



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/8 - 2022

The name of the series is **CLASSIC ENDURANCE RACING 1.**

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	TBC	TBC
Member	TBC	TBC
Member	TBC	TBC
Race director	Patrick MORISSEAU	Lic 28737 – 1201
Deputy race director	TBC	TBC
Chief 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

✧ **The season entry fee (5 races) € 14 000** by down payment (= 18.6€/min), **or € 15 000** by differed payment (€ 20/ min) - must be sent to the Organisers before 14/02/2022*

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

(€ 3 200 per race)

✧ 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: Classic Endurance Racing – 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 conform to the 2022 FIA Appendix K requirements and have a valid FIA Historic Technical Passport (HTP).

A/ Are accepted:

✧ The cars corresponding to those which competed in the major international endurance races between 1966 & 1974: Le Mans, Sebring, Daytona, Brands Hatch, 1000 km of Monza, Spa, Nürburgring, Silverstone...

✧ Latest configuration date:

➤ GT & Touring cars: 1966 to 1974 included.

➤ Prototypes: 1966 to 1971 included.

B/ Classes:

The cars will be classified as follows:

- ❖ **"Proto1 / -2000cc"** Prototypes with under 2 litre engines homologated and raced between 1966 and 1971 included,
 - ❖ **"Proto1 / +2000cc"** Prototypes with over 2 litre engines homologated and raced between 1966 and 1971 included,
 - ❖ **"GT1"** GT and Touring cars homologated and raced between 1966 and 1974 included,
 - ❖ **"Invitation Class 1"** 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.
- ❖ **Ford GT40** are all considered as **GT** cars.

The cars considered and / or identified as replicas or continuations could be accepted to race on the Organization's sole decision.

Only the Organization will be able to determine if a car could be considered as replica or continuation.

The cars considered and / or identified as replicas or continuations will automatically be classified as 'Invitation', or will be handed out a time penalty to be served during the mandatory pitstop in the race. This handicap will be set by the Stewards Office.

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.

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

A "Reserve car" can be accepted provided it has successfully undergone the technical scrutineering.

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 Classic Endurance Racing Technical Regulations 1. (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 the entry form. Weight, engine capacity and ride height 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 underwear (top and long john).

ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS

❖ **FIA International Grade C minimum Driver licence:**

A national license of the highest grade available may be accepted for entrants racing in their own country providing the licence has been issued by the organising ASN.

❖ **Valid Historic Technical Passport (HTP):**

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

National HTPs are not accepted.

❖ 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 in the season.

❖ 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 harness mounting points, helmet and seat.

❖ The stickers provided by the Organisers must be displayed on the car without cutting it (without justified exception) SCHEMA

❖ 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 requirement (FIA Appendix K Art. 2.1.9).

❖ Windshield stickers are forbidden (save the original livery of the car).

 Any car found in breach of the above "advertising" regulations could be refused to start the race.

◇ 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.

The collected footages from cameras installed by the Organization or by the teams may be used for sporting purposes, asked by the Race Direction or the stewards, to study any race incident.

◇ 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 be 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 least 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 composed of at least 1 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
- Two driver crew including 1 professional driver:	40 second handicap
- Two professional driver crew:	60 second handicap

Drivers identified as Elite will be able to stand on the podium during podium ceremonies but will not be able to score points for the championship standings.

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 authorisation at the latest 1 hour before the start of the first qualifying session.

◇ 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 1 hour 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 exit line) will be announced during this briefing.

❖ Any driver failing to attend the briefing could receive a penalty of €100 and could be excluded from the starting grid by decision of the Stewards.

ARTICLE 8 – PRACTICES- RACE

No aggressive or dangerous behaviour will be accepted on track!

A driver who is judged to be dangerous, 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 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 re-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 for the damages caused deliberately to another car may be asked by the Organization to bear up to 50% of the total reparation costs of the car involved. In any case the cars should be re-inspected again by the technical scrutineer.

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 45' free practice session
- There will be one 45' qualifying practice session
- The duration of the race will be one hour + 1 lap.
- Non-respect of the racing line:
 - During 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
 - First breach: added time equivalent to a drive through
 - Second breach: 1 minute penalty
 - Third 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 before the formation lap starts: "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 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 lines and two rows.

- The cars will follow the leading car at an average speed 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 in the row 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:

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: According to 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: According to 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

11.2 Refueling: Strictly prohibited during the race.

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.

11.3 Driver change or mandatory pit stop. The driver change or mandatory pitstop must take place between the 25th (25m:00s) and 35th (34m:59s) minute of the race.

Should a driver compete on his own, he has to respect a pit stop after the 25th (25m:00s) and before the 35th (34m:59s) minute of the race.

For all cars (one or two drivers) the **minimum** duration of the stop will be **one minute** + the necessary time to drive through the pitlane at the authorised speed.

This time will vary at the different circuits (varying 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 line and the exit line. Boards will indicate these lines.

Conditions for pitstop:

- One minute stop + time to drive through the pitlane at the maximum authorised speed.
- Cars are only allowed to stop in front of their box. No other stop on the pit lane is authorized

Penalties

- Pit stop out of the target window = 1 lap penalty

- No stop = 3 laps penalty

- Stop shorter than announced = 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 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.

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 lap 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

- Private practice
 - 4 place grid penalty
- Race
 - Time penalty equivalent to a drive through (according to pitlane's 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 one hour of race.

