

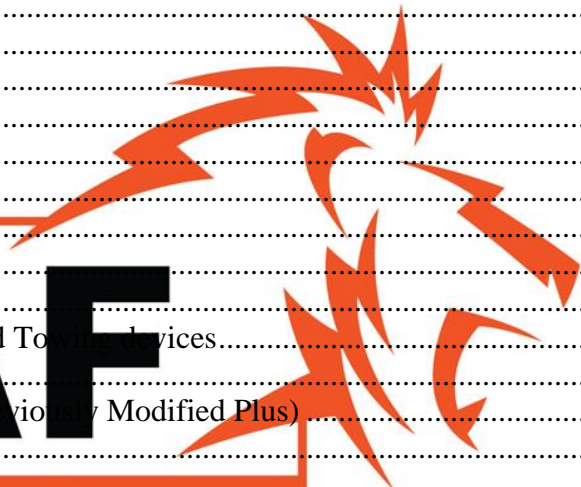
Regulations  
ARC  
-Alfa Romeo Challenge-  
2017



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# I. GENERAL REGULATIONS

## 1. Introduction

***The ARC Series is a series of trophy races organised and administered by ARC in conjunction with an Event Organiser and in accordance with the General Prescriptions of the KNAF, and these Regulations.***

***These events do not constitute any form of a championship but is an aggregation of stand alone events with no point scoring system and there will be no end of season overall class winners or champions.***

The ARC is a non-championship race series, operating under the FIA International Sporting Code and Appendices. By registering, a participant agrees to comply with all regulations, as well as instructions given by the officials.

ARC is established to provide the owners of Alfa Romeo racing cars with the opportunity to participate in amateur motor sport.

It is of crucial importance that all participants respect the other drivers and their cars.

## 2. Organization

ARC is the promoter of the races for the ARC, determines the regulations, as well as the race calendar. The ARC Management consists of:

- Bart den Hartog – Communication with drivers and PR  
Vestindijk 1  
2141NW Vlieland  
[b.denhartog@quicknet.nl](mailto:b.denhartog@quicknet.nl)  
06-8111121

- Frank de Hek – Driver administration & finance  
Prinseneiland 69c  
1013LW Amsterdam  
[frankdehek@hotmail.com](mailto:frankdehek@hotmail.com)  
06-18792808

- Peter Rikken – Communication with race organisations  
Twelloseweg 5  
7419BJ Deventer  
[pf.rikken@meilink.eu](mailto:pf.rikken@meilink.eu)  
06-51157589

## 3. Application and Registration

All drivers must register for the ARC by returning the “ARC Registration Form” and pay the appropriate annual fee for the chosen pack of events. The ARC will provide registration forms. Registration will only be final after payment has been received. In case there are too many applications for an event the order of payments will determine order of registration and entry into the event.

By registering and paying the (annual) fee, the participant declares to abide by all applicable regulations.

The participant also declares that the car complies fully with all regulations and is suitable for competition.

ARC’s written approval is needed in case participants intend to share their car with other drivers during the season.

## 4. Required License

Participants must have a current and valid KNAF EU/Nationaal (or higher grade) driver's licence or a comparable licence issued by another EU ASN for meetings outside the territory of this other ASN in EU member states (for instance a MSA National A licence).

Drivers from outside the EU or comparable countries by decision of the FIA need (a) special authorization(s) or approval of their own ASN (FIA ISC Art. 2.6 and 3.9).

## 5. Relevant Rules and Committee

The races will be held according to the 2017 FIA regulations and the national rules for competition. Applicable rules in ranked order:

- the FIA International Sporting Code (ISC) 2017 and Appendices;
  - the regulations of the "KNAF Autosport Jaarboek (ASJ) 2017" in particular:
    - Organisatie Reglement Autorensport;
    - Algemeen Reglement Autorensport Nationaal A;
    - Wedstrijdreglement Autorensport Nationaal A.
  - the regulations enforced by the national motor sport authorities (ASN) and or local organisers;
  - these "Regulations ARC 2017".
- The ARC might publish additional rules not later than 10 days prior to the applicable event by means of the Supplementary Regulations.

