



2022

SUPPLEMENTARY REGULATIONS

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ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2022 an FIA International Series of 5 races. These races will be organised according to the International Sporting Code, particularly to Appendix K, as well as to the Sporting Regulations of the FIA.

These Regulations have been approved by the FIA under organisation permit IS/14 - 2022

The official name of the series is **Sixties' Endurance**.

Official Language: Only the French text approved by the FFSA is binding

Officials

A. Permanent officials:

Peter Auto will designate the permanent officials of the series who will officiate at all races:

Panel of the Stewards

President	Emile PRADES	Lic 2247 ASA 0703
Member	TBC	TBC
Member	TBC	TBC
Race director	Patrick MORISSEAU	Lic 28737 ASA 1201
Deputy race director	TBC	TBC
Chief Scrutineer	TBC	TBC
Scrutineer	TBC	TBC
Scrutineer	TBC	TBC
Competitors Relations Officer	TBC	TBC

B. Non-permanent officials:

The following officials will be proposed by the ASN and selected by Peter Auto in conjunction with the request to organise a race:

- A Steward will be chosen from the licensed members of the ASN of the country hosting the race.
- A Clerk of the Course
- A Competitors Relations Officer

C. Scrutineers

The chief scrutineer will be in charge of the scrutineering and will have full authority over the national scrutineers (Under national ASN approval). Therefore the chief scrutineer may check and scrutineer a car/entrant at any time during the event.

ARTICLE 2 – ENTRIES

A/ Entry

- ✧ **The season entry fee (5 races) € 15 000** by down payment (= 15 €/minute) **or € 16 000** by differed payment (=16€/min) - must be sent to the Organisers before 14/02/2022
- ✧ **The race by race entries** must be sent to the Organisers at the least one month before each race (€ 3400 per race = 17 €/min)
- ✧ To be considered, entries must:
 - include the entry fee
 - include the **full color copy of the valid FIA International HTP papers**. Cars without HTP papers or for which the owner cannot demonstrate an active procurement process will be put in the invitation class and can neither be classified nor score any point, nor be on the podium.
 - include a copy of the drivers' licences
 - be sent to: Sixties' Endurance – Peter Auto - 103, rue Lamarck – F-75018 Paris – France

***The deadlines are subject to be put off. The selection of the cars is at the Organisers' sole discretion.**

The spirit of historic racing and the principles of the Gentleman Drivers should be respected both on and off track. Unrespectful behaviour can lead to the team and/or driver being punished or excluded from the Peter Auto events at any time during the year, upon Stewards' decision.

B/ Waiting list

The maximum number of cars allowed to be on track depends on each track regarding the FIA Sporting Code.

A waiting list will be set if the maximum number of cars allowed on track is reached.

The Organisation can't guarantee an entry and some space in the paddock for waiting cars.

In addition to the maximum number of cars allowed on track for the race, an additional quota of 20% of this number will be allowed to take part in free practice and qualifying session. They will be allowed to take part to the race if a competitor already entered

withdraws his car, and following the hierarchy of the waiting list. (The hierarchy in the waiting list is based on the principle of record date of receipt).

ARTICLE 3 – ELIGIBLE CARS

All cars shall conform to the 2022 FIA Appendix K requirements and **have a valid Historic Technical Passport (HTP)**.
The Organisation can allow a car to race which HTP papers are being issued

A/ Are accepted

- ✧ The cars corresponding to those which competed in the major world championship endurance races before the 1st of January 1966.
- ✧ Categories and deadlines:
 - Prototypes: Pre-1963 Over 2000cc. Rear engined prototypes are excluded.
 - Grand Tourisme : Pre-1966.
 - Pre-'63GT : Are eligible for this Trophy: GT and GTS cars homologated and raced in international or major national events like the Royal Automobile Club « Tourist Trophy » before the 31-12-1962.
 - Invitation Class : for any other car considered by the Organization to be of special historical or technical interest that cannot enter one of the classes above. Cars competing in this class will not be eligible to receive any awards or score any points after each race or for the season classification.

Cars considered and/or identified as replicas or continuations will be allowed to race at the Organisation's discretion. The Organisation will alone be able to determine whether a car should be considered a replica or continuation.

Cars considered and/or identified as replicas or continuations will automatically register in the 'Invitation' class or will be handed a time penalty to be served during the mandatory pitstop in the race.

Continuations will be identified with a "C" added to the description of the car on all official documents. The Organiser will keep the competitors in question informed upon their entry and a "C" will be shown on the entry list.

Shelby Cobras and Jaguar E-Types will be accepted to race only if their owners enter their cars for a minimum of 4 races over the season, with the possibility of a joker for one race.

Shelby Cobra Daytonas will be accepted to race only if:

- Their owners enter the car for the entire season (5 races), with the possibility of a joker of one race.
- Their owners enter another car on another Peter Auto grid for the season.

B/ Change of car during a meeting: upon Stewards' approval

Provided it has successfully undergone the technical scrutineering, a "Reserve car" can be accepted.

A written request must be submitted to the Clerk of the Course for approval from the Stewards.

If the change is accepted, the car will start from the back of the grid or at a position determined by the Race Direction.

This request must be made at least:

- 2 hours before the start of the first qualifying.
- 2 hours before the start of the second qualifying (the time from first qualifying will be cancelled)
- 2 hours before the start of the race (the car will start from the back of the grid, or at a grid spot determined by the Race Direction for security reasons).

