



**2022**

## **SUPPLEMENTARY REGULATIONS**

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## ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2022 an FIA International Series of five 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 and the F.F.S.A. These Regulations have been approved by the F.F.S.A. under organisation permit IS/13 - 2022

The name of the series is **HERITAGE TOURING CUP**.

**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 on all races:

- |                                 |                   |                      |
|---------------------------------|-------------------|----------------------|
| ➤ Panel of Stewards             |                   |                      |
| - Président :                   | TBC               | TBC                  |
| - Member :                      | TBC               | TBC                  |
| - Member :                      | TBC               | TBC                  |
| ➤ Race Director :               | Patrick MORISSEAU | Lic 28737 ASA – 1201 |
| ➤ Deputy race director :        | TBC               | TBC                  |
| ➤ Chief scrutineer :            | TBC               | TBC                  |
| ➤ Deputy scrutineer :           | TBC               | TBC                  |
| ➤ Competitors relation officer: | TBC               | TBC                  |

#### B. Non-permanent officials:

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

- A Stewart will be chosen through the concerned ASN licensed members - in the country hosting the race,
- A Clerk of the Course,
- A Competitors Relation Officer.

#### C. Scrutineers

The chief scrutineer will be in charge of the scrutineering and will have full authority on the national scrutineers. Therefore the chief scrutineer is allowed to check and scrutineer a car/entrant at any time during the event.

## ARTICLE 2 – ENTRIES

✧ **The season entry fee (5 races) € 12 000 by down payment (16,2€/min) or € 13 000 by differed payment (17,5€/min) must be sent to the Organisers before the 14/02/2022.**

✧ **The race by race entries must be sent to the Organisers at the least one month before each race:**

<u>Mugello Classic</u>	} € 2 700 per race = 20,7 € /min
<u>Grand Prix de l'Age d'Or</u>	
<u>Dix Mille Tours du Castellet</u>	
<u>Estoril Classics</u>	

Spa-Classic € 4 200 /min = 19 €/min

✧ To be considered, they must:

- include the entry fee
- include the full color copy of the 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: Heritage Touring Cup – 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.**

## ARTICLE 3 – ELIGIBLE CARS

All cars shall meet the period FIA Appendix J as well as the 2022 FIA Appendix K requirements and be granted a valid Historic Technical Passport (HTP).

### A. Are accepted:

- ✧ **Pre 85' Touring Cars:** The cars corresponding to those which competed in the European Touring Car Championship and other major events such as the 24 Heures de Francorchamps; of the Group 1, 2 and A homologated between the 1<sup>st</sup> of January 1966 and the 31<sup>st</sup> of December 1984(\*).
- ✧ **Trans-Am Pre 70':** The cars corresponding to those which competed in the Trans-Am championship and homologated between the 1<sup>st</sup> of January 1966 and the 31<sup>st</sup> of December 1969'.
- ✧ **Pre 66' Touring Cars:** The cars corresponding to those which competed in the European Touring Car Championship homologated before the 31<sup>st</sup> of December 1965 with a capacity of over 2000cc.

(\* ) – All cars entered should be of a type homologated before the 31/12/1984. However, cars of the Group A category (01/01/1982-31/12/1984) will be authorized to compete with all homologations up to the 31/12/1986.

**B. Classes:** The cars corresponding to those which competed in the European Touring Car Championship and similar:

- TC1** ✧ **Group 1** – Cars homologated between 01/01/1969 to 31/12/1981 in the Group 1 category and related cars.  
✧ **Pre 66' +2000cc** – Cars homologated before 31/12/1966 with a capacity of over 2000cc
- TC2** ✧ **Group 2\*** – Cars homologated between 01/01/1966 to 31/12/1981 in the Group 2 category.  
✧ **Trans-Am** – Cars homologated between 01/01/1966 to 31/12/1969 in the Trans-Am category.
- GR.A** ✧ **Group A** – Cars homologated between 01/01/1982 to 31/12/1984 in the Group A category.

