

Supersixties

CLASSIC RACING LEAGUE



SuperSixties Sporting and Technical Regulations 2026

General

Name:

'SuperSixties'

Status:

National Single event Competitions

Foreword

'SuperSixties' is organized and promoted by 'Vereniging NKHTGT' (Association NKHTGT) in cooperation with a local ASN Approved Organizer. The admitted cars are pre '66 touring cars, GT's and GT prototypes (FIA Appendix K periods E (1947-1961 and F (1962 - 1965)), Cars must comply with FIA appendix K regulations, with due observance of the exceptions specified in these regulations.

'SuperSixties' is comprised of a set of races which will be held within the framework of individual Competitions. 'SuperSixties' 2026 consists of six Events. In each Event a single competition is held consisting of one or two races.

The competitions in 'SuperSixties' are organized in conformity with the provisions of the FIA's 2026 International Sporting Code and its appendices (the Code), the FIA's 2026 General Prescriptions and the KNAF Reglementen Boek 2026 (KRB) and the Autorensport Reglement Nationaal (ARN) or other ASN applicable National regulations. It will be run in conformity with these Sporting and Technical Regulations, the latter being aligned with the safety and technical prescriptions of the FIA's Appendix K.

Contact details

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Part 1: Sporting Regulations

1 Introduction

'SuperSixties' is carried out according to the provisions of the FIA International Sporting Code and its appendices (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 sporting regulations and the technical regulations of 'SuperSixties' 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 Competitions

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

2.2 Name of the Parent ASN

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

2.3 ASN visa / approval number

These sporting and technical regulations have been approved by the KNAF.

2.4 Name of the organizer / promoter, contact details (permanent office)

Vereniging NKHTGT (association NKHTGT)
c / o Catharina van Clevelaan 34
1181 BH Amstelveen
The Netherlands
Email: info@supersixtiesracing.com
website: www.supersixtiesracing.com

2.5 Composition of the organizing committee

- Roelant de Waard (president)
- Jan-Bart Broertjes (secretary/liaison officer)
- Hemmo Vriend (treasurer)
- Robert Hamilton of Silvertonhill (general member/liaison officer)

2.6 List of officials (permanent officials)

- See respective Supplementary Regulations
- Elisabeth van der Plas (Technical Scrutineer, KNAF licence 32498)
- Resi Abbenes (Technical Scrutineer, KNAF licence 45983)

3 Provisions and legal bases for the Competitions

3.1 General

'SuperSixties' 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 these Competitions with the changes and additions (Competitions 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 or other ASNs.
- The KNAF Reglementen Boek (KRB) or other ASN applicable National regulations.
- The Autorensport Reglement Nationaal (ARN) or other ASN applicable National regulations.
- These Sporting and Technical regulations.

3.2 Official language

English

3.3 Responsibility, changes to regulations, cancellation of an Event

The participants (= Entrants, 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 Cars used, unless a disclaimer of liability as meant in these regulations has been agreed.

These regulations may only be changed by the licensing body (KNAF). From the beginning of the Event, changes in the form of bulletins can only be made by the Stewards, 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.

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

Entrants with a package deal and occasional Entrants ('guest drivers') become members of Vereniging NKHTGT (association NKHTGT) for the current season by entering and paying the due fees.

4.2 Registration/ entries, entry deadline and obligation to participate

The Entrant must use the entry form issued by 'SuperSixties' as organizer to apply for admission by March 24th, 2026 (for the 2026 package deal) or two weeks before the start of an event (single entries). The organizer reserves the right to accept entries that are received within 2 weeks of the start of an Event.

The online entry form can be found on the website <https://www.supersixtiesracing.com/race-with-us/> or in Dutch: <https://www.supersixtiesracing.com/nl/race-met-ons/>

With the 'entry form', Entrants instruct and authorize NKHTGT to name in their name, entries for the Events in which competitions for 'SuperSixties' are held (provisional entry list).

NKHTGT as organizer reserves the right not to run the 'SuperSixties' competitions with fewer than 30 registered participants.

The registered package deal entrants have priority over single competition entrants to be accepted to compete.

5 Entry fees

5.1 Entry fee for the season (package deal)

The entry fee for a package deal for the 2026 season as well as a deposit (if applicable) are due according to the entry form.

The NKHTGT as organizer reserves the right to accept entries after the registration deadline as stated in the entry form. The entry form must be completed online, sent by mail to the Supersixties/NKHTGT office or to info@supersixtiesracing.com.