ARTICLE 14 – CLASSIFICATION – PODIUM

A podium celebration will take place for the overall and the finishers of each class at the end of the race.

To be part of the classification, the car must have completed at least **75% of the distance completed by the winning car**. A prize giving ceremony will be held for all the classes at the podium or under the Classic Endurance Racing's hospitality.

One podium "Les Légendes de l'Endurance" will award some exceptional cars (for a list of cars, refer to Appendix 1 - Technical Regulations - Article 4 - Technical - 4.1 Tyres)

A Final prize ceremony will be celebrated for the season class winners 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.

In case of withdrawal of administrative authorization or suspension requested by the sports or administrative authorities, it will be considered as a case of Force Majeure, and therefore the entries will not be refunded.

APPENDIX 1

2022 CER 1 - TECHNICAL REGULATION

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.

Penalties could be increased up to the disqualification of the entrant/car if these demands are not respected.

ARTICLE 4 – TECHNICAL

4.1 Tyres - Will only be accepted:

-
- Avon racing tyres with treaded pattern all over the width.
 - « Historic All Weather » - Only A37 compound allowed,

It is mandatory for tyres used to be stamped with the 'Peter Auto' stamp and must be supplied by Sodipneu.

 - CR6ZZ,
 - Prototypes under 2000cc: - wheels diameter 13'
 - minimum tyres' diameter allowed: front tyres 22' / rear tyres 22'
 - Prototypes over 2000cc: - wheels diameter 15'
 - minimum tyres' diameter allowed: front tyres 25' / rear tyres 26'
 - During wet races, rain tyres are free, provided they have the same dimensions as those used on dry track.
 - Some cars called "Légendes de l'Endurance" are allowed to run with tyres with tread pattern all over the width of their choice, according to Appendix K:
 - Alfa Romeo 33/2, 33/3, 33TT3,
 - Berta LR DFV,
 - Ferrari : 312P, 512S, 512M, Daytona Gr. IV
 - Ford P68 DFV,
 - Ligier JS3 DFV,
 - Matra : tous modèles,
 - McLaren M8C DFV,
 - Mirage M3 DFV,

This list is not exhaustive and may evolve on organization's proposal.

Proto 1

GT1

-
- Racing tyres with treaded pattern all over the width
Ex : Avon "Historic All Weather", CR6 ZZ, Dunlop Post Historic, GoodYear, Blue Streak
 - Porsche 911 Carrera 3.0 RSR and De Tomaso Pantera have to use only AVON Historic All Weather racing tyres in A37 compound.
 - During Wet races, rain tyres are free, provided they have the same dimensions as those used on dry track.
-

Competitors wishing to use a specific size of wheels/tyres have to send a request to the organization for derogation 45 days before the race.

A sensible use of your tyres is recommended. Any abuse will be reported to the concerned competitor(s) by the Chief Scrutineer. Unsensible use can lead to more stringent ruling being enforced by the organisers for the whole grid.

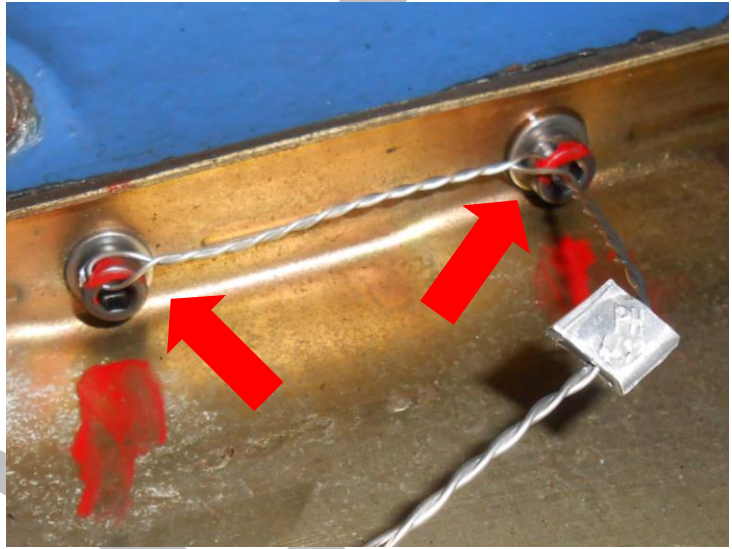
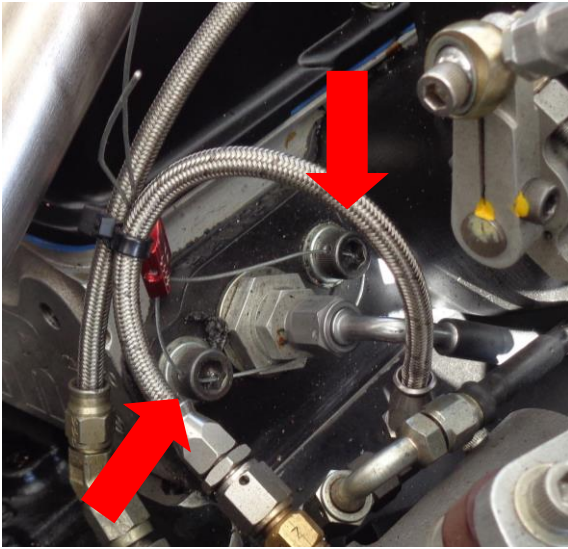
4.2 Engines and capacity

Engines are limited to two for the season. A sealing and identification of each engine will be made at the beginning and throughout the season if appropriate. Checks will be made to make sure the rule is enforced. Any competitor failing to stay within the rule will see 40 points taken off the season classification as a penalty.