**Invitation Class:** for any car with historic or sporting interest that cannot fit into any of the above classes. Cars registered in this class will not be eligible for the scratch classification, score points in the season classification or receive awards at award ceremonies.

**\*1968-1969 homologated Group 5 cars will be considered as Group 2.**

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 or identified as replicas or continuations will automatically be placed in the "Invitation" class or will be handed out a time penalty to be served during the mandatory pit stop in the race. This handicap will be determined by the Stewards Office.

### C. Change of car during a meeting: upon Stewards' approval:

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

A written request must be given 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 has to be expressed at last:

- 2 hours before the start of the qualifying.
- 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 Heritage Touring Cup Technical Regulations. (Appendix 1)

All cars 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 sent with every entry form. Weight and engine capacity may be checked at any time during the event at the discretion of the Chief Scrutineer or on steward's 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.

Pre 66 Ford Mustang are subject to specific regulations. (Documents available upon request).

## ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS.

The following documents shall be presented during the Checks:

- ✧ **FIA International grade C minimum Driver licence**

A national C licence will be accepted for entrants racing in their own country providing the licence has been issued by the organising ASN. In this particular case, the driver/car will not be part of the season classification.

- ✧ International FIA Historic Technical Passport (HTP)

The Organisers are free to accept a car which HTP papers are being issued.

### **National HTPs are not accepted.**

- ✧ The stickers (race numbers and official sponsors) provided 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 number(s) (if the number is available). The request has to be done at the inscription and the race number(s) and have to appear on the Historical Technical Passport.
- ✧ Any additional advertising (save the original livery of the car) must meet the FIA requirement (FIA Appendix K Art. 2.4.9)

- ✧ Any other additional advertising (no save the original livery of the car) should receive the Organiser's written agreement. Entrant's 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 participation of the car.
- ✧ 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 mandatory for all cars from I Period. It is strongly recommended for other periods. 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 lineup, 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 all cars being driven 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 Elite 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 checks, an additional driver or a change of the crew is authorized. A written request must be given to the clerk of the course for authorization at the latest 2 hours before the start of the qualifying.

✧ Provided he has participated in the qualifying sessions, a driver can be registered as a second driver on another qualified car. A written request must be given to the Clerk of the Course for authorization 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 loop to the exit loop) will be announced during this briefing.
- ✧ Any driver missing the briefing could be inflicted a €100-penalty and might be banned from the starting grid upon decisions of the Panel of the Stewards.

## ARTICLE 8 – PRACTICES- RACE

 No aggressive or dangerous behaviour will be accepted on track!

A driver who is judged as dangerous, might be excluded from the race, and/or the following meetings by the Panel of the Stewards, with no entry fees refund.

**Any contact between two cars on track, at any time during the meeting, will be subject to the Stewards' investigation. They will have 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.

### - Spa-Classic

- There will be one daylight 40' private practice session and one 30' night free practice session
- There will be one 40'-qualifying practice sessions
- There will be one daylight 60' race and one night 60' race.

### - Paul Ricard / Grand Prix de l'Age d'Or / Monza Classic / Estoril Classic

- There will be one 30' private practice session
- There will be one 40'-qualifying practice sessions
- The duration of the race will be 1 hour.
- No respect of the racing line:
  - During practice: 1<sup>st</sup> breach: Warning.
  - 2<sup>nd</sup> breach: Cancellation of the best time achieved during the concerned session.
  - 3<sup>rd</sup> breach: Cancellation of all times achieved during the concerned session.

During the race: 1<sup>st</sup> breach: Warning.

2<sup>nd</sup> breach: +45 seconds to the final race time.

3<sup>rd</sup> breach: +90 seconds to the final race time.

- Crossing of the white line at pitlane exit

- 1<sup>st</sup> breach: added time equivalent to a drive through
  - 2<sup>nd</sup> breach: 1 minute penalty
  - 3<sup>rd</sup> 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 achieve a formation lap and stop on the starting grid. If needed, the Clerk of the Course is entitled to allow additional formation laps if needed.
  - 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 before the formation lap starts: "30 seconds" board + Horn.
  - Green Flag:
    - Start of the formation lap behind the pace car; the cars shall keep their rank and remain in a single file one after the other on 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 and in two lines.
  - The cars will follow the leading car at the 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.
  - Overtaking is not permitted before the car has crossed the timekeeping line.
    - Penalty – 60 seconds per overtaken line to be added to the race time.

