulations on Advertising on Vehicles at Motorsport Competitions.

Cars competing in the HARC ETCC1300 must display a race number clearly visible on each side door (side) during all race events at the discretion of the TC.

Before the start of the racing season, the HARC ETCC1300 organization will assign the start numbers to the participants. Allocation of a starting number can also take place per race if desired. The preferences of the registrants will be accommodated as much as possible.

Advertising on the cars is free, provided it is not in violation of Art. 10.6 and Art. 16 of the FIA Code Sportif International and the Regulation on Advertising on Vehicles at Motorsport Competitions, Art. 11 of the KNAF Regulations Book 2022. With regard to sponsorship, the HARC can additionally claim the following places on the cars according to the Annexe K of the FIA:

- the windshield streamer;
- The space near the start numbers;
- The space for two (2) decals on the (location of the) front bumper;
- the space above directly above the wheel arch 4 pieces of 100 x150 mm;
- other places on the car to be designated by the Board.

All cars, when presented to the technical commissioners for inspection, must have all mandatory advertising stickers and starting numbers on them during qualifying and during the races.

Failure to comply with the mandatory advertising requirements, may be reported to the race committee, after which an appropriate penalty may be imposed.

No publicity or advertising is allowed which conflicts with the interests of the HARC and/or sponsors of the HARC ETCC1300 at the discretion of the Race Director. This provision applies to registrants/participants as well as helpers, materials, means of transport (such as trailers, trucks), tents etc.

2.10 Transponders

The use of an AMB/Mylaps transponder prescribed by the organization/organizer is mandatory. The participant is at all times responsible for a properly working transponder.

3. THE COMPETITIONS

The HARC can also act as promoter for events casu quo races of other organizers with a KNAF organization license or abroad by the local ASN - licensed organizers.

3.1 Regular competitions

The races for the HARC ETCC1300 preferably consist of the following elements, unless otherwise specified in the event's Supplementary Regulations:

- A qualification of at least 20 minutes.
- Two races with a minimum race time of 25 minutes
- A standing start after a warm-up lap possibly to be combined with the formation lap.
- As long a run-out lap as possible.

- The Match Director may deviate from these standard arrangements if they are impossible within an event.
- The drivers briefing will discuss the starting procedure.

3.2 Endurance competitions

As an alternative to regular races, the format of an endurance race may be used. If this format is chosen it will be announced at least 1 month prior to the closing of the entry date. Endurance races for the HARC ETCC1300 will preferably consist of the following elements, unless otherwise specified in the event's Supplementary Regulations:

- It is possible to participate with a team of two riders.
- A qualifying session of at least 30 minutes, with all riders participating in at least 5 laps each.
- One race with a minimum race duration of 40 minutes
- A 20-minute pit stop window for a driver change 10 minutes after the start of the race.
- The driver change takes at least one minute, measured when the car is stationary in the pit lane. If the team consists of 1 driver, this driver must leave the car and make a lap around the car.
- Refueling:
 - In accordance with the guidelines of the circuit concerned: these will be announced at least 1 month before the start of the race.
 - Refueling may take place before or after the mandatory 1-minute driver change.
- A standing start after a warm-up lap possibly to be combined with the formation lap.
- As long a run-out lap as possible.
- The Match Director may deviate from these standard arrangements if they are impossible within an event.
- The drivers briefing will discuss the starting procedure.

3.3 Admitted Participants

Participation in the races of the HARC ETCC1300 is open to participants with:

- A valid KNAF EU license or higher;
- A national license from another EU ASN with "EU" endorsement (EU endorsement and/or logo), or a higher license;
- A similar or higher license issued by a non-EU ASN, but authorized by an EU ASN.

3.4 Scheme participation two participants (equipe) with one car

When a car is shared by two participants (equipe), it must be specified in writing - i.e. in advance - at registration which participant will drive which race. Changes in the given order must be immediately reported in writing to the class coordinator and the race secretariat. Failure to comply with this provision may be penalized. Only the regular registered participant can be eligible for points.

