

# 2.0L|CUP

2023

## SUPPLEMENTARY REGULATIONS

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## ARTICLE 1 – ORGANISATION

Peter Auto will organise in **2023** an FFSA National Series of 5 races. These races will be organised according to the International Sporting Code, particularly to Appendix K, as well as to the Sporting Regulations of the FIA.

These Regulations have been approved by the FFSA under organisation permit n° **C8-2023 en date du 13/01/2023.**

The official name of the series is **2.0L 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 at all races:

##### Panel of the Stewards

President	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
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

### Entry

✧ **The season entry fee (5 races) 14 500 € by down payment, (= 18.13€/minute) or 15 500 € by differed payment (= 19,38€/min) - must be sent to the Organisers before 31/03/2023.**

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

- Mugello Classic
  - Grand Prix de l'Age d'Or
  - Dix Mille Tours du Castellet
  - Estoril Classics
- } (3 300 € par course soit 20,63€/min)

- Spa-Classic 3 700€ soit 23,12€/min

✧ To be considered, entries must:

- include the entry fee
- include the **full color copy of the valid FIA International HTP papers**  
Cars without HTP papers or for which the owner cannot demonstrate an active procurement process will be put in the invitation class and can neither be classified nor score any point, nor be on the podium.
- include a copy of the drivers' licences.
- be done on the Peter Auto Community

**\*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 during the season upon Stewards' and Organisation's decision.**

## ARTICLE 3 – ELIGIBLE CARS

All cars shall conform to the 2023 FIA Appendix K requirements and have a valid Historic Technical Passport (HTP). The Organisation can allow a car to race which HTP papers are being issued

### A/ Are accepted

- ✧ Pre 66 FIA specification 911 short wheelbase

**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.**

**The Organisation will decide what handicaps it will apply to the cars identified as replicas or continuations.**

**Cars identified and/or considered as replicas or continuations will automatically be placed in the "Invitation" class or will be handed a time penalty according to the scale shown on the Appendix Handicaps.**

**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.**

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

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


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

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

This request must be made at least:

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

## ARTICLE 4 – TECHNICAL REGULATIONS

 See 2.0L CUP Technical Regulations. (Appendix 1)

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

The car may be checked at any time during the event at the discretion of the Chief Scrutineer or on the 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 2023 International Sporting Code, including underwear (top + long johns).


## ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS

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


The following documents shall be presented during the verification:

- ✧ FIA International Grade IT C-D minimum Drivers licence
- ✧ For entrants racing in their own country: a national highest grade licence will be accepted for entrants racing in their own country providing the licence has been issued by the organising ASN.
- ✧ For foreign competitors: a national highest grade licence with special authorisation to take the start of a race abroad will be accepted.

### Valid International FIA Historic Technical Passport (HTP):

 Nationals 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 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).
- ✧ Any other additional advertising (save the original livery of the car) should receive the Organiser's written agreement. Entrants' brands and sponsors competing with the official sponsors of the series could be refused.
- ✧ **Windshield stickers are forbidden (save the original livery of the car),**

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

- ✧ Scrutineering will be considered as an implicit statement of the car's conformity and eligibility to the present regulation,
- ✧ A certificate of conformity and validity of the flexible tank(s) when the car is equipped with one will be systematically requested during each preliminary check.
- ✧ 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 a head restraint device (RFT/FHR) like HANS is strongly recommended. It is mandatory to use narrow shoulder harness (2"/52 mm wide) only with RFT/FHR device and with appropriate helmet.
- ✧ Onboard cameras:

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

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

## ARTICLE 6 – CREW

- ✧ **The spirit of historic racing must be respected at all times, it is therefore asked that the owner of the car, if he is part of the driver line-up, drives at least 50% of the duration of the race.**
- ✧ In the case of a 2-driver crew, the car will be placed on the grid according to an average time taken from the best lap times set by the 2 driver (=average of the 2 best times of the crew).
- ✧ If a crew declares two drivers during administrative checks, these two drivers must participate in all sessions, qualifications, and race.  
Otherwise, and if only one of the two drivers participates in qualifying session, the car will be positioned at the back of the grid.  
If several cars are in this situation, the grid will be established considering the best time of each car, the fastest being positioned behind the last car not penalized.
- ✧ If a car regularly qualified for the race does not start the race without the crew having first informed the College of Stewards at least two hours before the start of the race, the crew will not be entitled to the starting points.
- ✧ Drivers will be split into two categories “Elite” and Gentleman”
- ✧ The Organization will classify the pilots in the Elite category according to the conditions of the table in the Appendix Handicaps. Drivers classified as Elite will be informed and the handicaps will be applied during the race.
- ✧ A time penalty will be added to mandatory pitstop time for any car driven by at least one driver considered as Elite according to the scale shown on the Appendix Handicaps.
- ✧ Handicap:
  - Crew with 1 Gentleman driver: no handicap
  - Crew with 2 Gentleman drivers: no handicap
  - Crew with 1 Elite driver: 40 seconds handicap
  - Crew with 2 drivers, one Elite and one Gentleman: 20 seconds handicap
  - Crew with 2 Elite drivers: 40 seconds penalty
- ✧ The Organization will be free to modify these handicaps during the season without justification.
- ✧ The Race Direction will establish the list of cars authorised to take the start of the race and specify the pitstop time for each crew.

### **Change of driver during a meeting: upon Stewards’ approval.**

- ✧ Provided he has the proper licence and satisfied the administrative requirements, an additional driver or a change of the crew is authorised. A written request must be submitted to the clerk of the course for authorization at the latest 2 hours before the start of the first qualifying.
- ✧ Provided he has participated in the qualifying sessions, a driver may be registered as a second driver on another qualified car. A written request must be given to the Clerk of the Course for authorisation at the latest 2 hours before the start of the race.

## ARTICLE 7 – BRIEFING

- ✧ It is mandatory for all drivers to attend the Drivers' Briefing.  
The exact timing for the pit stop (from pitlane entrance line to the exit line) will be announced during this briefing.
- ✧ Any driver missing the briefing could receive a penalty by the Race Direction and could be excluded from the starting grid following Stewards’ decision.

## ARTICLE 8 – PRACTICES- RACE

 No aggressive or dangerous behaviour will be accepted on track!

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

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

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

**The competitor responsible 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.**

**An entrant 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.**

**By registering, the competitor acknowledges that motor sports present risks that he accepts with full knowledge of the facts.**

The competitor commits himself to release Peter Auto from any responsibility in case of accident on the track or in the paddock, of theft, of material or corporal damage that he could undergo or that could affect his goods.

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

- There will be one 40' private practice session,
- There will be one 30'-qualifying practice sessions,
- The duration of the race will be 90'.
  
- Disrespect of the racing line.
  - During the 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 added to the final race time.  
3<sup>rd</sup> breach: +90 seconds added 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 under 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.

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.
  
- ✧ During qualifying, in the case of a two drivers crew both entered in both races, and if due to track conditions or a proven and justified technical problem on the car, one of the drivers is unable to complete at least 3 flying laps, the grid will be established by taking into account the best time of the other driver. Only the panel of stewards can decide if the track conditions or the technical problem identified require the application of this rule.

## ARTICLE 10 – STARTING PROCEDURE

- ✧ The start will be a rolling start.
  - ✧ The cars will leave the pre-grid and do a formation lap and stop on the starting grid. If needed, the Clerk of the Course is entitled to allow additional formation laps.
    - 5 minutes board + Horn before the formation lap start:
    - 3 minutes board + Horn before the formation lap start:
    - 1 minute board + Horn = Evacuation of the grid.
    - "30 seconds" board + Horn.
    - Green Flag:
- Start of the formation lap behind the pace car; the cars shall keep to their positions and remain in a single file one after the other in the two formed rows. When the lights of the pace car are switched off, it is forbidden to zigzag. Cars must stay in two rows.
- The cars will follow the leading car at an average of 70km/h up to 90 km/h.
  - The red light will be switched on during the formation lap.
  - The start of the race will be given with the green light on.
- Penalty – 60 seconds per overtaken position to be added to the race time.