## ARTICLE 11 – PIT STOPS

### 11.1 Speed limit in the pitlane.

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

- Penalties
  - a) Private Practices
    - \* 1<sup>st</sup> infringement: a 30-second stop in the Stop and Go zone, engine running
    - \* 2<sup>nd</sup> infringement: a 2-minute stop in the Stop and Go zone, engine switched off
    - \* 3<sup>rd</sup> infringement: According to the Panel of the Stewards' sole discretion (possible exclusion)
  - b) Qualifying Practices:
    - \* 1<sup>st</sup> infringement: Cancellation of the best time achieved during the concerned session.
    - \* 2<sup>nd</sup> infringement: Cancellation of all times achieved during the concerned session.
  - 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

### ➢ **60' Race:**

**Driver change or mandatory pit stop.** The driver change or mandatory pitstop has to be done after the 25<sup>th</sup> (25m:00s) and before the 35<sup>th</sup> minute (34m:59s) of the race.

Should a driver compete on his own, he has to respect a pit stop after the 25<sup>th</sup> and before the 35<sup>th</sup> minute of the race.

In the same condition, for all cars (one or two drivers) the **minimum** duration of the stop will be **two minutes** + the necessary time to drive through the pitlane at the authorized speed.

For teams composed of at least one pro-driver, 20 seconds will be added to the mandatory pitstop.

This time will change according to the visited track (different length of the pitlane); it will be announced during the Drivers' Briefing. It will be calculated by our timekeepers, considering the distance between the entrance loop and the exit loop.

### **Refueling : Refueling during the race is forbidden.**

**Penalties :** Pit stop out of the target window = 1 lap penalty

No stop in the target window = 3 laps penalty

Stop shorter than the announced pit stop timing (1 second to 15 seconds) = 3 times the observed time difference.

Conditions for pitstop:

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

### 11.2 Refuelling – Forbidden during the race. Penalty – Can lead to exclusion

The clerk of the course might exceptionally accept a change to this rule. He might authorize a car, only once, to refuel after the one minute pitstop. This will be done under specific instructions and conditions.

## ARTICLE 12 – NEUTRALISATION - SAFETY CAR – RED FLAG

### 12.1 – Responsibility:

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

### 12.2 - Identification of the "Safety-Car":

- A "Safety-Car" is used on the racetrack;
- 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, a "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 and the Safety Car have 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 they will only join the race back if the lights have turned to green at the end of the pit lane and rank after the last car queuing behind the "Safety-Car";

12.4.2 – A car re-joining the race will catch up on the car line following the "Safety-Car" and will rank at the last position.

### 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 all the revolving 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, 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 60' minutes.

## **ARTICLE 14 – CLASSEMENT - PODIUM**

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

- *The three first cars of scratch class,*
- *The three first cars of TC2 class,*
- *The three first cars of TC1 class,*
- *The three first cars of GR.A class.*

*Some awards will also be given for the winners of the following classes:*

- *The first car -2000cc of TC2 1966-1971,*
- *The first car -2000cc of TC2 1972-1984,*
- *The first car on the performance index.*

*To be part of the classification, the car must complete at least **75% of the distance completed by the winning car.***

*A prize giving ceremony will be held for the various classes at the end of the season.*

## **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.*



# APPENDIX 1

## 2022 Heritage Touring Cup 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 to compete if found in breach of the regulations (except for safety devices) without perturbing the results.

All penalties will be followed by a delay for the car to be put in conformity, and could be increased up to the disqualification of the entrant/car.

If a car is found in no conformity with the technical regulation or its HTP, no performance gains will never be regarded as a valid element of defense.