The removing of the lower carter or of the distribution carter(s) for a revision or a check requiring the removal of the sealing and the placement of a new sealing by the technical scrutineers will be considered as the use of only 1 of the 2 engines allowed for the season.

Teams shall drill screws and nuts which removal is necessary during an engine rebuilt (see picture).

Car should be presented with the lead seal fitted during the first participation of the season or the first race after the engine rebuilt or replacement.



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 the following regulation, will be classified in the upper class or excluded if not possible.
- Prototypes equipped with the **Ford FVC Aluminium block, BDG, 3L DFV, Mazda rotary 10A** and **BMW M12/7** will **be necessarily enter in the Classic Endurance Racing 2 serie.**
- 1967 Ford P68 3L DFV / 1970 McLaren M8C DFV / 1970 Bertha LR DFV / 1969 Mirage M3 DFV and the 1971 Ligier JS3 DFV are all authorized in CER 1 with specific **REV Limit @ 9000 RPM.**

Specifications and classes:

➤ Prototypes running Ford Cosworth engines.

- FVC cast iron block. Engine capacity 1790cc with a maximum overbore up to 1840cc. PROTO 1
- DFV 3L. Mechanical injection. With **REV Limited @ 9000 RPM – for the 5 cars aforementioned. PROTO 1**

➤ Porsche engines for 906, 907 and 910.

- 6 cylinders. 2000cc. PROTO 1
- 8 cylinders. 2200cc. PROTO 1
- 6 cylinders. 2380cc. PROTO 1 Porsche 910 exclusively. (Le Mans 1971).

➤ Prototypes running V8 Chevrolet engines.

- Lola MK1, MK2, McLaren M1A, B and C : 5700cc on carburettors. Wet or dry sump.
- Lola MK3 : 5000cc to 5700cc on carburettors. Wet or dry sump.
- Lola MK3B : 5000cc on carburettors or injection. Wet or dry sump.

➤ Prototypes running Mazda rotary engines

- Type **10A** 982cc x 1.4 = 1374cc. PROTO 1. (Chevron B16 Le Mans 1970).

4.3 Ignition

Each car must be fitted with an electronic ignition system type MSD 6ALN (or like) permitting checks and REV Limit as mentioned point 4.15. Other than the MSD 6ALN system, the use of the system delivered by Geoff Richardson will be authorised for Ford FVA, FVC, DFV engines.

The system must be precisely adjusted to the rev limits indicated in these regulations. No greater tolerance will be accepted.

The MSD system will be clearly visible and the sheaf connecting the coil to the ignition will be clearly identifiable and fully separate from any other sheaf. All sheafs must be transparent. In case of the wires going through a dividing wall, they will be protected using a cable threader.

4.4 Lightings

- ✧ Every car must be fitted with **period** type of lights in running order conditions.
- ✧ For safety reasons and to increase the visibility of the faster cars, the **Proto 1 as well as similar cars in the Invitation Class category must run every practice and race with the lights switched ON.** It is mandatory for all categories P1 / GT1 / Invitation Class to be equipped of an FIA rain light.
- ✧ If the driver doesn't respect this rule, penalties on stewards office decision.

4.5 Weight and Aerodynamic devices

4.5.1 Weight

- ✧ Ballast may 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.
- ✧ Whenever the car is checked, throughout the event, the weight should never be inferior to the weight listed below.
- ✧ If the weight of a car is close to the minimum weight, the fuel will be removed from the car for another weight check.

Under 2000cc prototypes

1150cc to 1300cc : 525 kgs
1301cc to 1600cc : 550 kgs
1601cc to 2000cc : 575 kgs

Over 2000cc prototypes

2001cc to 2500cc : 600 kgs
2501cc to 3000cc : 650 kgs
3001cc to 4000cc : 700 kgs
4001cc to 5000cc : 750 kgs
5001cc to 6000cc : 775 kgs
beyond 6000cc : 800 kgs

The weight specified in this regulation must take precedence over weight specified on the car's HTP.

4.5.2 Aerodynamic devices

Vehicles must comply with Appendix J regulations of the specification period mentioned on their HTP. This configuration must be imperatively attested by the reference picture on page 2 of the HTP.

4.6 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.
- ✧ Ventilated discs (2 pistons) are only allowed at the front for under 2000cc prototypes running in Proto 1.

4.7 Ride height

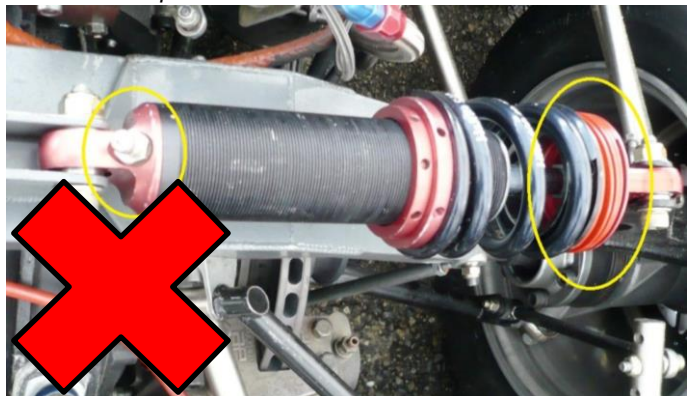
→For GT1 category the mandatory minimum ride height must be 100mm at any time, with driver onboard harness fasten and fuel. The ride height takes every aspect of the car into account (Front spoiler, flat bottom, exhaust and silencer).