ARTICLE 4 – TECHNICAL REGULATIONS

 See Sixties' Endurance Technical Regulations. (Appendix 1)

All cars to be presented to the scrutineers should comply with their period specification as well as their HTP specification. All competitors will have to certify and sign an "engine capacity and weight" statement.

Iso A3/C, Jaguar E Type, Shelby Cobra, Shelby Cobra Daytona, Shelby 350 GT, TVR Griffith 200 and Porsche 911 are subject to a specific regulation (available on request).

The cars may be checked at any time during the event at the discretion of the Chief Scrutineer or on stewards decision. If a car does not comply with the technical regulations or its HTP, the absence of a gain in performance will not be considered as a valid argument.

Drivers' equipment must conform to Appendix L of the 2022 International Sporting Code, including long underwear.


ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS

 **The drivers must present themselves to the administrative checks.**

The following documents shall be presented during the verification:

- ✧ FIA International Grade C minimum Drivers licence
A national highest grade licence will be accepted for entrants racing in their own country providing the licence has been issued by the organising ASN.

✧ **Valid International FIA Historic Technical Passport (HTP):**

 Nationals HTPs are not accepted.

- ✧ The stickers (race numbers, sponsors) provided during the administrative checks by the Organisers must be displayed on the car without cutting (except for justifying reasons).
- ✧ Cars with period record could ask to keep their period race numbers (if the number is available). The request has to be done at the inscription and the race numbers have to appear on the HTP.
- ✧ Any additional advertising (save the original livery of the car) must meet the FIA Appendix K Art. 2.1.9 requirement.

✧ Any other additional advertising (no save the original livery of the car) should receive the Organiser's written agreement. Entrants' brands and sponsors competing with the official sponsors of the series could be refused.

✧ **Windshield stickers are forbidden (save the original livery of the car),**

⚠ Any car found in breach of the above "advertising" regulations will not be able to start the race,

✧ Scrutineering will be considered as an implicit statement of the car's conformity and eligibility to the present regulation,

✧ All competitors will have to provide a validity certificate of the safety fuel tank(s) at the first event,

✧ A 2KG fire extinguisher will be mandatory in the paddock for every car. Any failure to present an extinguisher during the scrutineering will result in the car not being able to take part in private practice.

✧ The use of an head restraint device (RFT/FHR) like HANS is strongly recommended. It is mandatory to use narrow shoulder harness (2"/52 mm wide) only with RFT/FHR device and with appropriate helmet.

✧ Onboard cameras:

The Organization reserves the right to install one or more onboard cameras inside or outside the cars. The collected images may be used by the Organization for promotional purposes and broadcasted without the agreement of the competitor and / or drivers on social networks, websites or any other means chosen by the Organization.

The Organization reserves the right to recover the images recorded by the onboard cameras installed by the teams. The collected images may be used by the Organization for promotional purposes and broadcasted without the agreement of the competitor and / or drivers on social networks, websites or any other means chosen by the Organization.

✧ Coyote Race device:

When the Organisation considers the use of a Coyote system for the series cited in these regulations necessary, and as soon as the competitors will have been informed, a Coyote Race device will have to be mandatorily installed in each car before the start of technical scrutineering at the car's first participation of the season.

The device will be available directly via the Organisation, and retrievable at the administrative checks of each race meeting.

Each car will need to be equipped with the appropriate electrical connections to feed the device, namely a USB 2.0 socket with type A (female) and type C (male) connection, and a voltage of 5V.

The device will be positioned in the driver's line of sight. The driver will need to be able to manipulate the device without having to undo his harness.

The device will be active during all practice, qualifying and race sessions.

The Coyote Race device will inform live of all Race Direction decisions regarding the neutralisation or stopping of the race, and will warn the driver of any hazard on track, safety car intervention or Slow Zone.

The Organisation reserves the right to develop the system mid-season, the competitors will be informed.

ARTICLE 6 – CREW

✧ The spirit of historic racing must be respected at all times, it is therefore asked that the owner of the car, if he is part of the driver line-up, drives at least 50% of the duration of the race.

✧ The crew can consist of one or two drivers. In case of a two-driver crew, they will be identified as "Driver 1" and "Driver 2".

✧ A change of driver, or pit stop for single drivers, is mandatory during the race.

✧ In the case of a 2-driver crew, the car will placed on the grid according to an average taken from the best lap times set by the 2 driver (=average of the 2 best times of the crew).

✧ The driver wishing to take the start of the race will have to inform the race stewards at least 3 hours before the start of the race for the grid to be established. If no driver is declared at last 3 hours before the start of the race, the driver having set the best lap time of the crew will automatically be entered on the starting grid.

✧ If the driver taking the start is not the one entered on the grid, a penalty equivalent to a 1 one minute stop and go will automatically be applied by the Race Direction.

✧ The Organisation reserves the right to classify a driver in one or the other of these categories without justification, and that until the end of qualifying for each meeting. Drivers classified as Elite will be informed and the handicaps will be applied during the race.

✧ A time penalty will be added to the mandatory pitstop time for any car being driver by at least one driver considered as Elite.

- Owner of the car driving alone: no handicap

- Owner of the car is professional driver driving alone: no handicap

- Professional driver driving the third parties' car: 60 second handicap, no points scored in classification

- Two driver crew including 1 professional driver: 40 second handicap, points scored in classification

- Two professional driver crew: 60 second handicap, no points scored in classification

A driver considered as an Elite driving the car alone can claim a podium, but will not be able to score points for the end of year classification.

Change of driver during a meeting: upon Stewards' approval.