## ARTICLE 11 – PIT STOPS – REFUELLING

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

- Penalties:
  - a) Private Practice:
    - \* 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: At 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.
    - \* 3<sup>rd</sup> infringement: At the Panel of the Stewards' sole discretion (possible exclusion).
  - c) Race:
    - Speed <math>\leq 10\text{km/h}</math>: time equivalent to a drive through
    - Speed >10km/h <math>\leq 15\text{km/h}</math>: 1min penalty
    - Speed >15km/h: 1min30' penalty

➤ **90' Race:**

**Driver change or mandatory pit stop.** The driver change or mandatory pitstop must take place after the 35<sup>th</sup> (35m:00s) and before the 55<sup>th</sup> minute (54m:59s) of the race.

Should a driver compete on his own, he has to respect this mandatory pit stop.

For all cars (one or two drivers) the **minimum** duration of the stop will be **2 minutes** + the necessary time to drive through the pitlane at the authorised speed.

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

Conditions for pitstop:

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

Penalties:

- Stop off window = 1 lap added
- No stop = 4 laps added
- Stop less than minimum indicated = 3 times the observed time difference

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

-Penalties: 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 two-minute pitstop. This will be done under specific instructions and conditions.

Penalties:

- Stop off window = 1 lap added
- No stop = 4 laps added
- Stop less than minimum indicated = 3 times the observed time difference

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

**12.1 - Responsibility:**

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

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

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

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

**12.3 - Procedure:**

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

12.3.2 – From the beginning of the intervention on, an "S.C." ("Safety-Car") board will be presented at each post;

12.3.3 – The "Safety-Car", yellow flashing lights switched on, will penetrate onto the track, preferably ahead the leading racing car. All the racing cars shall line up behind the "Safety-Car";

12.3.4 – All competing cars will form up in line behind the Safety Car no more than 5 cars lengths apart. Any overtaking on the track is forbidden, unless a car is signalled to do so by the Safety Car.

12.3.5 – The pit lane exit will be closed and reopened a few seconds after the group of cars following the Safety Car has passed the pit exit.

**12.4 – Pit Stops:**

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

12.4.2 – A car re-joining the race will catch up to the line of cars following the "Safety-Car"

## **12.5 – End of Intervention:**

12.5.1 – The end of the "Safety-Car" procedure is under the Clerk of the Course's sole responsibility.

12.5.2 – When the Clerk of the course calls in the Safety Car, the latter will extinguish its lights. This will be the signal to the drivers that it will leave the track to the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, leave more than 5 cars lengths behind the following car. As the Safety Car is approaching the pit lane, the yellow flags and the "SC" boards at the Marshals posts will be withdrawn and waving green flags will be displayed for no more than one lap.

12.5.3 – Overtaking is strictly prohibited until the cars go through the green lights/flags located on the timekeeping line.

12.5.4 – Each lap achieved during the "Safety-Car" procedure is considered as part of the race.

Overtaking are forbidden under Safety-Car:

### ✧ Penalties:

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

## **12.6 – Red flag:**

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

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

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

## **12.7 - Yellow flag:**

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

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

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

### ✧ Penalties

- Free practice
  - 4 place grid penalty
- Race
  - Time penalty equivalent to a drive-through (according to pitlane'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 90 minute of race.