Exception for FORD GT40s: minimum ride height: 80mm

→For PROTO 1 the mandatory minimum ride height must be 60mm at any time, with driver onboard harness fasten and fuel. The ride height takes every aspect of the car into account (Front spoiler, flat bottom, exhaust and silencer).

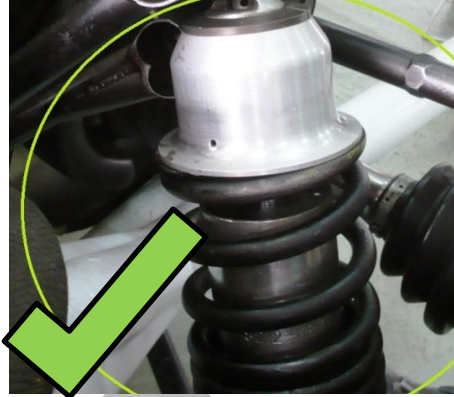
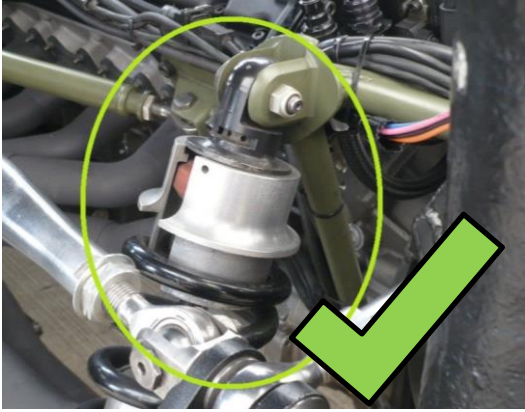
→Compression coil springs are forbidden.

→Gas dampers are forbidden.

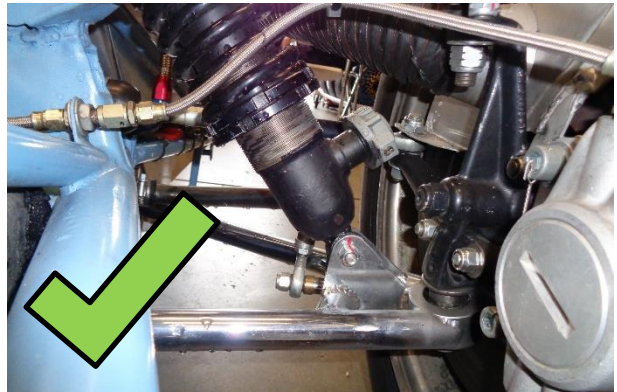
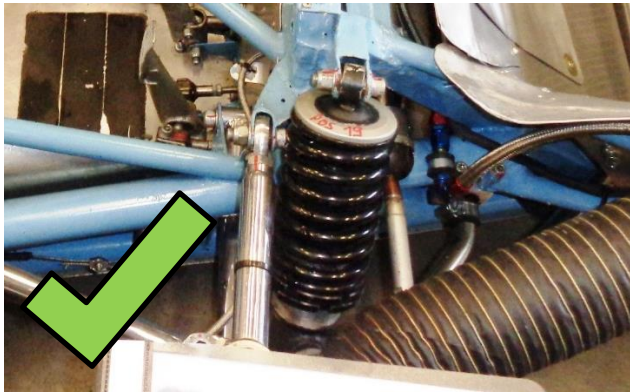


→We recommend the use of spacers/spring guide

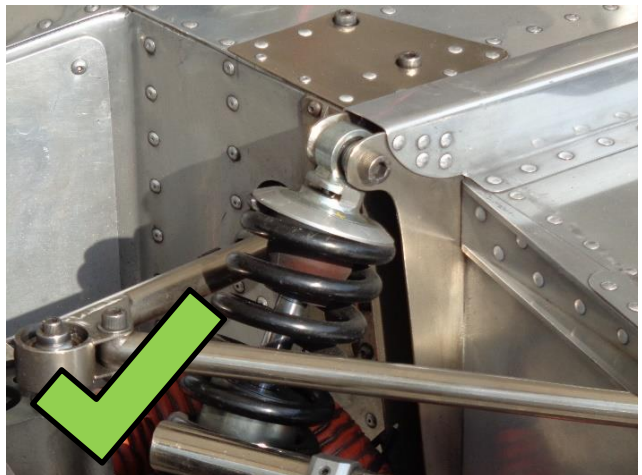
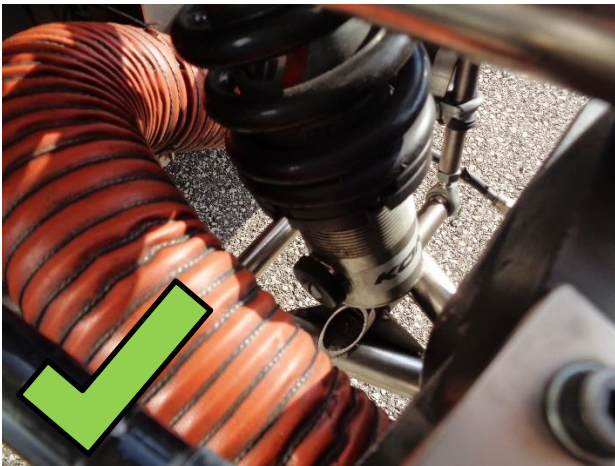
→We recommend the use of progressive rate coil springs or progressive springs diameter if equipped in period.