The right of withdrawal from the package deal entry contract (minus € 200 processing fee) is only possible until 28 days before the first day of the first 2026 Event, after which the full entry fee is due.

The accepted Entrants will receive confirmation of the registration by email. The NKHTGT as organizer reserves the right to refuse Entrants without stating reasons.

5.2 Entry fee single competitions (guest drivers)

The entry fee for a single competition is due according to the entry form; payment must be made 14 days before the Event at the latest. After this date, a € 50 handling fee will be added.

The NKHTGT as organizer reserves the right to accept entries after the registration deadline. The entry form must be completed online, sent to the SuperSixties office or to info@supersixtiesracing.com. For these late entries, a € 50 handling fee will be added. Payment must be made before the start of the Event.

Withdrawal from a single-entry contract up to seven days before the start of the Event is possible minus a € 50 processing fee. Withdrawal from a single-entry contract within seven days before the Event is possible minus a € 150 processing fee. Alternatively, a cancelled entry can be put "on hold" for a later race.

The accepted Entrant will receive a confirmation of the registration by e-mail. 'SuperSixties' as organizer reserves the right to refuse entries without stating reasons.

An entry remains provisional until the entry fee has been paid in full. Paid entries receive priority over unpaid entries

6 Licenses

6.1 Required license level

a) Driver/Entrant

A valid KNAF or other ASN issued NATIONAL Driver/Entrant (or equivalent) or higher grade License is required to participate in the 'SuperSixties' Competitions combined with the appropriate ASN authorization.

b) Entrants

Entrants who register a Driver must have a valid Entrant license from the KNAF or another ASN affiliated to the FIA.

6.2 Conditions for entrants outside their national territory

At Events with the national status, KNAF licensees and licensees of another ASN affiliated with the FIA are eligible to participate in the 'SuperSixties' Competitions.

For all Events, foreign Entrants / Drivers require the approval of their own ASN in accordance with Article 3.9.4 of the ISC.

7 Insurance; disclaimer and waiver

7.1 Insurance of the organizer / promoter

According to KNAF Reglementen Boek 2026 or other ASN applicable National regulations.

7.2 Declarations by applicants, Drivers, and co-Drivers (= participants) to exclude liability, waiver by the vehicle owner

According to KNAF Reglementen Boek 2026 or other ASN applicable National regulations.

8 Events

8.1 Calendar 2026

'SuperSixties' is comprised of a set of races which will be held within the framework of individual Competitions. 'SuperSixties' 2026 consists of six Events. In each Event a single competition is held.

Date	Event	Race Format
April 17-19	Preis der Stadt Stuttgart – Hockenheim (DE)	Qly 30' - 2x40'
May 30-31	HSCC Donington Park (UK)	Qly 30' - 2x40'
June 19-21	Historic GP Zandvoort (NL)	Qly 30' - 2x30'
August 28-30	Classic Grand Prix Assen (NL)	Qly 30' - 2x40'
September 11-13	Dijon Motors Cup (FR)	Qly 40' – 1x120'
October 3-4	Super Spa (BE)	Qly 30' - 2x40'

8.2 Maximum number of permitted vehicles

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

8.3 Competition format

- a) Free practice (optional)
- b) At least one timed qualification session
- c) - two races (min 25 minutes, max 45 minutes per race, no pitstop/Driver change)
- or: one or two races (min. 30 minutes, max. 120 minutes with mandatory pitstop/pitstops)
- or: one race (min. 30 minutes, max. 120 minutes with mandatory pitstop/pitstops) combined with one race (up to 40 minutes, with or without pitstop, to be announced in the Supplementary Regulations).
- d) The races will start with a standing start or a rolling start (to be announced in the 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.

8.4 Transponders

All participating vehicles require a transponder (depending on the system used: AMB TranX 260/Mylaps X2 or TAG Heuer Chronolec transponder) with its own ID number. Rental transponders will be available for guest Entrants/Drivers through the Event organizers.

8.5 Start numbers

Whenever possible participants will be assigned permanent start numbers for the entire season. Start numbers for guest Entrants/Drivers will be assigned by the organizer.

8.6 Participation of two drivers (team) with one Car

For each competition an entrant can form a team with one or more Drivers. In the case a Car is shared by two or more Drivers it is **mandatory that all drivers take part in the qualifying session(s)**.

A competing Car can be shared by two Drivers in two races without pitstop (each Driver races one race) or two or more races with one mandatory pitstop, or (in longer races) by one Driver more than the number of mandatory pitstops (e.g., three pitstops = max four Drivers).