## 6. Cars Admitted

Participation in ARC is only allowed with Alfa Romeo's that have a series production start date prior to January 1st, 1984, and of which at least 5000 were produced in series, and which have received approval by ARC. The Alfa Romeo Competition may request a special approval of the car to verify the car's specifications. In certain cases the ARC might be asked to plead for an exception to the rules. This may happen for certain models, such as Alfa Romeo's 3000 cc (Alfa Romeo's 3000 cc) Polar, Magato's, 75 IMSA, Evoluzioni etc. See Appendix A for details. The request must be filed in writing to ARC. Only after ARC's written consent such a car may participate in an ARC subclass. See Appendix B for an overview of special approvals which have been granted for certain driver-car combinations.

Class 2 is only open for vehicles of which the original production number starts with "105", for example: Alfa Romeo Giulia, Alfa Romeo Giulia Super, and Alfa Romeo Giulia Super Nuova, Alfa Romeo GT 1300 and 1600, Alfa Romeo GTV 1750 and 2000, Alfa Romeo GTA, Alfa Romeo Giulia Sprint Veloce, Alfa Romeo Spider, Alfa Romeo Berlina, etc.

## 7. Class Division

The ARC will be run in four subclasses using start numbers as follows:

Class 2: 1 - 30

Class 3: 31 - 60

Class 4: 61 - 79

Class 5: 80 - 99

Every subclass should have at least five cars starting the race. If less, these cars will be competing in the higher class. The higher class for the Class 2 is Class 3. The higher class for the Class 3 is Class 4. The higher class for Class 4 is Class 5. To determine the relevant cylinder content, a turbo factor of 1.7 for petrol engines, 1.5 for diesel engines is applicable.

## 8. Technical Scrutineering

The technical committee (TC) of the event organiser will perform the technical scrutineering. It is the intent of the ARC to organise races with a starting field that is both technically and visually appropriate.

## 9. Competition Regulations

Cars may participate in the classes “Class 2”, “Class 3”, “Class 4”, or “Class 5”, as defined in the following Technical Regulations. Within these four subclasses drivers will be racing for position within their own class. In case the difference of the racing pace among competitors within a class is too much, or the difference is too much from other subclasses the ARC may decide to take restricting measures such as increasing the weight of one or more cars or prescribing inlet restrictors.

## 10. Starting Numbers & Advertising

During official practices and races, the car must be equipped with starting numbers. These must be affixed to -and be clearly visible on- both doors and the hood of the race cars. The driver's name must be applied to the bottom of the rear side windows, the maximum height of the name sticker is 10 cm. The ARC may require colour coding on the front and side windows to identify the subclass division. Each participating car also requires a sticker with text determined by the ARC across the top of the front windshield.

The ARC is allowed to obtain class sponsorship. The ARC can determine space on the car that must be available to obligatory advertising by general sponsors. This obligation will be published in an addition to the rules. In the case of a class sponsor being in conflict with a driver's sponsor, the driver cannot refuse the class sponsor.

Non compliance with rules regarding class sponsoring, mandatory markings, text or graphics on cars or with regulations regarding start numbers may be penalized by exclusion from the participant from the event or by not awarding any points for the event. These penalties can be given at the discretion of the ARC.

## 11. Driving

Regarding driving conduct Appendix L of the FIA ISC will apply and for Dutch events also the code of driving conduct in Wedstrijdreglement Autorensport Nationaal A ASJ and Sectieboek 2017.

## 12. Calendar

The date and place meetings for the 2017 season will be announced by ARC separately and also published on the ARC website.

## 13. Timing

To record a time, a driver must use a proper timing AMF race kit. A timeponder is obligatory. Failure to do so may result in a penalty fine and no timing results.

## 14. Language

This English version of these Regulations is the official text. If a translation is made into any other language, such translation shall be solely for the convenience of the parties.



## II. TECHNICAL REGULATIONS GENERAL

It should be clearly understood that everything in the following texts, which is not explicitly allowed, is forbidden. The Technical Regulations for the subclasses have been separated to enable competitors to identify more easily which provisions are permitted or prohibited in each group. Except where these Regulations specifically permit otherwise, all components must be externally identifiable as being of Alfa Romeo manufacture or fitted as original Alfa Romeo equipment to vehicles of the brand Alfa Romeo.

Participating cars must comply with these as stated in this section. Where no explanation or definition in these rules has been determined, the definitions and rules of the FIA categories below will apply:

- FIA ISC, Appendix J, Article 252, General Rules for Production Cars;
- FIA ISC, Appendix J, Article 253, Safety regulations; All cars built before 01-01-1994 must comply with the Safety Regulations of article 253.8 FIA CSI Appendix J, 1993 for the roll cage only!
- FIA ISC, Appendix J, Article 255, Special Rules for Production Cars, Group A.