✧ Provided he has the proper licence and satisfied the administrative requirements, an additional driver or a change of the crew is authorised. A written request must be submitted to the clerk of the course for authorization by the Panel of the Stewards at the latest 2 hours before the start of the first qualifying.

✧ Provided he has participated in the qualifying sessions, a driver may be registered as a second driver on another qualified car. A written request must be given to the Clerk of the Course for authorisation at the latest 2 hours before the start of the race.

ARTICLE 7 – BRIEFING

✧ It is mandatory for all drivers to attend the Drivers' Briefing.

The exact timing for the pit stop (from pitlane entrance line to the exit line) will be announced during this briefing.

- ✧ Any driver missing the briefing could receive a penalty by the Race Direction and could be excluded from the starting grid following Stewards' decision.

ARTICLE 8 – PRACTICES- RACE



No aggressive or dangerous behaviour will be accepted on track!

A driver who is judged to be dangerous by the Race Direction, may be excluded from the race, and/or the following races by the Panel of the Stewards, with no refund of entry fees.

Any contact between two cars on track, at any time during the meeting, will be subject to a Race Direction's investigation. They will have the right to determine the responsible driver(s), who might be inflicted a penalty upon decision of the Panel of the Stewards. In any case the cars should be inspected again by the technical scrutineer.

However there will be no inquiry into the responsibility for the incident if it is declared as a racing incident.

The competitor responsible of the damages caused deliberately to another car may be asked by the Organization to bear the reparation costs up to 50% of the total amount.

An entrants who's car has been damaged by a driver accused of reckless driving must make their complaint to the panel of the stewards less than 2 hours after the end of the session. No claim will be accepted after this 2 hour time-scale.

Only cars and drivers that have completed the Technical and Administrative Checks will be accepted in the qualifying and race sessions. Practice sessions do not require the cars to be scrutineered.

- There will be one 40' free practice session,
- There will be one 40'-qualifying practice sessions,
- The duration of the race will be 2 hours.

➤ Non-respect of the racing line.

- During the practice: 1st breach: Warning.

2nd breach: Cancellation of the best time achieved during the concerned session.

3rd breach: Cancellation of all times achieved during the concerned session.

- During the race: 1st breach: Warning.

2nd breach: +45 seconds to the final race time.

3rd breach: +90 seconds to the final race time.

- Crossing of the white line at pitlane exit

- o 1st breach: added time equivalent to a drive through

- 2nd breach: 1 minute penalty

- o 3rd breach: Steward's decision

➤ It is forbidden to pass any car after taking the chequered flag during practice or races.

Practice: Cancellation of the best time achieved during the concerned session.

Race: +45 seconds to the final race time.

➤ It is forbidden to pass twice the chequered flag during practice or races.

Practice: Cancellation of the best time achieved during the concerned session.

Race: +45 seconds to the final race time.

➤ Due to the large underlying disparity between vehicle performance and driver skills, it is required that competitors use their mirrors.

In addition, in the case of an incident, the race trajectory will be used by the Race Direction should there be any responsibility to determine

Any questions regarding the race trajectory should be brought up during the briefing.

ARTICLE 9 – STARTING GRID

✧ It will be established according to the best time set during the qualifying session in the case of a single driver crew, or according to the average of the 2 best times set by both drivers in the case of 2-driver crew.

✧ It will be in a 2x2 in line position. Each driver must keep the line (inside or outside) he had in the formation lap until he passes the timekeeping line.

ARTICLE 10 – STARTING PROCEDURE

✧ The start will be a rolling start.

✧ The cars will leave the pre-grid and do a formation lap and stop on the starting grid. If needed, the Clerk of the Course is entitled to allow additional formation laps.

➤ 5 minutes board + Horn before the formation lap start:

➤ 3 minutes board + Horn before the formation lap start:

➤ 1 minute board + Horn = Evacuation of the grid.

➤ "30 seconds" board + Horn.

➤ Green Flag:

Start of the formation lap behind the pace car; the cars shall keep to their positions and remain in a single file one after the other in the two formed rows. When the lights of the pace car are switched off, it is forbidden to zigzag. Cars must stay in two rows.

- The cars will follow the leading car at an average of 70km/h up to 90 km/h.
- The red light will be switched on during the formation lap.
- The start of the race will be given with the green light on.

Penalty – 60 seconds per overtaken position to be added to the race time.

ARTICLE 11 – PIT STOPS – REFUELLING

➤ Speed limit in the pitlane

The speed limit in the pitlane will be announced during the Drivers' briefing.

- Penalties:

a) Free Practices:

- * 1st infringement: a 30-second stop in the Stop and Go zone, engine running
- * 2nd infringement: a 2-minute stop in the Stop and Go zone, engine switched off
- * 3rd infringement: At the Panel of the Stewards' sole discretion (possible exclusion).

b) Qualifying Practices:

- * 1st infringement: Cancellation of the best time achieved during the concerned session.
- * 2nd infringement: Cancellation of all times achieved during the concerned session.
- * 3rd infringement: At the Panel of the Stewards' sole discretion (possible exclusion).

c) Race:

- Speed \leq 10km/h: time equivalent to a drive through
- Speed $>$ 10km/h \leq 15km/h: 1min penalty
- Speed $>$ 15km/h: 1min30' penalty

➤ 120' Race:

Driver change or mandatory pit stop. The driver change or mandatory pitstop must take place after the 45th (45m:00s) and before the 75th minute (74m:59s) of the race.