Weight and engine capacity can be checked at any time of the event according to the panel of the stewards. If a car does not comply with the technical regulations or their HTP, the non-performance gain will never be considered as a valid argument.

### 4.1 Tyres

#### **TC1** **Pre 66' +2L & Group 1** **Touring Cars**

- Racing tyres with treaded pattern all over the width only.  
Examples: Avon « Historic All Weather», Avon CR6 ZZ, Dunlop Historic...  
The A048 Yokohama tyre using "M" compound is authorized for cars homologated and running in the Group 1 – FIA "T" Category
- During Wet races, rain tyres are free, provided they have the same dimensions (diameter and widths) as those used on dry track.

#### **TC2** **Group A**

- Racing tyres with treaded pattern. all over the width or slicks (for post-1972 cars only)  
Examples: Avon « Historic All Weather», Avon CR6 ZZ, Dunlop Historic, Dunlop Post Historic...
- During Wet races, rain tyres are free, provided they have the same dimensions (diameter and widths) as those used on dry track.

Post 1986/Modern design treaded tyres are forbidden.

The use of radial-ply tyres is permitted for all cars homologated from January 1<sup>st</sup> 1970. For cars homologated at an earlier date, only diagonal-ply tyres are allowed.

The competitors who cannot find race approved tyres with size shown on Art. 8.2 of 2022 Appendix K for their car must inform the organizers at the least **one month prior to the event** and propose an alternative solution. The organizer has the right to accept/refuse the choice of tyres, the entrant will be made aware of the decision.

### 4.2 Engines and capacity

- Cars should be presented using their period engine specification and should meet the specification of their valid HTP.
- All cars presented in a more modern configuration than the class limit of the following regulation, the car will be classified in the upper class or excluded if not possible.
- The number of engines will be limited to two for the entire season. A seal identifying each engine will be done at the beginning and during the season. A follow-up will be put in place to ensure the proper respect of this rule. Any breach of the rule will result in a withdrawal of 40 points in the season classification.
- Competitors will proceed to drill the screws or nuts whose removal is necessary during an engine repair (see photos).
- The car must be presented with the sealing wire in place during the first participation in the season or during the first race after the engine replacement or repair.

### 4.3 Lightings

Every car must be fitted with **period** type of lights in running order conditions.

### 4.4 Weight

Whenever the car is checked, throughout the event, the weight should never be inferior to the homologation weight indicated on the HTP.

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


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

### 4.5 Brakes

- The cars should be fitted with brakes (disc and calipers) used in period on that type of cars.

- The competitor shall bring the proof of this together with the HTP of the car.

#### 4.6 Forced induction system

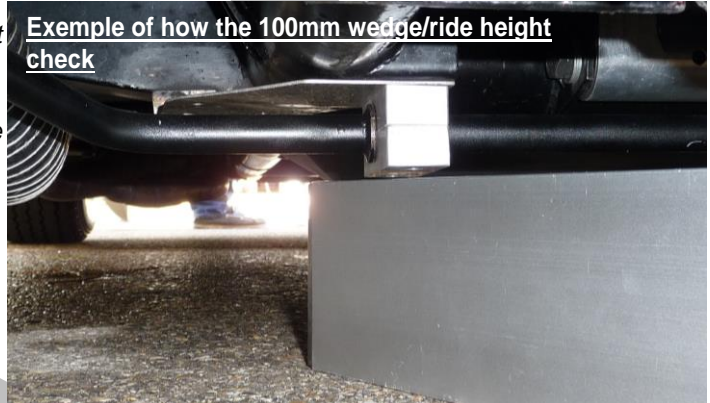
 All concerned cars should be equipped with a period specification forced induction system complying in all aspect with the one used in period on the car (exhaust manifold, turbo and wastegate) – No other alternative will be accepted.

#### 4.7 Ride Height

Measured anytime		
	Period	Minimum ride height
Period F/G1/G2	1962-1971	100mm
Period H1/H2/I/J	1972-1984	70mm

The ride height takes every aspect of the car into account (Bodywork, suspension pick up point, exhaust, sump...).