Mounting Example allowed :
ARMSTRONG - 1 ajustement

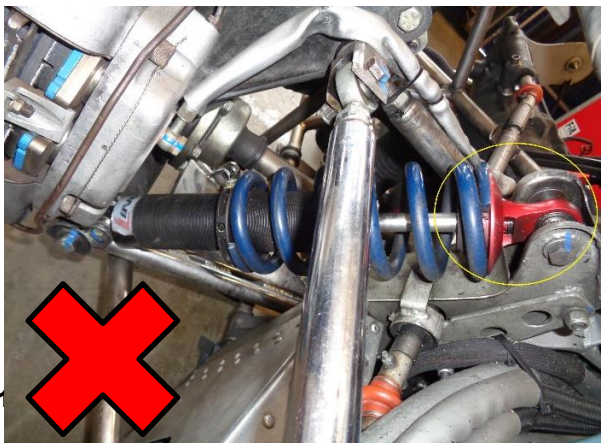
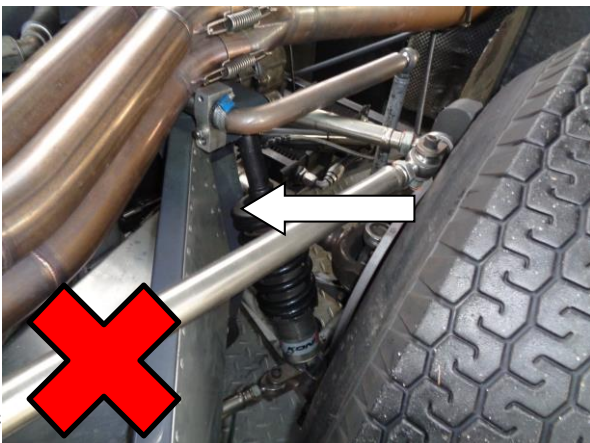


KONI - 1 or 2 ajustement



Mounting Example forbidden :
Non-compliant : no extension

Technology out-of-period



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 will be done in a dedicated area, with wind and/or ambient noises lower than 10db (A) to the noise checked. The engine will be warmed up before the measurement.
- 2-The measurement point will be situated 50cm from the exhaust pipe , at an angle of 45° from the pipe axle.
- 3- The microphone will be located at a height between 50cm and 1metre from the ground.
- 4- The engine should run at three quarters of its maximum rev-limit. The rpm will be checked with the rev counter, which will also be checked with a dedicated device if necessary. The maximum level checked will be the result of the measurement.

Exceeding the sound limit of 105 db (A):

Penalties: up to exclusion

No dispensation will be handed out for the breach of the noise limit. Only cars considered as "Légendes de l'Endurance" will benefit from a dispensation under the condition a demand has been formulated to the organiser at least one month before the event.

In the case of a competitor finding impossible to respect the enforced noise limit, it is mandatory for them to contact and inform the Organization at least one 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.

Exceptionally, the following models are allowed to run without muffler exhaust system throughout the season:

- Alfa Romeo : 33/2 , 33/3 , 33TT3
- Berta LR DFV,
- Ferrari : 312P , 512 S and M, Daytona Gr IV,
- Ford P68 DFV,
- Ligier JS3 DFV,
- Matra : all models,
- McLaren M8C DFV,
- Mirage M3 DFV,
- Porsche : 906, 907, 908, 910, 917, 908/3 Turbo,

This list is not exhaustive and may evolve on a proposal from the organization.

4.9 Communication systems

No communication system (radios, phones) but pit boards between the pits and the driver will be allowed.

Penalties: Practice : Cancellation of the best time achieved.

Race : +1 Lap

4.10 Transponder.

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

4.11 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.

In all cases, forced induction system using modern technologies (VAT « Variable Area Turbine », VNT « Variable Nozzle Turbo » or equivalent) are forbidden.

For the cars equipped with KKK Turbo in period it is mandatory to use the same KKK Turbo as the one used in period.

4.12 Gearbox

All cars should be equipped with a gearbox complying with the period specification of the presented car.

4.13 Fuel Tanks

For all cars of categories P1, GT1 and "Légendes de l'Endurance", the total capacity of fuel on-board must be the one contained in Appendix J on period (depending on the year and engine capacity). Possibility to refer to Article 6.7.5 of Appendix K.

4.14 Fuel

The fuel supplier is Sodifuel, supplier of Sunoco racing fuel.

Sodifuel will be present and will provide fuel distribution to each event.

Fuel is limited to commercially available products. Special mixtures or toluene-based octane boosters are forbidden.

Fuels with octane ratings higher than 102RON are prohibited.

For testing purpose, the Technical Scrutineer may require a fuel sample at any time. Refusing to provide a sample of fuel may result in penalties for the car concerned.