Should a driver compete on his own, he has to respect a pit stop after the 45th and before the 75th minute of the race. In the same condition. For all cars (one or two drivers) the **minimum** duration of the stop will be **five minute** + the necessary time to drive through the pitlane at the authorised speed.

For teams composed of at least one pro-driver, 40 seconds will be added to the mandatory pitstop.

This time will vary according to the visited track (different length of the pitlane and will be notified at the Drivers' Briefing. It will be calculated by our timekeepers, considering the distance between the entrance loop and the exit line. Boards will indicate these lines.

Conditions for pitstop:

- Five minute stop + time to drive through the pitlane at the maximum authorised speed.
- Cars are only allowed to stop in front of the garages zone.

Refueling : Refueling is permitted

Those refueling are to be done exclusively by the official fuel provider of the series and their technical staff. A member of each team will be allowed to assist during the refueling in order to handle the car. Therefore, the team member will have to wear all fireproof safety equipment (overall, balaclava, gloves...).

The fuel provider will be established in a secured zone approved by the Clerk of the Course.

The refueling is only allowed during the 5 minutes mandatory stop. The engine must be turned off and the driver has to undone his harness. No driver change will be allowed in the refueling zone. No other work will be allowed on the car during the refueling.

Penalties

- pit stop out of the target window = 1 lap penalty
- no stop = 4 laps penalty
- Stop shorter than the announced pit stop timing: 3 times the observed time difference

ARTICLE 12 – NEUTRALISATION - SAFETY CAR – RED FLAG

12.1 - Responsibility:

The Clerk of the Course is solely entitled to decide upon the neutralisation of the race using the "Safety-Car" procedure.

12.2 - Identification of the "Safety-Car":

a/ A "Safety-Car" is used on the racetrack;

b/ The "Safety-Car" bears on the boot and on each side a "Safety-Car" inscription

12.3 - Procedure:

12.3.1 – On the order of the Clerk of the Course, all Marshals will display waved yellow flags until the end of the "Safety-Car" intervention. Flashing yellow lights will be switched on at the starting grid and along the track;

- 12.3.2 – From the beginning of the intervention on, an "S.C." ("Safety-Car") board will be presented at each post;
- 12.3.3 – The "Safety-Car", yellow flashing lights switched on, will penetrate onto the track, preferably ahead the leading racing car. All the racing cars shall line up behind the "Safety-Car";
- 12.3.4 – All competing cars will form up in line behind the Safety Car no more than 5 cars lengths apart. Any overtaking on the track is forbidden, unless a car is signalled to do so by the Safety Car.
- 12.3.5 – The pit lane exit will be closed and reopened a few seconds after the group of cars following the Safety Car has passed the pit exit.

12.4 – Pit Stops:

- 12.4.1 – During the "Safety-Car" intervention, the racing cars are allowed to make a pit stop, but may only re-join the race when the lights at the end of the pit lane are green after the last car queuing behind the "Safety-Car" has passed.
- 12.4.2 – A car re-joining the race will catch up to the line of cars following the "Safety-Car"

12.5 – End of Intervention:

- 12.5.1 – The end of the "Safety-Car" procedure is under the Clerk of the Course's sole responsibility.
- 12.5.2 – When the Clerk of the course calls in the Safety Car, the latter will extinguish its lights. This will be the signal to the drivers that it will leave the track to the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, leave more than 5 cars lengths behind the following car. As the Safety Car is approaching the pit lane, the yellow flags and the "SC" boards at the Marshals posts will be withdrawn and waving green flags will be displayed for no more than one lap.
- 12.5.3 – Overtaking is strictly prohibited until the cars go through the green lights/flags located on the timekeeping line.
- 12.5.4 – Each lap achieved during the "Safety-Car" procedure is considered as part of the race.

Overtaking are forbidden under Safety-Car:

- ✧ Penalties:
 - Practice: 4 places grid penalty
 - Race: penalty equivalent in time to a drive-through according to pitlane length, unless Steward's decision

12.6 – Red flag:

Before the end of the second lap, and for any reason, if the race is interrupted, the red flag will be shown waved to competitors. Vehicles resumed their places on the starting grid according to the original starting grid.

After more than 2 laps and less than 75% of the race, cars stop in front of the starting line at the location indicated by the marshals, then resumed their places on the starting grid according to the classification before stopping.

In both cases, interventions on cars are only allowed to the presentation of the sign "Stop Engine" and the process resumes at the presentation of the panel "Engine".

12.7 - Yellow flag:

A waved yellow flag is shown to the drivers on the instructions of the Race Director. The yellow flag indicates a danger. It can be shown in two distinct manners:

- One waved yellow flag: Danger on the side of the track: reduce speed, overtaking is prohibited, be prepared to change direction,
- Two waved yellow flags: Danger on the track, marshals working on the track: reduce speed drastically, overtaking is prohibited, be prepared to change direction or stop.

Overtaking are strictly prohibited between the first yellow flag and the green flag waved after the incident area.

- ✧ Penalties
 - Free practice
 - 4 place grid penalty
 - Race
 - Time penalty equivalent to a drive-through (according to pitlane length), unless Steward's decision

12.8 –Full Course Yellow:

Only during practice or qualifying session:

Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Race Director will declare a Full Course Yellow period. The message FCY will be displayed on the monitors. Waved yellow flags and FCY boards will be shown at all marshal posts, at the Line and at pit exit. All cars must immediately slow down to 80 km/h (or 60 km/h if needed). Overtaking, except for safety reasons accepted as such by the Race Director or Stewards of the Meeting, is forbidden. Cars must proceed at a constant speed in single file. Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards of the Meeting and a penalty may be given. The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2. Once the problem is resolved, the track will return to Green and the information will be given on the monitors. Alternatively, should the problem not be resolved, the Safety Car may be deployed.