Due to the new noise regulations, a 30mm tolerance will be applied for the silencers only.



#### 4.8 Sound limit.

The noise of the car should not exceed the 105 dB(A) (with or without silencer) limit 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 1meter from the ground,
- 3- The engine should run at three quarter of its maximum rev-limit.

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

#### 4.9 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 during the concerned session.
- Race - +1 Lap.

#### 4.10 Transponder

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

#### 4.11 Side windows

In case of safety glass side windows (tempered glass), the installation of transparent and colorless explosion-proof films (max thickness 100 microns) is mandatory.

#### 4.12 Onboard cameras

The installation of onboard camera(s) is allowed. The set up must comply with the recommendations of the 2022 FFSA Technical Regulations.

**Inboard camera:**

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

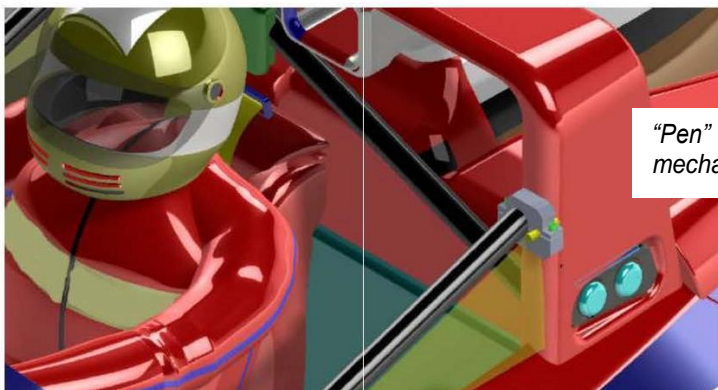


For « Pen » type cameras, it can be mounted on the front upright of the roll cage, the control unit must be fixed on the floor, behind the seats.

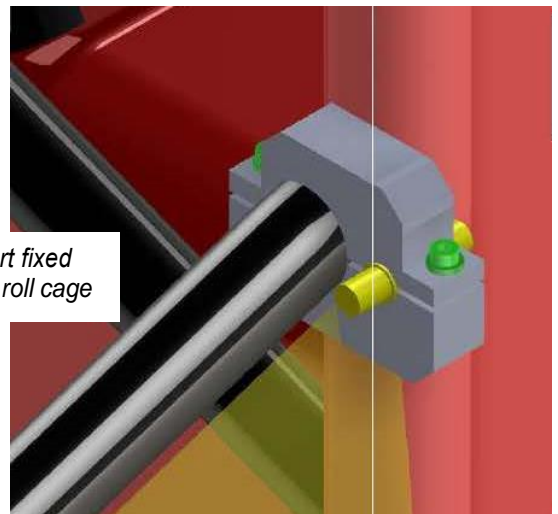


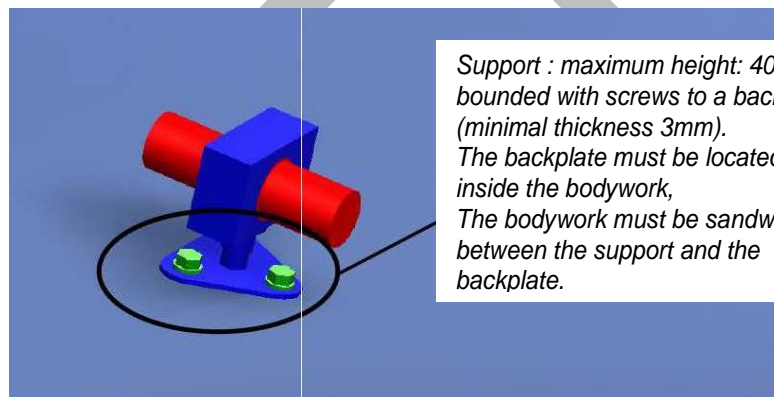
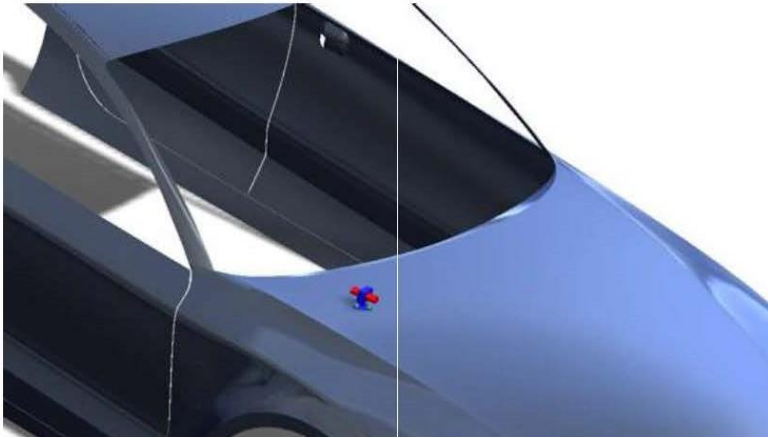
Only « Pen » type cameras will be accepted outside the car, positioned inside the perimeter of the car. Fixation must be from a mechanical type, and if a support is needed, it cannot exceed 40 mm height. Control unit must be fixed on the floor, behind the seats for touring cars or under the seats for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