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 one or more mandatory pitstops with Driver change, the team must announce which Driver will start the race and which Driver(s) will drive after the pitstop(s) in which sequence. This announcement must be made at least 90 minutes before the start of the first qualifying session, unless the Supplementary Regulations or a bulletin stipulate otherwise.

If the 'SuperSixties' Entrants compete in a race / competition in which also Entrants in another competition, championship or series compete, a classification or results will be drawn up in which only the Entrants that compete in 'SuperSixties' are presented.

9 Document control, Drivers Briefing and scrutineering

9.1 Documents

The driver / applicant must provide the following documents:

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

9.2 Time schedule document control

See the Supplementary Regulations and official notice board.

9.3 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.

9.4 Scrutineering / technical controls

Scrutineering time and place will be announced in the Events time schedule and/or Supplementary Regulations. During the technical inspection, the Entrants or persons commissioned by them must appear with the competing Car 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 at scrutineering:

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

10 Race

10.1 Use of rain tyres

Not permitted/not applicable (according to Part 2 Technical Regulations, Article 4.2).

10.2 Maximum number of people working on a vehicle and safety equipment

Not applicable.

10.3 Pit stop security and responsibility of the Entrant when starting from the pit area

A mandatory pit stop may be applicable in races with a duration of over 30 minutes.

The prescribed minimal 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. 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 and the minimal total time from the pit entry line to the pit exit line will be announced at the Drivers Briefing.

A Driver change is allowed during the mandatory pit stop(s).

A mandatory pitstop not started in this time window will be punished with a **drop of 3 positions in the results**.

The following rule applies to Drivers who fall short of pitstop time: a penalty of five seconds is applied for every second that the pitstop falls short, i.e., 5 seconds for 0,1 second up to a full second; 10 seconds for a stop that is between 1,1 and 2,0 seconds short, etcetera. Each Entrant/Driver is responsible for observing the specified time for the mandatory pit stop. The mandatory pitstop and a Driver change must be confirmed by the judges of fact by signing the Driver change card (where applicable). If there is a Safety Car or FCY phase during the mandatory pit stop window, the mandatory pit stop still must be carried out within the specified pit stop window.

Time penalties for pitstop infringements will be added to the result after the race (i.e. will not be not be enforced by means of a stop-go penalty).

Not carrying out one or more mandatory pit stop(s) will be penalized with disqualification.

11 Title, prize money and trophies

A classification overall and per class will be drawn up for each Event. Trophies may be awarded for the first three overall per race (podium) and the first three per class per competition.

There will be no accumulation of individual event classifications.

12 Protest and appeal

The FIA International Sports Regulations, the ASN Event regulations, the ASN 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:

Status: see Supplementary Regulations

Appeal deposit - payable to the National court of appeal of the approving ASN of the Event

(Protest and appeal deposits are exempt from VAT)

13 Legal exclusion and limitation of liability

1. In the event of a decision by the FIA, the ASN its jurisdiction, the Stewards 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 ASN or its sports jurisdiction as well as the agents of the ASN and the organizer.

14 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 SuperSixties, 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.

15 Special provisions

There are no other special regulations applicable.

Part 2: Technical Regulations

1 Technical regulations of the Competitions

1.1 Eligibility

In 'SuperSixties' only Cars complying with these regulations can be accepted.

1.1.1 FIA Historic Technical Passport

- a) All Cars entered must be in possession of a current valid FIA Historic Technical Passport (FIA HTP) issued by a National Automobile Club (ASN) or other national body recognised by the FIA.
- b) The FIA HTP must be provided for each Car entered and be produced at scrutineering at each Competition for which it is entered.
- c) All Entrants must submit an integral copy (hard copy or electronic copy in pdf) of their FIA HTP before their first participation in a 2026 Competition. It is the Entrants' responsibility to ensure that the copy of the FIA HTP held by NKHTGT is the copy of the current FIA HTP.
- d) By signing the registration form, all participants give explicit permission to the organizer to request a digital copy of the historical technical passport from the ASN issuing the FIA HTP.