ARTICLE 13 – FINISH

The Chequered Flag will be presented to the leading car after two hour of race.

ARTICLE 14 – CLASSIFICATION – PODIUM

A podium celebration will take place for the scratch finishers at the end of each race:

- *The three first cars of the scratch classification.*
- *The three first cars of the Pre-'63GT classification.*
- *The three first cars of the performance index (see appendix 3).*
- *The three first cars of the -2500cc GTS/GT category*

*To be part of the classification, the car must complete at least **60% of the distance completed by the winning car.***

A prize giving ceremony will be held for the various classes at the end of the meeting

A general prize giving ceremony will be held at the end of the year.

ARTICLE 15 – AMENDMENT TO THE COMPETITION, CANCELLATION OF THE EVENT

The Organization reserves the right to undertake all necessary changes to the competition due to force majeure or for safety reasons or ordered by the authorities or also to cancel the event or individual competitions, if this is determined by extraordinary circumstances, with no refunds of entries.

DRAFT

APPENDIX 1

2022 Sixties' Endurance Technical Regulations

We would like to remind you that the cars should be raced in their original period specifications.

Period specification and conformity are the fundamentals of our races. Checks (weight, engine capacity, ride height, ...) will be done throughout the year to ensure a sporting equity for all competitors. A penalty system will allow entrants found in breach of the regulations (except for safety devices) to compete without perturbing the results. All penalties will be followed by a time limit by which the car must be put in conformity. If found in breach after this, penalties can be increased up to the disqualification of the entrant/car. For the Pre-'63GT category (GT & GTS), cars must run in the specification used prior to December the 31st of 1962. All eligible cars for the category will have to be approved by the organisers.

4.1 Tyres

Will only be accepted:

Exclusively ▶ Racing tyres with treaded pattern. All over the width.

Ex : Avon CR6ZZ, Dunlop CR65 L section 204 compound ONLY

Dunlop CR65 M section 204 compound only for Lotus Elan 26R

Rain Tyres are forbidden. Post 1981/Modern design treaded tyres are forbidden.

4.2 Engines and capacity

Cars should be presented using their period engine specification and should meet the specification of their HTP.

All cars presented in a more modern configuration than the class limit of these regulations, will be classified in the superior class or excluded if not possible.

4.3 Gearboxes and differentials

Only gearboxes with helical gears and original period synchromesh are allowed.

Quaife Helical differentials type are forbidden.

4.4 Lightings

Every car must be fitted with **period** type of lights in running order conditions (filament bulbs only, Leds or HID bulbs are forbidden).

It is mandatory for Period E cars to use a dynamo system (Alternators FORBIDDEN).

A rain light approved by the FIA (Technical List No. 19) or complying with ECE R38 road standard (or at least equivalent to standards of another country) is required. Location: rear window, tailgate, trunk lid, in the longitudinal axis of the car.

4.5 Weight

Whenever the car is checked, throughout the event, the weight should never be inferior to the homologation weight or to the weight stipulated in the Peter Auto Specific Regulations for Jaguar E Type, Cobra or ISO.

If the weight of a car is close to the minimum weight, the fuel will be removed from the car for another weight check.

Ballast may be fixed in the car to meet the target weight, provided it is a solid and visible block fixed on the floor of car and sealed by the technical scrutineer. A spare wheel can be used as ballast.

4.6 Ground Clearance

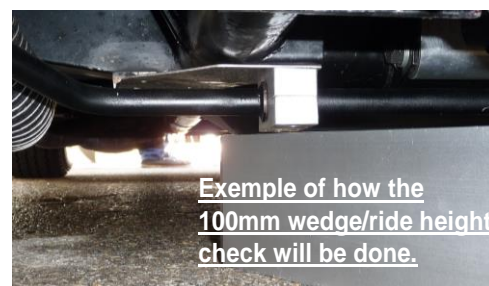
Reference : Appendix K 2022 – Appendix VII – 10.2

✧ Chassis

- GT and GTS classes : 100mm minimum, without exhaust system
- GTP and TSRC classes : 80mm minimum, without exhaust system

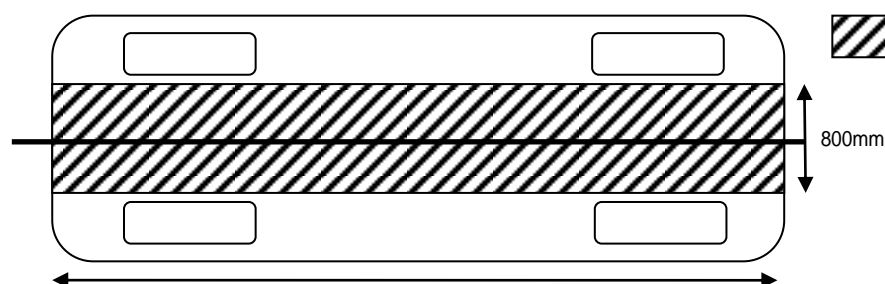
✧ Exhaust : pipes and silencers

- GT and GTS classes : 70mm minimum
- GTP and TSRC classes : 50mm minimum



Example of how the 100mm wedge/ride height check will be done.