**Open cars**



“Pen” camera support fixed mechanically on the roll cage





*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.*

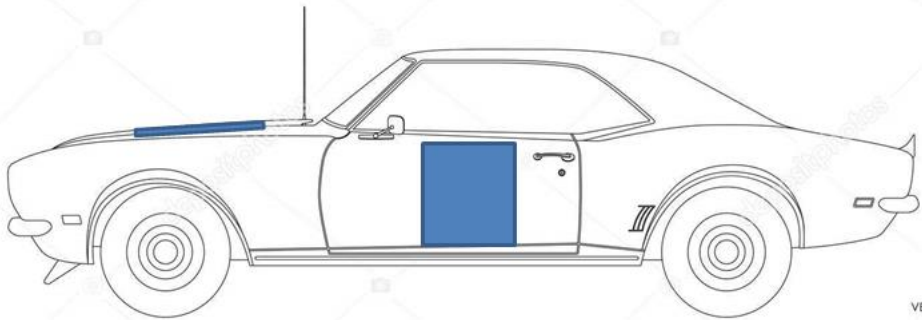
## FORBIDDEN FIXATIONS



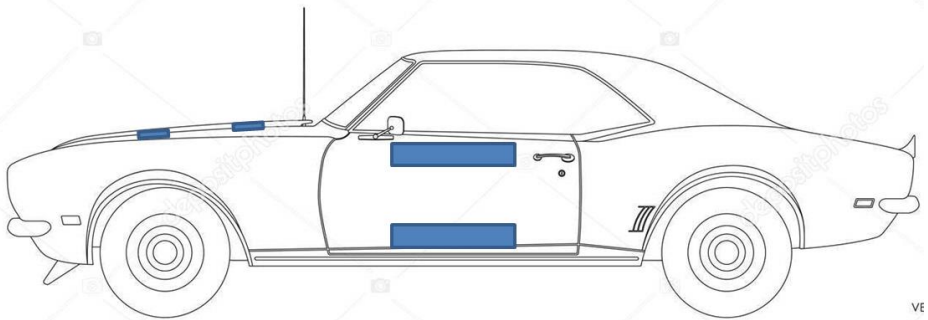
#### 4.13 Official stickers of the grid

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.