1.1.2 Exceptions and invitation classes

- a) The competition organizer has the right to accept entries from Cars that are not yet in receipt of an issued HTP under the condition that an HTP application has been submitted to the FIA via the appropriate ASN. A copy of the submitted FIA HTP application, including proof of application must be provided to the competition organiser at the time of entering the competition.
- b) Any Car that is accepted on the basis of 1.1.2.a (of these regulations) will be accepted to run in an 'Invitation' Class and will not be eligible to score any points or receive awards.
- c) The same Car cannot be accepted for more than a 12-month period, at any competition, regardless of the organiser, under this exceptional condition. The 12-month period shall begin with the date of HTP submission by the appropriate ASN to the FIA. After the 12-month period has expired, the same car will not be accepted to race, at any competition, regardless of the organiser, without a valid HTP.
- d) The organizer may accept Cars on invitation that do not fully comply with the correct period specification but must comply with Appendix K to the FIA International Sporting Code, if the Car fits the spirit of SuperSixties, such as the discretion of the organizing board. Cars must fully comply with the applicable safety regulations.
- e) The competition organizer may accept Cars on invitation from different classes and/or periods, provided they are prepared to the correct period specification and comply with Appendix K of the FIA International Sporting Code. These Cars can only be invited if they are in the spirit of SuperSixties, such as the discretion of the NKHTGT board.
- f) Any Car that is accepted to race on the basis of 1.1.2.e (of these regulations) will be shown in an ad hoc Class and will not be eligible to score any points or receive awards.
- g) A Car without a pending HTP application may be accepted in no more than three events in 2026.
- h) Where applicable, the Entrant must provide a copy of the full FIA HTP application, and proof of application along, where required, with up-to-date Condition Testing certification and in-date fuel tank certificate.

2 Class division

The classification according to Appendix K is applied for 'SuperSixties'. The correct class division of a type of Car is stated on the HTP issued by the FIA.

2.1 Grand Touring (GT) and Competition Grand Touring (GTS) Cars

GTS Cars from period E (1947 to 1961) are classified as GT1 or GTS 1 (below 2000 cm³) and as GT 2 or GTS 2 (more than 2000 cm³).

under 1150 cm ³	E2 3	F 8
1150 – 1300 cm ³	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.

2.2 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 based on 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.

2.3 Combination of classes

For the event results of 2026 the following classes have been combined:

- GT / GTS 3, 4, 8 and 9 (period E2 and F to 1300 cm³)
- GT / GTS 5, 6 and 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)

2.4 GTP and other Cars

Grand Touring Prototypes (GTP 1 and 2), Historic Specials and Post 1946 Low volume non-homologated road-going sports/GT cars (GTP 3) (as described in FIA Appendix K as applicable on 1 January 2026, Articles 7.5 and 7.6 may participate on invitation of the organizers board only.

Cars in these GTP classes - even if the maximum has not yet been reached - can always be refused by the NKHTGT board without stating reasons.

Per Event/competition a maximum of **six Cars** of the GTP classes with an engine capacity of **less than 2.500 cm³** are allowed.

Per Event/competition a maximum of **six Cars** of the GTP classes with an engine capacity of **more than 2.500 cm³** are allowed.

2.5 Restriction on participation in GTP Class cars and other Cars that do not fit the character of the NK HTGT:

Cars from the GTP classes are only allowed on invitation of the NK HTGT board.

Cars in the GTP classes can - even if the maximum has not yet been reached - always and without stating reasons be refused by the NKHTGT board.

2.6 Permitted deviations from FIA Appendix K

The following Cars can participate in the 2026 season with the deviations from FIA Appendix K below (version valid on January 1, 2026) on invitation of the NKHTGT board:

A. Shelby GT 350 (homologation no. 191) 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 1448 mm (front and rear wheels), taking into account the tolerance of +/- 1% as referred to in Article 2.9.1.2 App VI to FIA Appendix K.
- II. Contrary to the provisions under I., the Shelby GT 350 is accepted in the 2026 season with the maximum track width as stated in the FIA homologation no. 540 of 1488 mm at the front and 1473 mm at the rear,

with due observance of the tolerance of +/- 1% as referred to FIA Appendix K, Appendix VI article 2.9.1.2.

Only Dunlop 550M15 CR65 tyres are permitted. A negative camber of more than 0 degrees is not permitted.

B. Austin/Morris Mini Cooper S (homologation number 1300)

The allowed track width of the Austin and Mini Cooper S is in deviation from the FIA homologation no. 1300 applicable track width of 1242 mm +/- 11 mm (front) set at 1264 mm, with due observance of the tolerance of +/- 1% as referred to FIA Appendix K, Appendix VI, article 2.9.1.2.

C. ISO Rivolta 300 Coupé GT (homologation number 587)

is admitted in the GTS 12 class if prepared in accordance with FIA homologation form no. 587, with the exception of the extensions to this homologation.