Measurement zone:



Measurement zone :
Lenght of the car/800mm width

4.7 Sound limit

The noise of the car should not exceed the 105 dB(A) limit (with or without silencer) at three quarter of the maximum rev-limit during the whole season. The noise check will be done according to the following FIA method :

- 1- The measurement point will be situated 50cm from the exhaust pipe, at an angle of 45° from the pipe axle.
- 2- The microphone will be located at a height between 50cm and 1 meter from the ground.
- 3- The engine should run at three quarters of its maximum rev-limit.

In the case of a competitor finding it impossible to respect the enforced noise limit, it is mandatory for them to contact and inform the Organization at least a month before the event and propose a motivated and detailed alternative. The Organization reserves the right to authorize a single derogation if the alternative is understood to be justified. The competitor will be informed of the decision.

No dispensation will be handed for any breach of the noise limit.

4.8 Communication system

No communication system but pit boards between the pits and the driver will be allowed.

- Penalties:
- Practice: Cancellation of the best time achieved.
 - Race: +1 Lap

4.9 Transponder

Each car registered for the full season must be fitted with an AMB transponder.

4.10 Onboard cameras

The installation of onboard cameras is authorized but must follow the guidelines of the FFSA 2022 Technical Regulations.

Inboard camera:

The fixation must be rigid, positioned in the rear and between the seats

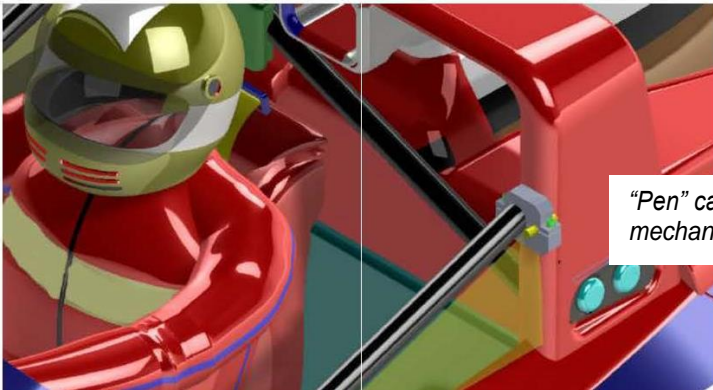


For « Pen » type cameras, it can be mounted on the front upright of the roll cage, the control unit must be fixed on the floor, behind the seats.

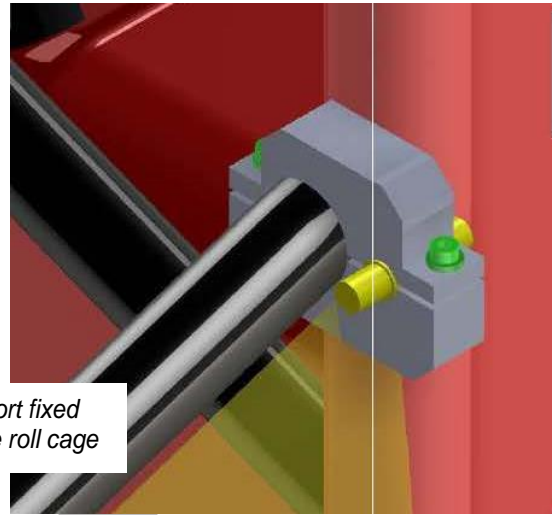


Only « Pen » type cameras will be accepted outside the car, positioned inside the perimeter of the car. Fixation must be from a mechanical type, and if a support is needed, it cannot exceed 40 mm height. Control unit must be fixed on the floor, behind the seats for touring cars or under the seats for the twin seater. Fixation must be from a mechanical type, tape or velcro are forbidden.

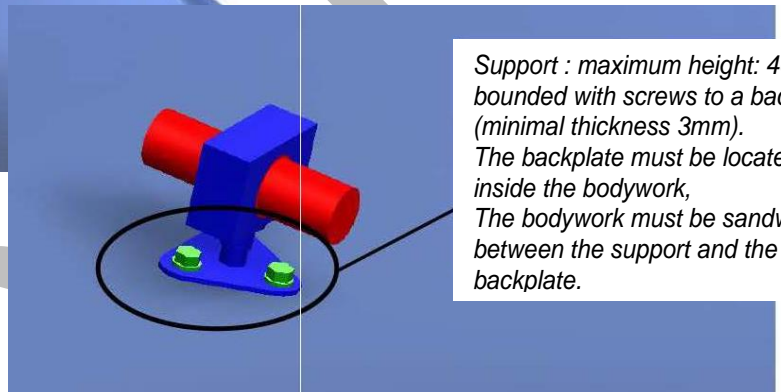
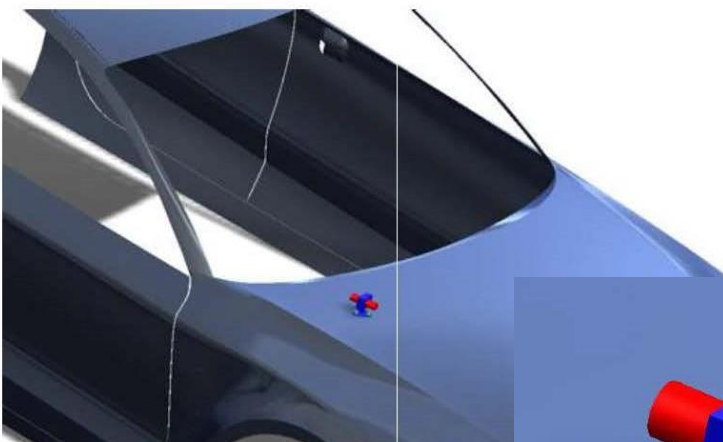
Open cars



"Pen" camera support fixed mechanically on the roll cage



Closed cars



Support : maximum height: 40mm, bounded with screws to a backplate (minimal thickness 3mm). The backplate must be located inside the bodywork, The bodywork must be sandwiched between the support and the backplate.