4.15 Engine rpm

The engine speed can't be superior than specification hereafter:

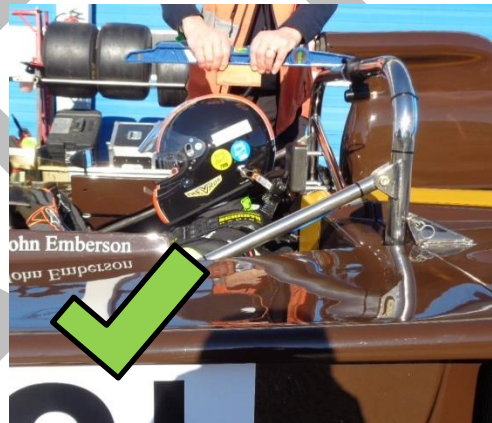
- Cosworth 3000cm3 DFV : 9000rpm
- Cosworth 1800cm3 FVC : 9000rpm
- Cosworth 1600cm3 FVA : 9000rpm
- Chevrolet 5000 or 5700cm3 : 7250rpm
- Porsche Flat 6 up to 3000cm3 : 8000rpm
- BMW M10 up to 2000cm3 : 8000rpm
- **Ford V8 up to 5700cm3 : 7250rpm**

4.16. Specification of the roll bars for post period-F cars

Please refer to articles 3, 7 and 8 of the current Annex K.

Systematic check will be carried out prior to all practice and/or race sessions. Any non-compliance will be brought up for review by the Panel of the Stewards.

REMINDER : the main roll bar, when compliant, must be situated 50mm above the helmet of the driver. It must be supported, on its upper tier, by on or 2 strut(s).



4.17 Specifications for the most commonly raced cars

→CHEVRON B16.

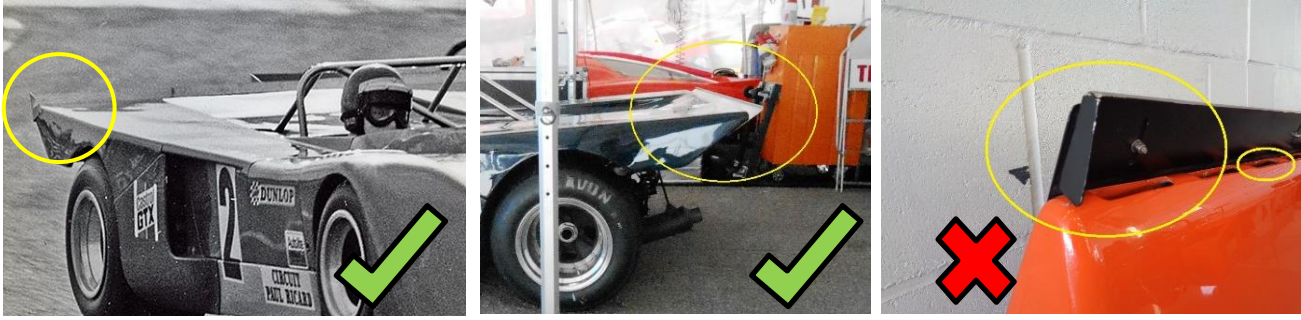
Cast iron block FVC engine. 1790 cc up to 1840cc. FR 2 pistons, solid discs. RE 2 pistons, solid discs.

Or
MAZDA ROTOR engine 10A. **1000cc**. FR 2 pistons vented discs. RE 2 pistons, solid discs.

→CHEVRON B19

Cast iron block FVC engine. 1790 cc up to 1840cc. FR 2 pistons, vented discs. RE 2 pistons, solid discs.

Shape of rear spoiler accepted:



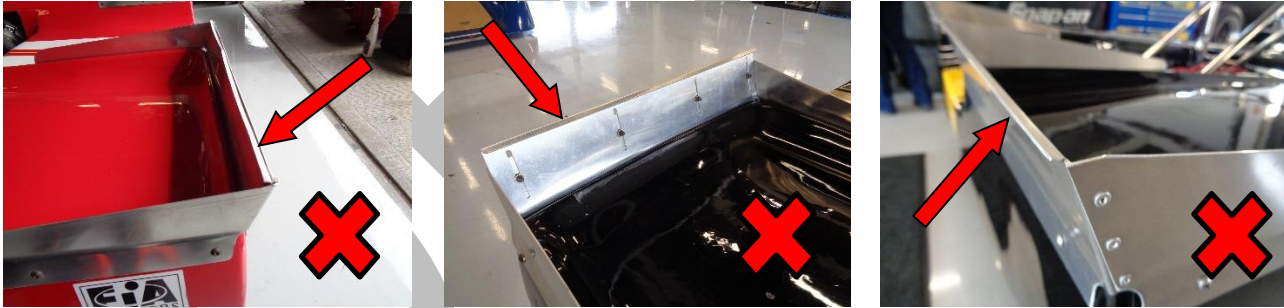
→LOLA T210 et T212

Cast iron block FVC engine. 1790 cc up to 1840cc. FR 2 pistons vented discs. RE 2 pistons vented discs. 575kg minimum.

Maximum depth of « airbox » on rear wing : 60mm



Gurney-flap and strengthening bracket forbidden:



→LOLA T70 MK1 and MK2. (Pre-66 specifications only).