3 Basics of the technical regulations

- General provisions, definitions, and clarifications on the technical regulations
- These technical regulations
- Appendix K to the FIA ISC

3.1 General/Preamble

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

3.2 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 is recommended.

3.3 General provisions, permitted changes and installations

Work may be carried out that is part of the normal maintenance of the Car 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: bolts, nuts, screws, washers, spring washers, split pins on the complete Car 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.

3.4 Minimum Car weights and ballast

In accordance with FIA Appendix K. A number of Cars have a minimum weight according to the homologation that cannot be achieved while conforming to FIA Appendix K. For these Cars we use a reference weight. If a Car falls below the reference weight, which can be checked in Parc Fermé after qualifying and each race, a scrutineering investigation may be instigated to check compliance with FIA Appendix K.

Reference weights (without driver) apply for the following Car models, as stated:

- Shelby Cobra (homologation number: 79 or 115): 1.000 kg.
- Shelby Cobra Daytona (homologation number: 115): 1.075 kg
- Ford Falcon (homologation number 1250): 1.160 kg.
- Jaguar E-Type (homologation number: 100): 1.000 kg.

- TVR Griffith (homologation number: 206): 975 kg.

3.5 Safety Equipment

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

Attention: the organizer is responsible for observing and implementing any deviating or additional security regulations of the respective ASN. For this reason, the use of a window net is recommended, as well as the use of an FHR. Any additional security regulations of the respective ASN will be published in the Supplementary Regulations.

3.6 Emission regulations

In accordance with Appendix K.

3.7 Noise regulations

The maximum permissible noise limit will be announced per Event (Supplementary Regulations) and has to be obeyed at all times. Should an Entrant be excluded from the Event/competition due to excessive noise levels, no entry fee refund can be granted.

3.8 Advertising on driver equipment / competition Car and start numbers

The current FIA regulations for advertising on driver equipment / competition Cars and start numbers must be observed. The following advertising regulations apply:

- 1) Each Entrant/Driver is assigned a start number for the entire season, whenever possible.
- 2) The organizer has the right to provide compulsory advertising and sponsor branding for all participants, for instance a front windscreen banner.
- 3) The sponsor sticker(s) and other mandatory stickers must be attached to the vehicle according to the instructions.
- 4) The organizer values the fact that the general external appearance of the competing Car does not devalue historical motorsport and reserves the right to reject Cars that do not meet the requirements during scrutineering.
- 5) By submitting the entry / registration, the participant acknowledges that NKHTGT receives all rights to advertise the SuperSixties races and the sporting success without restriction in the form of words and pictures, without a separate fee payment.

3.9 Fuel

Only commercially available unleaded fuel in accordance with FIA Appendix J article 266, which corresponds to DIN EN 228 may be used.

The use of synthetic fuel is allowed. Only commercially available synthetic fuels may be used, with characteristics corresponding to FIA Appendix J article 266 and DIN EN 228, i.e. max. 102 Octane and no performance advantage over regular fuel.

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

3.10 Refuelling

No refuelling is allowed at any time in the 'SuperSixties' races or practices unless stated in the Supplementary Regulations.

4 Special technical provisions

4.1 General

In addition to the technical regulations according to part 2 of these regulations, 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.

4.2 Wheels and tyres

Only the homologated rim sizes and rim types are allowed (FIA Appendix K).

Tyres must comply with FIA Appendix K, Appendix XI articles 2.2 and 2.3 with the restriction that **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 organizers board, the organizer can specify and prescribe (an) alternative make(s)/type(s) of tyres.

4.3 Ground clearance

In derogation from FIA Appendix K, Appendix VI, article 2.9.2 the permitted minimum ground clearance for cars of GT, GTS, T and CT classes is