Again, any changes that are not mentioned explicitly are not permitted.

Cars that do not comply in full with the technical regulations (other than the Safety Regulations) have to ask the ARC for special authorization to participate in the event.

All cars that do comply with these rules but with cylinder contents that exceed 3000cc will automatically be classified as Class 5 contenders.

The following articles 15-23 are applicable to all participating cars.

### 15. Fuel tank and fuel

A FIA F13-1999 approved safety fuel tank may replace the original fuel tank in case the original fuel tank is located behind the rear axle and is not certified. If this is the case, the F13-1999 tank must be shown on request.

The fuel filler must comply with the regulations.

All cars with a fuel tank vent or neck passing through the cockpit must be equipped with a non-return valve horizontally mounted on the vent. This valve must be of the type with one or two flaps, must be installed in the filler neck on the tank side.

The filler neck is defined as being the means used to connect the fuel filler hole of the vehicle to the fuel tank itself.

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### 16. Exhaust

The exhaust system may be replaced by a non-original system.

Exhausts must exit outside the plan of the vehicle and may not pass through the bodywork.

The measures and construction of the exhaust pipes and mufflers may be changed, if attached adequately, and on condition that it meets the noise requirements under all circumstances.

The use of a catalytic converter is obligatory for all participating cars. This must be mounted as close as possible to the exhaust manifold.

### 17. Noise Regulations

The demands with regard to noise levels as stated in the local and or organizers' Supplementary Regulations or else in the regulations of the local ASN are applicable. Usually noise regulation allow no more than 88 dB (A). Governmental or environmental regulations will always prevail. (See the Supplementary Regulations of the Meeting).

### 18. Steering System

Power steering equipment may be removed.

## **19. Tyres**

Brand and style of tyres are not regulated; race "slicks" are permitted. If class sponsorship is obtained, the brand of tyres may be regulated by the ARC.

## **20. Electric's**

In compliance with article 255.5.8 Appendix J FIA ISC. Mounting of an electronic ignition system is also permitted. The lighting system has to be in full working order except for the license plate light.

## **21. Cooling System**

Mounting mesh screening in front of the radiator is permitted, under the condition that this cannot serve as an extra cooling unit.

## **22. Safety Issues: Roll cage / Window net and Towing devices**

For all cars build before 01 January 1994 the regulations for the roll cage in FIA Appendix J Art. 253.8 may be of 1993 origin. Roll cages build to later specifications are recommended.

All cars must be equipped with an appropriate window net as prescribed in FIA Appendix J Art. 253.11. Only one towing device for the front and one for the rear of the vehicle is allowed, (so two per car) these may not protrude from the vehicle's perimeter and must have a minimum interior diameter of 60 mm.

## **23. Undercarriage Clearance**

The car height is not regulated, as long as no part of the undercarriage touches the ground when one or more of the tires are without air pressure.





### III. TECHNICAL REGULATIONS Class 5 (previously Modified Plus)

#### 24. Engine

An Alfa Romeo engine must be used, on which any modifications are permitted. Engine modifications are unrestricted provided that the type of engine for that model is not altered.

Changing the brand, type and material of pistons, piston rings, connecting rods, crankshaft, valves, valve seats, valve springs and camshafts is permitted as well as dry sump lubrication.

Changing the location of the engine is not permitted and must remain as standard.

Oil/water cooling, induction systems, exhaust systems, ignition systems and fuel delivery systems are not limited.

The maximum cylinder content (including a factor of 1.7 for turbocharged petrol engines, 1.5 for diesel engines) is 5000cc.

The number of cylinders must remain the same as the original.

Only cars that were originally equipped with a turbocharger may have one. The original number of turbo's present cannot be changed.

An injection system may be replaced by a carburettor/atmospheric system and vice-versa

#### 25. Transmission

All cars must be fitted with a gearbox including a reverse gear which must be in working order when the car starts the event, and be able to be operated by the driver when he is normally seated.

Transmissions may be subject to any modification that does not alter the location or type of transmission for that model.

The gear box, clutch, final drive ratios and number of forward gear ratios are free.

Limited differentials may be fitted when not already standard.