Chevrolet engines with 5700cc on carburetors, (only be used on a 'side draft' in tech manifold). Wet or dry sump. No front spoiler. Maximum width of wheels 8" and 10". Brakes. Front Girling CR Rear Girling BR – Gearbox Hewland LG500 (4-speed + reverse) or LG500 (5-speed + reverse).

→LOLA T70 MK3.

Chevrolet engines with 5700cc on carburetors. Wet or dry sump.

Maximum width of wheels 9" and 12". Brakes. Ventilated discs. Girling 3 or 4 pistons. Hewland LG500 or LG600.

→LOLA T70 MK3B.

Chevrolet Engines 5000cc on carburetors or injection. Dry or wet sump. No front spoilers or Flaps.

Maximum width of wheels 10.5" and 17". Brakes. Ventilated discs. Girling 4 pistons. Hewland LG600.

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

→PORSCHE 911 3.0 RSR.

Wheels diameter: 15 inches - Radial ply tyres: AVON A37 AW only

GT1 class. 6 or 9 bolts crankshaft .

4.18 Onboard cameras

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

Inboard camera:

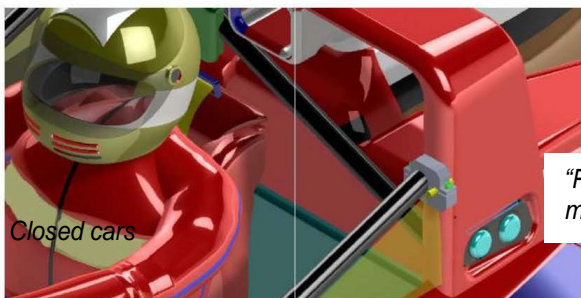
The fixation must be rigid, positioned in the rear and between the seats



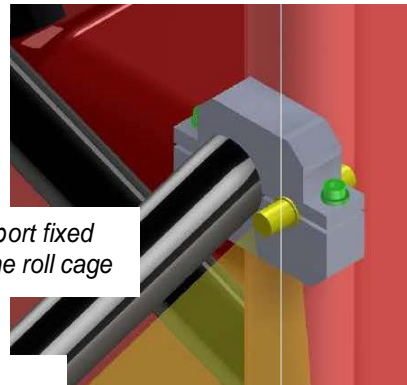
Only « Pen » type cameras will be accepted outside the car, positioned inside the perimeter of the car. Fixation must be from a mechanical type, and if a support is needed, it cannot exceed 40 mm height. Control unit must be fixed on the floor, behind the seats for touring cars or under the seats for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



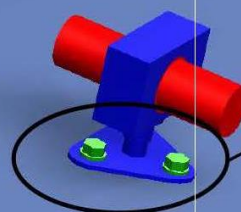
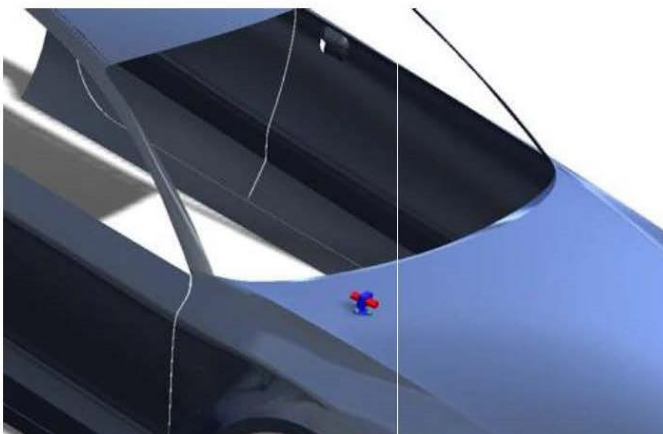
Open cars



“Pen” camera support fixed mechanically on the roll cage



Closed cars

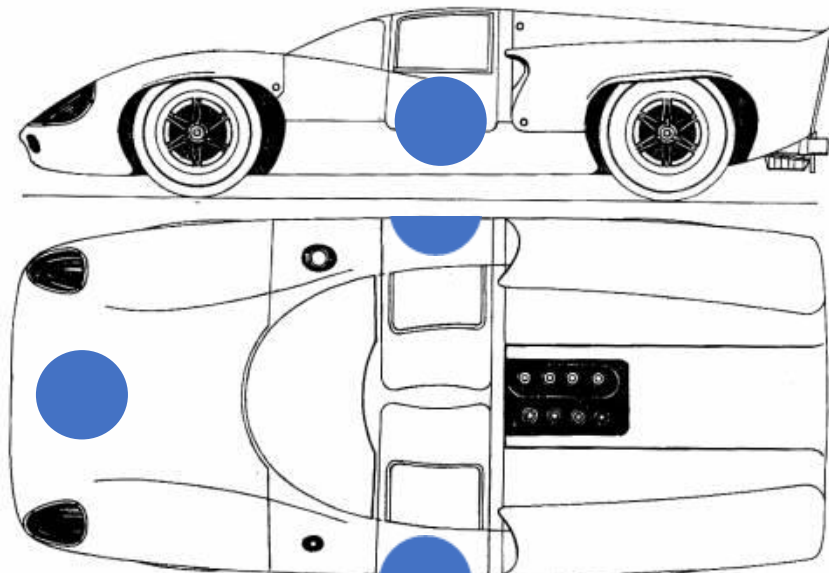


Support : maximum height: 40mm, bounded with screws to a backplate (minimal thickness 3mm). The backplate must be located inside the bodywork, The bodywork must be sandwiched between the support and the backplate.