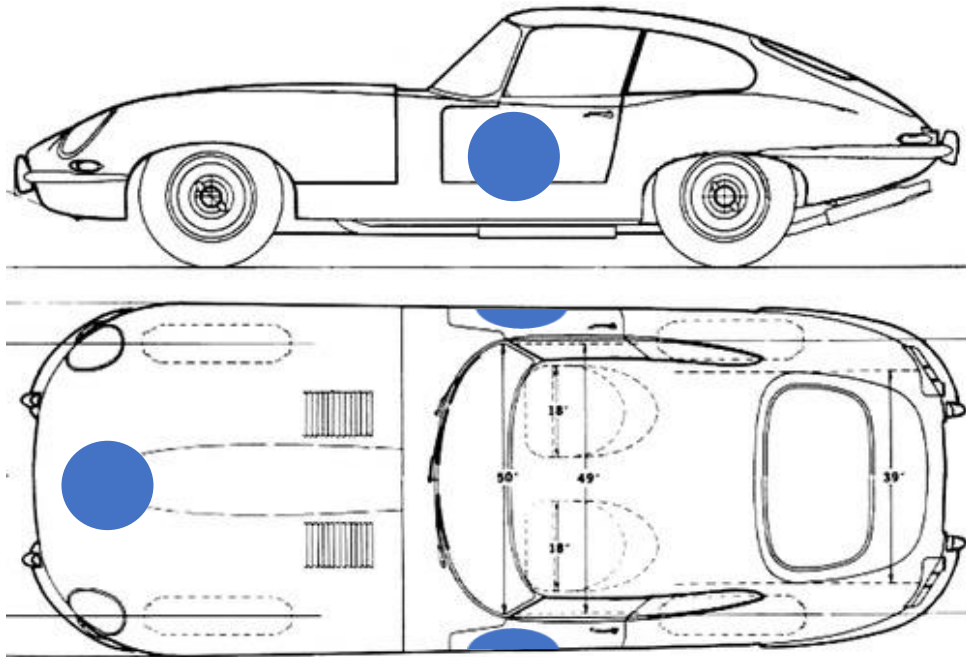
FORBIDDEN FIXATIONS



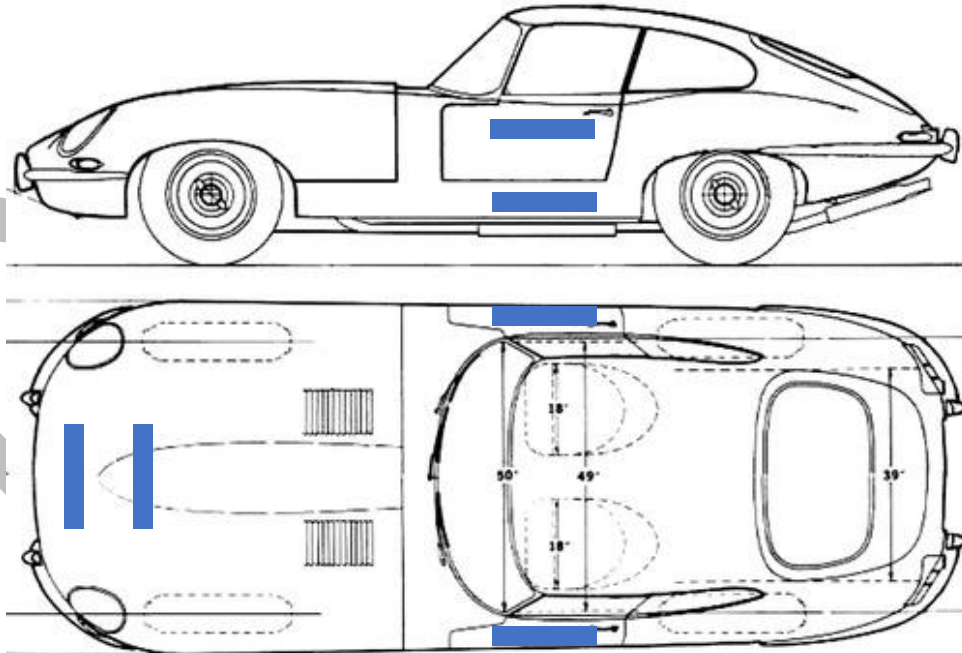
4.11 Official stickers of the grid

Stickers (race numbers, sponsors) which will be given during the administrative checks must be stick on the car respecting the following schema:

- Door bottom with race numbers and sponsors on the right side, on the left side and on the bonnet



- Band with sponsors on the right side, the left side and on the bonnet



Any competitor failing to stay within the rule would receive penalties on Stewards' Office decision.

PENALTIES BOARD – 60's 2022

All penalties cited below are the one presented in the present supplementary regulations. All of them will be applied by Race Control without notification unless they are modified by the Panel of the Stewards. Any penalty not figuring in the supplementary regulation or below will be decided to the sole discretion of the Panel of the Stewards.