Four wheel drive systems are permitted unless fitted as standard on that particular model.

Sequential gear configurations are allowed.

#### 26. Suspension

The suspension must be of standard fixations unless specified. The original suspension method is retained (e.g. Alfetta: De Dion rear, AlfaSud/33: Beam axle rear / MacPherson Strut front).

The wheelbase must remain standard and track width may be increased with 10 centimetres on each side provided wing extensions cover the wheels and tires. In addition, the maximum track width measured at the heart of the wheel may not exceed 180 centimetres at any time.

#### 27. Brakes

All cars must be equipped with a separated braking system.

Measurement and brand of brake discs is not regulated, if fitting within the wheel diameter.

Carbon brake discs are not allowed.

The placement of the brake discs may be changed.

Brake pads are not regulated.

Flexible brake fluid lines are allowed, the type and number of calipers is not regulated.

Protection plates of brakes can be changed or removed.

The addition of one flexible pipe per wheel, to lead air to the brakes, is allowed also via the interior space of the car.

The inner diameter of this pipe cannot be wider than 10 centimetres and may not, seen from above, protrude from the body.

The type and location of the brake pressure regulator is not regulated.

The pedal box is unrestricted.

## 28. Wheels

Wheels sizes are unrestricted. The wheels and tires must be housed within the bodywork.

For attachments of wheels modifications according to article 255.5.4 Appendix J (use of central wheel nuts) are allowed.

The spare tire and tools must be removed out of the car.

Competitors must ensure that wheels are suitable for racing purposes and should be inspected regularly.

## 29. Body

Noise reducing material, dashboard, and protection plates under the car floor, front and rear axle may be removed.

Door panels are not regulated; however, there must be a safe form of door panelling on the driver's side door. Sharp edges must be protected carefully to avoid injuries.

The side windows and rear window may be replaced with polycarbonate; the mechanism of the side windows is not regulated.

The use of aluminium or plastic outer body parts is also allowed, inner body parts must remain as original. No change from the standard silhouette is permitted except for rear spoilers, front splitters, skirts and side extensions of a maximum 10 centimetres per side.

## 30. Car weight

In Class 5 the minimum weight of a vehicle is determined as stated below;

	2-valve	4-valve
Up to 2000cc;	850kg	950kg
Up to 2000cc (boxer)	825kg	900kg
From 2000cc up to 2500cc;	900kg	975kg
From 2500cc up to 3000cc;	970kg	1045kg
From 3000cc up to 3000cc	1000kg	105kg

Adjustment rule;

Sequential seating;

The car weight will always be determined on the dry weight of the vehicle, including fuel.

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## IV. TECHNICAL REGULATIONS Class 4 (previously Modified 3000)

### 31. Engine

Only normally aspirated V6 Alfa Romeo engines with a maximum of 4 valves per cylinder may be used. Engine modifications are unrestricted provided that the type of engine for that model is not altered. Changing the brand, type and material of pistons, piston rings, connecting rods, valves, valve seats, valve springs and camshafts is permitted.

The maximum cylinder content is 3000cc.

The number of cylinders must remain the same as the original.

Changing the location of the engine is not permitted and must remain as standard.

Oil/water cooling, induction systems, exhaust systems, ignition systems and fuel delivery systems are free.

An injection system may be replaced by a carburettor/atmospheric system and vice-versa. Throttle body based injection systems are not allowed (M+).

### 32. Transmission

All cars must be fitted with a gearbox including a reverse gear which must be in working order when the car starts the event, and be able to be operated by the driver when he is normally seated.

Transmissions may be subject to any modification that does not alter the location or type of transmission for that model.

The gearbox, clutch, final drive ratio and number of forward gear ratios are free.

Limited limited differentials may be fitted where not already fitted.

Four wheel drive systems are not permitted. If fitted must be standard on that particular model.

### 33. Suspension

The suspension may be modified according to article 255 Appendix J.

The wheelbase must remain standard.

The track width has a maximum tolerance of plus or minus 5 centimetres.

Coil springs, dampers, struts, shock absorbers and torsion bars may be removed.

### 34. Brakes

All cars must be equipped with a separated braking system.

Measurement and brand of brake discs is not regulated, if fitting within the wheel diameter.

Carbon brake discs are not allowed.

The placement of the brake discs may be changed for Transaxle models (75, Alfetta, Giulietta) where rear brakes may be moved from the gearbox to the wheel hubs. .