#### **APPENDIX TO ARTICLE 4.1 – TYRES**

**Only tyres re-cut by the supplier are allowed. Any other re-cut of tyres is forbidden. Checks will be done to ensure that tyres respect the original manufacturer's patterns. Only the tyre supplier is able to intervene on the re-cutting of the tyres.**

Exemple : AVON « Historic All Weather » - Only authorized pattern



Yokohama A048 – Only authorized pattern  
**Only for cars homologated and running in the Group 1 – FIA "T" Category and for Pre-66 Touring under derogation**



# PENALTIES BOARD – HTC 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
<b>SPORTING</b>			
2. Entries	Non-respect of historic racing spirit		Can lead to exclusion
5. Advertising	Non-respect of advertising rules		Race start refusal
6. Crew	Crew composition		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
7. Briefing	No show		Race start refusal
8. Practices and Race	Non-respect of the racing line	Practice	1 <sup>st</sup> breach - Warning 2 <sup>nd</sup> breach – Cancellation of the best time 3 <sup>rd</sup> breach – Cancellation of all time
		Race	1 <sup>st</sup> breach - Warning 2 <sup>nd</sup> breach – +45 seconds to the final race time 3 <sup>rd</sup> 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 passing chequered flag	Practice	Cancellation of the best time
		Race	+45 seconds to the final race time
	Crossing the white line at pitlane exit	Race	1 <sup>st</sup> breach: added time equivalent to a drive through 2 <sup>nd</sup> breach: 1 minute penalty 3 <sup>rd</sup> breach: Steward's decision
10. Starting procedure	Overtaking before timekeeping line	Race	60 seconds per overtaken position
11. Pit Stop	Out of pit window	Race	1 Lap
	No pit stop	Race	3 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 <sup>st</sup> breach – 30s stop in the stop& go zone, engine running 2 <sup>nd</sup> breach – 2minutes stop in the stop & go zone, engine off 3 <sup>rd</sup> breach – At the discretion of the stewards.
		Qualifying	1 <sup>st</sup> breach – Cancellation of the best time 2 <sup>nd</sup> breach – Cancellation of all times 3 <sup>rd</sup> breach – At the discretion of the stewards.
		Race	Speed <= 10km/h: time equivalent to a drive through Speed >10km/h <=15km/h: 1min penalty Speed >15km/h: 1min30' penalty
11.2 Refuelling	Forbidden unless exception	Race	Can lead to exclusion
12.7 Yellow flag	Overtaking under yellow flag	Practice	4 place grid penalty
		Race	Added time equivalent to a drive-through (according to pitlane length), unless Steward's decision.
<b>TECHNICAL</b>			
4.8 Sound limit	Noise >105db		Can lead to disqualification
4.9 Communication systems	Except pit boards : Forbidden	Practice	Cancellation of the best time
		Race	1 Lap

*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.***

# APPENDIX 2

## Points allocation / Season Classification HTC 2022

**6 classifications will be published at the end of season:**

- One TC2 classification,
  - One TC1 classification,
  - One Group A classification,
  - One TC2 -2000cc classification 1966-1971,
  - One TC2 -2000cc classification 1972-1984,
  - One performance index 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 75% 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.
- **Spa-Classic will count as a double (2 races).**
- Each crew 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 crew 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).
- The points **are given to the crew.**
- In case of penalty, these starting points will revert to the car. 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
- 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.

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

- For each race, first ten in each category score points for season classification according to the grid below.

**EXEMPLE: The second in a race of 34 starting cars scores 20+18 points = 38 points (except bonus points)**

Position	Starting points (= starting cars, limited to 20)	Classification points	Total (without bonus points)	Bonus points	
1 <sup>er</sup>	20	20	40	Période 1966-1971 (1 <sup>er</sup> /2 <sup>ème</sup> /3 <sup>ème</sup> )	+3/+2/+1
2 <sup>ème</sup>	20	18	38		
3 <sup>ème</sup>	20	16	36		
4 <sup>ème</sup>	20	14	34		
5 <sup>ème</sup>	20	12	32		
6 <sup>ème</sup>	20	10	30		
7 <sup>ème</sup>	20	8	28		
8 <sup>ème</sup>	20	6	26		
9 <sup>ème</sup>	20	4	24		
10 <sup>ème</sup>	20	2	22		
11 <sup>ème</sup>	20	0	20		

- *In case of a tie by the end of the season, the number of victories shall decide the winner, then the number of 2<sup>nd</sup> place, then 3<sup>d</sup>, etc.*
- *At the end of the season the **first three positions** in each **6 classes** will get an award during a prize giving ceremony.*

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