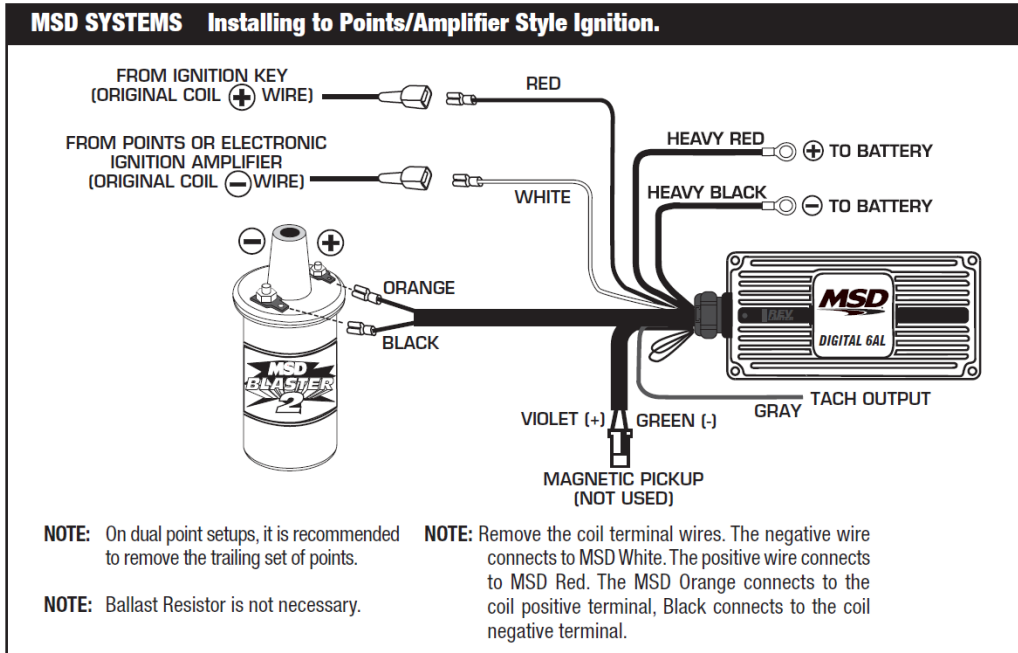
- Chassis: **100 mm**, with exception of parts of the exhaust system
- Exhaust system (pipes and silencers): **70 mm**

In derogation from FIA Appendix K, Appendix VIII, article 18.3.1, the permitted minimum ground clearance for non-homologated cars (GTP's) is

- Chassis: **60 mm**, with exception of parts of the exhaust system
- Exhaust system (pipes and silencers): **50 mm**

4.4 Use of an MSD 6AL ignition control

- a) The use of an MSD 6AL ignition control is permitted, though not mandatory; only the MSD 6AL ignition control (ref: MSD PN 6425 or 6420) is permitted.
- b) The MSD device must be in a position that is accessible and visible.
- c) The permitted ignition control unit must be fitted well out of reach of the Entrant/Driver.
- d) The MSD device may be sealed by the technical delegate for the duration of the Event before the Car takes part in qualifying practice
- e) The ignition timing may only be triggered by the mechanical breaker points in the homologated distributor (see below for MSD installation instructions).
- f) Installation: connection of the MSD 6AL ref: PN 6425 for use with distributor fitted with contact breaker points



- g) Any control of the advance curve must only be RPM related and be executed only by means of the mechanical advance control in the distributor. No external control of the advance system is permitted. Any MSD ignition boxes that control advance or allow advance mapping are not permitted.
- h) A Car may only run one MSD box at any one time.
- i) A Car must use the standard wiring loom with all the original connectors as supplied by MSD. Under no circumstances must after-market connectors be used.
- j) It is mandatory for all MSD wiring to be assembled in transparent sheathing and fitted in such a way that the wiring is totally accessible and traceable throughout the entire installation.
- k) In all Cars running the MSD box, the original wiring loom between the MSD box and the distributor must be protected by a transparent sheath, allowing the technical delegate to trace the wiring. It is forbidden to remove any wires from the original MSD-supplied loom. Any unconnected wires should be suitably capped and insulated.
- l) The revolution per minute (RPM) limit on all Cars using MSD will be restricted as stated below:
 - Engine capacity > 3000 c.c. – 7000 RPM
 - Engine capacity <3000 c.c. – 8200 RPM
 - Ferrari V12 – 9000 RPM
 - BMC A-series – free
- m) Cars fitted with the MSD 6AL ignition control unit (MSD Part No.6425 or 6420) may be subject to a maximum RPM check by the SuperSixties technical delegate using the MSD universal ignition test unit (MSD Part No. 89981) to verify correct RPM limit settings. If the check is completed to the technical delegate's satisfaction, the ignition control unit will be sealed using a tamper-proof seal.
- n) No other forms of electronic ignition may be used, unless homologated in period.
- o) By way of exception, Cars utilising an MSD MSD 6AL ignition control in combination with an electronic distributor, although not considered period correct, may be accepted on an invitation basis in a maximum of three Events per season, such as at the discretion of the organizing board.

4.5 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).