Brake pads are not regulated.

Flexible brake fluid lines are allowed, the type and number of callipers is not regulated.

Protection plates of brakes can be changed or removed.

The addition of one flexible pipe per wheel, to lead air to the brakes, is allowed also via the interior space of the car.

The inner diameter of this pipe cannot be wider than 10 centimetres and may not, seen from above, protrude from the body.

The type and location of the brake pressure regulator is not regulated.

The pedal box is unrestricted.

### **35. Wheels**

A maximum wheel diameter of 17 inches and a maximum width of 9 inches apply, all other wheel sizes require written ARC TC approval.

The wheels and tires must be housed within the bodywork.

For attachments of wheels article 254 Appendix J applies to all cars.

The spare tire and tools can be removed.

Competitors must ensure that wheels are suitable for racing purposes and should be inspected regularly.

### **36. Body**

Noise reducing material, dashboard, and protection plates under the car floor, front and rear axle may be removed.

Door panels are not regulated; however, there must be a safe form of door panelling on the driver's side door. Sharp edges must be protected carefully to avoid injuries.

The side windows and rear window may be replaced with polycarbonate; the mechanism of the side windows is not regulated.

The use of aluminium or plastic outer body parts is also allowed, inner body parts must remain as original. No change from the standard silhouette is permitted.

### **37. Car weight**

In class 4 the minimum weight of a vehicle is determined as stated below;

12V up to 3000cc	970kg
24V up to 3000cc	1050kg

The car weight is always determined with the driver in the vehicle, including fuel.

## **V. TECHNICAL REGULATIONS Class 3 (previously Modified 2000)**

### **38. Engine**

Only normally aspirated 4-cylinder in-line Alfa Romeo engines with a maximum of 2 valves per cylinder or 4-cylinder boxer Alfa Romeo engines with a maximum of 4 valves per cylinder may be used.

Engine modifications are unrestricted provided that the type of engine for that model is not altered.

Changing the brand, type and material of pistons, piston rings, connecting rods, valves, valve seats, valve springs and camshafts is permitted.

The maximum cylinder content is 2000cc.

The number of cylinders must remain the same as the original.

Changing the location of the engine is not permitted and must remain as standard.

Oil/water cooling, induction systems, exhaust systems, ignition systems and fuel delivery systems are free.

An injection system may be replaced by a atmospheric/atmospheric system and vice-versa.

### **39. Transmission**

All cars must be fitted with a gearbox including a reverse gear that must be in working order when the car starts the event, and be able to be operated by the driver when he is normally seated.

Transmissions may be subject to any modification that does not alter the location or type of transmission for that model.

The gearbox, clutch, final drive ratio and number of forward gear ratios are free.

Limited slip differentials may be fitted where not already standard.

Four-wheel drive systems are not permitted unless fitted as standard on that particular model.

## 40. Suspension

The suspension may be modified according to article 255 Appendix J.

The wheelbase must remain standard.

The track width has a maximum tolerance of plus or minus 5 centimetres.

Coil spring damper units may be used and original torsion bars or coil springs may be removed.

## 41. Brakes

All cars must be equipped with a separated braking system.

Measurement and brand of brake discs is not regulated, if fitting within the wheel diameter.

Carbon brake discs are not allowed.

The placement of the brake discs may be changed for boxer engine models, as well as for Transaxle models (75, Alfetta, Giulietta) where rear brakes may be moved from the gearbox to the wheel hubs. .

Brake pads are not regulated.

Flexible brake fluid lines are allowed, the type and number of callipers is not regulated.

Protection plates of brakes can be changed or removed.

The addition of one flexible pipe per wheel, to lead air to the brakes, is allowed also via the interior space of the car.

The inner diameter of this pipe cannot be wider than 10 centimetres and may not, seen from above, protrude from the body.

The type and location of the brake pressure regulator is not regulated.

The pedal box is unrestricted.

## 42. Wheels

A maximum wheel diameter of 16 inches and a maximum width of 7,5 inches apply, all other wheel sizes require a special permit.

The wheel centres must be square with the bodywork.

For attachment of wheels article 255 Appendix J applies to all cars.

The spare and tools must be removed.

Competitors must ensure that wheels are suitable for racing purposes and should be inspected regularly.

## 43. Body

Noise reducing material, dashboard, and protection plates under the car floor, front and rear axle may be removed.

