



Youngtimer Touring Car Challenge / Nineties Race Car Challenge

Competition Rules 2026

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 on the KNAF website. (www.knaf.nl)

Permitted to participate are all Series production touring cars / special touring cars / sports and sport prototypes, 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. Sportscars and Sport Protos conform FIA Annexe K (2026). **A FIA HTP or ASN "Wagenpass" is not mandatory.**

These are subdivided into the following classes:

Sixties : all cars up to 1970

Seventies : 1970 – 1981

Eighties : 1982 - 1990

Sportcars and Sportprototypes : until 1989

INVITATION CLASS : Cars on invitation

Nineties all cars 1990-2000

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 2026

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

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 Europe.

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

The foundation 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. (series exists since 1993)

The committee consists from 29-01-2018 of:

Chairman: Randall Lawson, tel : +31 6 54664422, mail: info@ytcc.nl

General affairs / Press and Publicity / Ignatius de Bakker, tel : 0031 651225982 mail: info@ytcc.nl

Secretary / Registration events : Sonja Hijstee, info@ytcc.nl

Stichting Youngtimer Touring Car Challenge, Remmerdenplein 9, 1106AD Amsterdam

3. Applicable Regulations and Definitions

3.1. Regulations. Applicable are:

- 2026 Code Sportif International (CSI) of the Fédération Internationale de l'Automobile (FIA).
- KNAF general regulations as published on internet www.knaf.nl
- 2026 KNAF *Algemeen Reglement Autorensport Nationaal* 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 if possible).
- The YTCC technical regulations.YTCC 2026
- The Supplementary 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 Supplementary Regulations, 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 National (or higher grade) licence, or with a minimum National licence from another ASN.

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 Netherlands YTCC. 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 2026 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

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.

No TOBACCO is allowed on cars when mentioned in Supplementary regulations.

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: Bas Lemmens, +31 (0)6-14999343

10. Calendar / Competitions

For the competition calendar, please see www.ytcc.nl.

A competition consists at least of the following elements:

- Free practice or qualification of at least 25 minutes.
- 2-3 races of at least 25 minutes.

11. Environmental Regulations

Applicable are the KNAF Environmental Regulations 2026. www.knaf.nl

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. (Waver of Liability) 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. During competition on track the Clerk of the Course 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.



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Technical regulations 2026

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.

See also Article 1 Competition Rules 2026

TIME PERIOD

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

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 Annexe K (2026)

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.

Driver's equipment FIA Annexe L

Approved motor sport helmet / balaclava / racing overalls / gloves / underwear , an H.A.N.S, device is MANDATORY.

Driver's seat: FIA Appendix K

Fitting of a racing seat homologated by the FIA. Seat may **not exceed date** on label FIA.

Safety belts : FIA Annexe K5.15

Note: Safety belts must not be out of date according to the date shown on them.

Roll cage: FIA Annexe K5.13

Mandatory roll cage that at least complies with the safety conditions in the FIA Code Sportif Historic Competition 2026 Annexe K5.13.

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

Fire extinguishers: FIA Annexe K5.7

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. An automatic extinguisher system may replace the manual extinguisher.

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.

From 2026 all Touring Cars and GT Cars need a window net. **Excluded are Open race cars, Sportscars and Sports Prototypes.** If its really not possible to mount a safety net than the driver needs to use an arm restraint (SFI 3.3)

Fuel cells : FIA Annexe K5.5. Standard fitted gasoline tank or FIA Safety tank with certificate.

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. The internal diameter of the towing eyes must be at least 60 mm. FIA Annexe K 15.8.1.

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 / right 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 Annexe K 5.3

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. Extra FIA Rainlight is mandatory and must be fitted in the rear middle of the car.

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.

- 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 2 L; for larger engines, the collection tank must be at least 3 L. FIA Annexe K5.8

NOISE / Exhaust

The organiser is authorised to impose additional noise restrictions with immediate effect. 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.

TRANSMISSION / SUSPENSION/ SPRINGING/ SHOCK ABSORBERS / TYRES / RIMS

Unrestricted.

BRAKING SYSTEM

All systems must comply with the FIA Code Sportif currently in force and the applicable Safety Regulations – at all times.

COACHWORK

FREE

TIME RECORDING

The driver is personally responsible for time recording/transponder. Hiring an transponder is at own cost.

YTCC Technical Inspectors

Bas Lemmens: Licence KNAF: 36022

Final provisions

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

These regulations are in force as of 01-01-2026

For further information please see our website www.ytcc.nl or www.knaf.nl

Approved by KNAF / BSA under Permit 0315.25.093