3.5 Qualification for Participants

The starting position for the (first) race will be determined by the (provisional) result of the qualification practice. The starting position for any subsequent race will be determined by the (provisional) result of the previous race.

For cars with two participants (equipe) the same applies as for the individual participants. However, the order as described in Article 3.2 of these rules must be observed.

When a car -no matter how many participants- cannot participate in the qualifying practice for whatever reason, the participant / team can submit a written request through the race secretariat to the Sports Commissioners, to be allowed to start at the back of the grid.

Should the HARC ETCC1300 race at a track where the maximum number of cars allowed is less than the number of cars entered, the following arrangements will apply:

1. Participation is guaranteed for those participants who have registered through package deal registration.
2. Participation by an occasional competitor will be determined by the practice time in the qualifying practice(s) within the competitor's class: The fastest occasional competitor in each class will qualify first for a starting place, the next fastest per class second, and so on, until the maximum number of starting places is reached.
3. If for a race/race more cars are registered than can start, the organization may at the request of the occasional participant who does not qualify for the race(s) refund up to 2/3 of the entry fee paid, unless the occasional participant has replaced an entrant/participant with a package deal.

3.6 Riders' briefing

Participation in a rider briefing to be held by or on behalf of the Race Director is mandatory. Absence will be penalized by the Race Director.

3.7 Sound

Please refer to the applicable provisions in the Autorensport Reglement Nationaal and any additional provisions in the Supplementary Regulations of the event.

The permitted noise level depends on the applicable rules and measurement at the circuit where the races are held. On the Dutch circuits, the noise level may not exceed 90 dB(A), unless other noise standards apply during an event, as stated in the Supplementary Regulations.

Each participant must respect this limit at all times in the interest of the other participants, the HARC ETCC 1300 and the (Dutch) motorsport in general.

A competitor, in whom an excessive noise level is detected more than once during the season, may be excluded from further participation in the series in accordance with the regulations.

3.8 Use Code 60 flag

If track conditions demand it, at the discretion of the Race Director, he has the option of temporarily neutralizing the race by means of a Code 60 flag, unless otherwise specified in the Supplementary Regulations.

4 Point count and classification

4.1 Event classification

All participants registered to participate through the HARC website will be awarded points individually according to the sub-class classification as described in Article 2.2. Competitors will only be awarded points per event, there is no overall ranking over the full season.

4.2 Point count

Subject to Article 6 of the Autorensport Reglement Nationaal, the following provisions shall apply for the purposes of point scoring.

The race(s) will be flagged off when the leading car crosses the finish line after it has completed the set number of laps. In the case of a race of a specified duration, the race shall be flagged when the leading car crosses the finish line after the expiration of the specified duration.

If a race is stopped prematurely for any reason the following point distribution will be used:

	75% or more of
planned distance: 100% of	points 50% to
75% of planned distance: 50% of points	Less than 50%: 0% of
points	

The number of points will be allocated according to the classification achieved in the race as follows:

For subclasses with three or more participants

1st in class 10 points

2nd in class 8 points 3rd in

class 6 points 4th in class

5 points 5th in class 4

points 6th in class 3

points 7th in class 2

points

To all other classified participants: 1 point

For subclasses with one or two participants

1st in class 5 points

2nd in class 4 points

In the event of disqualification, this will be considered as not having finished and no points will be awarded.

Drivers who share the same car for the entire event are considered one participant.

The points will be added up per participant to determine the results for the overall event.

The results of the various events will not be combined into a ranking for the entire season.

5. COMPETITION CALENDAR

The race calendar is compiled by the organizer, who then submits this calendar to the KNAF for approval.

6. APPLICABLE REGULATIONS

The races (a race is the whole of (qualifying) training(s), race(s) and/or final) will be held in compliance with the current FIA Code Sportif International in particular Annexe K, the national rules of competition issued by the KNAF, as laid down in the KNAF Regulations Book 2022 and the Supplementary Regulations applicable to the event of which the races are part.

Violations may be penalized by the Race Director.

7. FINAL PROVISION

In cases not covered by these rules, the Race Director, in consultation with the Sports Commissioners, will make a decision.

Historic Auto Race Club (HARC) Secretariat:
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