Door panels are not regulated; however, there must be a safe form of door panelling on the driver's side door. Sharp edges must be protected carefully to avoid injuries.

The side windows and rear window may be replaced with polycarbonate; the mechanism of the side windows is not regulated.

The use of aluminium or plastic outer body parts is also allowed, inner body parts must remain as original. No change from the standard silhouette is permitted.

## 44. Car weight

In Class 3 the minimum weight of a vehicle is determined as stated below;

	2-valve	4-valve
Up to 2000cc;	850kg	950kg
Up to 2000cc (boxer)	825kg	900kg

The car weight will always be determined with the driver in the vehicle, including fuel.



## VI. TECHNICAL REGULATIONS Class 2 (previously Modified Classic)

### 45. Engine

Only normally aspirated Alfa Romeo 4-cylinder "Nord" engine with a maximum of 2 valves per cylinder and 1 centre spark plug hole per cylinder may be used.

Engine modifications are unrestricted provided that the type of engine for that model is not altered.

Changing the brand, type and material of pistons, piston rings, connecting rods, valves, valve seats, valve springs and camshafts is permitted.

Changing the location of the engine is not permitted and must remain as standard.

Oil/water cooling, induction systems, exhaust systems, ignition systems and fuel delivery systems are free.

The maximum cylinder content is 2000cc.

The number of cylinders must remain the same as the original.

An injection system may not be used.

### 46. Transmission

Transmissions may be subject to any modification that does not alter the location or type of transmission for that model.

All cars must be fitted with a gearbox including a reverse gear which must be in working order when the car starts the event, and be able to be operated by the driver when he is normally seated.

The gearbox, clutch, final drive ratio are free.

The number of forward gear ratios is limited to five.

Limited slip differentials may be fitted where not already fitted.

Four wheel drive systems are not permitted and are fitted as standard on that particular model.

Sequential configurations are only allowed in Class

### 47. Suspension

The suspension may be modified according to article 255 Appendix J.

The wheelbase must remain standard.

The track width shall be within the range of plus or minus 50 millimetres.

Coil spring damper units may be used.

So-called "sliding blocks" are not allowed.

### 48. Brakes

All cars must be equipped with a separated braking system.

Brake discs and calipers must be standard.

The placement of the brake discs may not be changed.

Brake pads are not regulated.

Flexible brake fluid lines are allowed.

Protection plates of brakes can be changed or removed.

The addition of one flexible pipe per wheel, to lead air to the brakes, is allowed also via the interior space of the car.

The inner diameter of this pipe cannot be wider than 10 centimetres and may not, seen from above, protrude from the body.

The type and location of the brake pressure regulator is not regulated.

### 49. Wheels

A maximum wheel diameter of 15 inches and a maximum width of 7 inches apply, all other wheel sizes require written ARC TC approval. The wheels and tires must be housed within the bodywork.



For attachments of wheels article 254 Appendix J applies to all cars. The spare tire and tools can be removed. Competitors must ensure that wheels are suitable for racing purposes and should be inspected regularly.

## 50. Body

Noise reducing material, dashboard, and protection plates under the car floor, front and rear axle may be removed.

Door panels are not regulated; however, there must be a safe form of door panelling on the driver's side door. Sharp edges must be protected carefully to avoid injuries.

The side windows and rear window may be replaced with polycarbonate; the mechanism of the side windows is not regulated.

The use of aluminium or plastic outer body parts is also allowed, inner body parts must remain as original. No change from the standard silhouette is permitted.

## 51. Car Weight

In Class 2 class the minimum weight of a vehicle is determined as stated below;

Up to 2000cc: 875kg

Wide-body Bertone models; +25kg

The car weight will always be determined with the driver out of the vehicle, including fuel.

## Appendix A

In Modified – 2000cc subclass the following models and configurations are allowed to participate; 105 with TS engine, 155 2.0, and 156 Cup race cars as built by N-Technology and used in the Challenge series are eligible.

In Class 2: 7 GTA models, as well as the 155 2.0 W (C) models are eligible.

## Appendix B

The following cars have received special approval to participate in the mentioned subclasses;

Class 5:

Alfa Romeo 155 STW (driver Paul Nieuwenhuis)

Class 3:

Alfa Romeo 33 with modified (independent) rear suspension (driver Louis Hutzeson).



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