Article	Description	Session	Penalty
SPORTING			
2. Entries	Non-respect of historic racing spirit		Steward's decision and can lead to exclusion
5. Advertising	Non-respect of advertising rules		Race start refusal
6. Crew	Crew composition		Crew with 1 Gentleman driver: no handicap Crew with 1 Gentleman driver: no handicap Crew with 1 Elite driver: 60 seconds handicap Crew with 2 drivers, one Elite and one Gentleman: 40 seconds handicap Crew with 2 Elite drivers: 60 seconds penalty
7. Briefing	No show		Race start refusal
8. Practices and Race	Non-respect of the racing line	Practice	1 st breach - Warning 2 nd breach – Cancellation of the best time 3 rd breach – Cancellation of all time
		Race	1 st breach - Warning 2 nd breach – +45 seconds to the final race time 3 rd breach – +90 seconds to the final race time
	Overtaking after chequered flag	Practice	Cancellation of the best time
		Race	+45 seconds to the final race time
	Twice crossing under chequered flag	Practice	Cancellation of the best time
Race		+45 seconds to the final race time	
	Crossing white line at pitlane exit	Race	1 st breach: added time equivalent to a drive through 2 nd breach: 1 minute penalty 3 rd breach: Steward's decision
10. Starting procedure	Overtaking before timekeeping line	Race	60 seconds per overtaken line
11. Pit stop	Out of pit window	Race	1 Lap
	No pit stop	Race	4 Laps
	Stop in pitlane out of garages allocation	Race	According to the panel of the stewards decision
	Pit stop short	Race	3 times the constated time difference
11.1 Speed limit/Pitlane	Speeding in the Pitlane	Practice	1 st breach – 30s stop in the stop&go zone – Engine on 2 nd breach – 2m stop in the stop&go zone – Engine off 3 rd breach - According to the panel of the stewards decision
		Qualifying	1 st breach – Cancellation of the best time 2 nd breach – Cancellation of all time 3 rd breach - According to the panel of the stewards decision
		Race	Speed <= 10km/h: time equivalent to a drive through Speed >10km/h <=15km/h: 1min penalty Speed >15km/h: 1min30' penalty
12.7 Yellow flag	Overtaking under yellow flag	Practice	4 place grid penalty
		Race	Time penalty equivalent to a drive through (according length of the pit lane) unless the Stewards decide otherwise
TECHNICAL			
4.6 Noise limit	Noise >105db		Can lead to disqualification
4.7 Communication systems	Except pit boards : Forbidden	Practice	Cancellation of the best time
		Race	1 Lap
4.11 Official stickers	None		Seward's decision

For any offense, stewards may decide to withdraw season ranking points instead of a sporting penalty.

In the case of time penalty application, it will be transformed into lap(s) number and in time taking as reference the best time in race of the competitor.

The classification will then be revised by subtracting the number of penalty lap(s) from the number of laps completed and adding the remaining penalty time to the total time of the race.

ANNEXE 2

Points allocation / Season classification SIXTIES' ENDURANCE 2022

➤ **The points are given to the drivers.**

➤ **Only competitors entered in a minimum of 4 races in the season will be able to score points for the Scratch and Performance Index classifications.**

4 classifications will be published at the end of the season :

- One scratch classification
- One performance index classification
- One Pre-63 GT classification
- One GT -2500cc classification
- If a car is entered with a team of 2 drivers, both drivers will have to share the drive to score all the points. If not, the crew will only get 50% of the points scored.
- To be part of the scratch classification, the car must have completed at least 60% of the distance covered by the winner. In case of a race interruption, for whatever reason, and if the winner has not completed a minimum of Y laps, only 50% of the points will be awarded
- To be part of the Performance Index classification, the car must have completed at least 60% of the distance covered by the winner.

With $Y = \frac{\text{Initial duration of the race}}{\text{Qualification time of the winner} \times 2}$

- Each driver completing a race automatically scores ranking points corresponding to the numbers of cars which have effectively started the race (limited to 20 cars max). Each driver taking part in the practice session or qualifying session without being classified at the end of the race scores half of these points (maximum 10 points).
- In case of penalty, these starting points will revert to the driver. Only classifications points can be withdrawn.
- In the case of the application of a time penalty, this penalty will be transformed into a number of lap(s) and additional time taking as reference the best time set by the competitor. Classification will then be revised by subtracting the number of penalty lap(s) from the number of laps completed and by adding the additional time to the total race time
- For each race, first ten in scratch, Pre-63 GT, index and -2.5 liter classification score points for season classification according to the grid below.

EXAMPLE: The second in a race of 42 cars scores 20+18 points = 38 points (except bonus points).

Position	Starting points (= starting cars, limited to 20)	Classification points	Total (without bonus points)
1st	20	20	40
2nd	20	18	38
3rd	20	16	36
4th	20	14	34
5th	20	12	32
6th	20	10	30
7th	20	8	28
8th	20	6	26
9th	20	4	24
10th	20	2	22
11th	20	0	20

- At the end of a race, the first in each category score bonus points for the season classification according to the grid below (for scratch only).

Bonus 1st in class – Scratch only		
Classes	Engine size	Points
GT5	4000cc and more	0
GT4	3500cc to 3999cc	1
GT3	2000cc to 3499cc	2
GT2	1300cc to 1999cc	3
GT1	Up to 1299cc	4

SP4	2000cc and more	1
SP3	1500cc to 1999cc	2
SP2	1100cc to 1499cc	3
SP1	Up to 1099cc	4

Index of Performance – Formula:

$$\left[\frac{\text{Scratch time competitor}}{\text{Number of laps achieved by the competitor or retained after application of eventual penalties}} \right] \times \text{Number of laps achieved by overall winner} \times \text{Index} = \text{Result}$$

- At the end of the season the **three best drivers/crews** in each **4 classifications** will get an award during a prize giving ceremony.