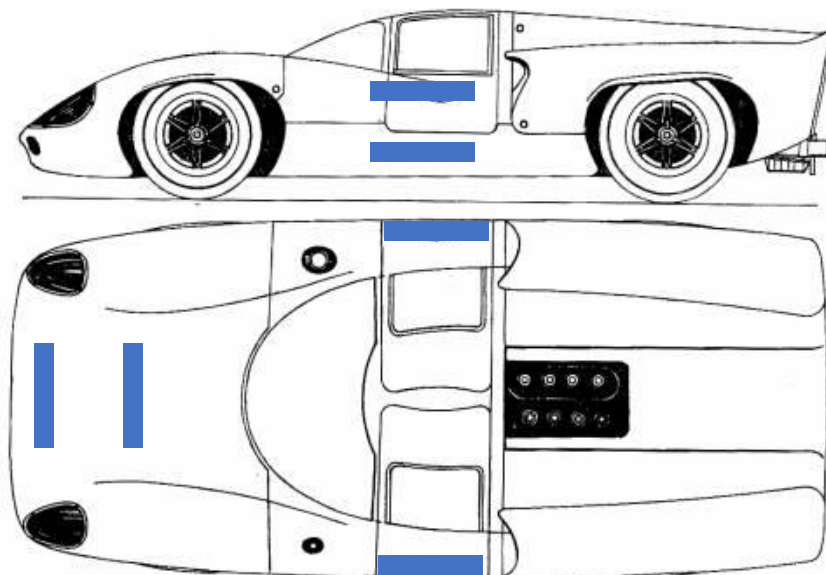
4.19 Official stickers of the grid

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

Recutting tyres treads is forbidden. Checks will be done to ensure that tyres respect the original manufacturer's patterns.

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



Proto 1* – **Mandatory** specifications to order through Sodipneu

Sizes	Compound	References Peter Auto	
8.2/22.0-13	A37	14533	HAW
9.2/22.0-13	A37	15846	HAW
10.5/23.0-13	A37	14540	HAW
12.0/23.0-13	A37	15834	HAW
13.0/23.0-13	A37	15406	HAW
13.0/24.5-13	A37	14535	HAW
15.0/26.0-13	A37	15836	HAW
13.0/25.0-15	A37	14534	HAW
15.0/26.0-15	A37	14508 (existing)	HAW

*Except Légendes de l'Endurance

PENALTIES BOARD – CER 1 - 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		Can lead to exclusion
5. Advertising	Non-respect of advertising rules		Up to start refusal
6. Crew	Composition of the crew		<i>Owner of the car driving alone: no handicap</i> <i>Owner of the car is professional driving alone: no handicap</i> <i>Professional driver driving the third parties' car: 60 second handicap</i> <i>Two driver crew including 1 professional driver: 40 second handicap</i> <i>Two professional driver crew: 60 second handicap</i>
7. Briefing	No show		Up to 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	First breach: added time equivalent to a drive through Second breach: 1 minute penalty Third breach: Steward's decision	
10. Starting procedure	Overtaking before timekeeping line	Race	60 seconds added for each position earned
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	Up to 15 sec shorter : 1mn More than 15 sec : 2 Laps
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
11.2 Refuelling	Forbidden unless exception	Race	Can lead to exclusion
11.3 Driver change Stop	Off window stop	Race	1 Lap
	No stop	Race	3 Laps
	Stop on the pitlane but not at the stand	Race	Stewards' decision
	Stop inferior to the minimum indicated	Race	3 times the noticed time difference
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			
4.2 Engine	More than 2 engines used for the season		40 point taken-off the season classification
4.3 Lighting	P1/ P2 running without lights		Drive through or time equivalent added to the race time

4.8 Noise limit	Noise >105db		Can lead to disqualification
4.9 Communication systems	Except pit boards : Forbidden	Practice	Cancellation of the best time
		Race	1 Lap
4.18 Official stickers	Absence		Stewards' 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.

DRAFT

APPENDIX 2

2022 CER 1 - CLASSIFICATION

Cars classification

- The owner of the car, if he is part of the crew, must drive at least 50% of the race time.
 - 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.
 - Four classifications will be published at the end of season :
 - A classification for «Proto1 -2000cc» 1966 to 1971
 - A classification for «Proto1 +2000cc» 1966 to 1971
 - A classification for "GT1" 1966 to 1974
 - A classification for the "Endurance Legends"
 - 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 car 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).
 - Points are **credited to the crew**.
 - 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 = $\frac{\text{Initial duration of the race}}{\text{Qualification time of the winner} \times 2}$
- 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
 - For each race, first ten in each category 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 GT category score bonus points for the season classification according the grid below.

Scratch GT1

	More than 4 cars in the class	1 to 4 cars in the class
Gr 3	4	2
Gr 2 + Gr 4	2	1
Gr 5	0	0

EXAMPLE:

A Gr.3 finishing 6th in GT and first of the Gr.3 cars (more than 4 cars in class) in race with 42 cars allowed will score $20+10 + 4$ points = 34 pts.

- In case of a tie by the end of the season, the number of victories shall decide the winner, then the number of 2nd place, then 3rd, etc.
- At the end of the season the **three best cars** in each **6 classes** will get an award during a prize giving ceremony.