## **ARTICLE 14 – CLASSIFICATION – PODIUM**

Two podium celebrations will take place for the scratch finishers at the end of each race:

- The three first of the scratch classification
- The three first of the Gentleman classification

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

A general prize giving ceremony will be held at the end of the year. (See Appendix 2- Points allocation / Season classification)

**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

## 2023 2.0L CUP Technical Regulations

We would like to remind you that the cars should be raced in their original **period specifications** (dashboard, bodywork, general appearance). **The recommendations of Appendix K 2023 and the specifications from the period Appendix J will always take precedence over compliance with the HTP.**

Period specification and conformity are the fundamentals of our races. Checks (weight, engine capacity, ride height, etc...) will be done throughout the year to ensure a sporting equity for all competitors. A penalty system will allow entrants found in breach of the regulations (except for safety devices) to compete without perturbing the results. All penalties will be followed by a time limit by which the car must be put in conformity. If found in breach after this, penalties can be increased up to the disqualification of the entrant/car.

### 4.1 Tyres

**Will only be accepted:**

**Exclusively** > Racing tyres with treaded pattern. All over the width.

Avon CR6ZZ, ONLY – 187/70R15 – A29 HARD compound – Peter Auto reference 14836M

**5 new tires maximum allowed per event, marked with a Peter Auto sticker**

Rain Tyres are forbidden

### 4.2 Engines and capacity

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

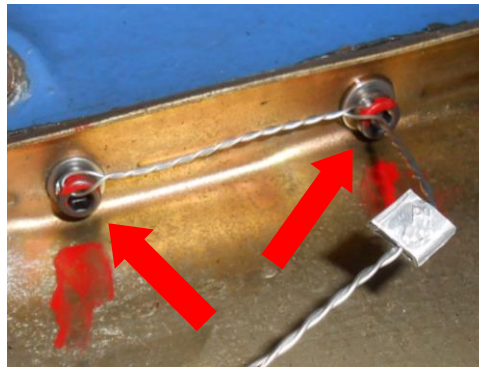
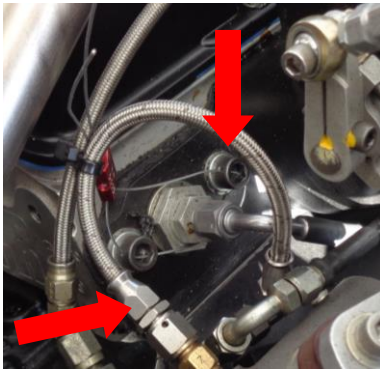
All cars presented in a more modern configuration than the class limit of these regulations, couldn't be accepted.

**The number of engines will be limited to two for the entire season. A seal identifying each engine will be made at the beginning and during the season if necessary. A follow-up will be put in place to ensure the respect of this rule. Any breach of the rule will result in a withdrawal of 40 points in the season ranking.**

**Competitors will have to drill the screws or nuts that need to be removed during an engine rebuild (see pictures).**

**The removal of the lower crankcase or the timing cover(s) for an overhaul or a control requiring the removal of the lead and the installation of a new lead by the technical commissaires is considered as the use of one engine out of the two authorized for the whole season.**

**The car must be presented with the lead wire in place at the first participation of the season or at the first race following the replacement or rebuilding of the engine, or with 1.5mm diameter holes for the lead wire.**



### 4.3 Gearbox and differential

Only Types 901 – 901/0 and 902/1 gearboxes are allowed using original syncro system. System "Torsen" (Helical ATB from Quaife) are forbidden.

### 4.4 Lightings

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

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

### 4.5 Weight

Whenever the car is checked, throughout the event, the weight should never be inferior to the homologation weight or to the weight stipulated in the Specific Regulations, 1002Kg.

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

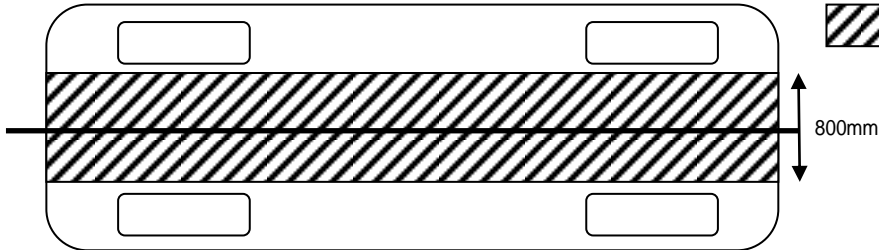
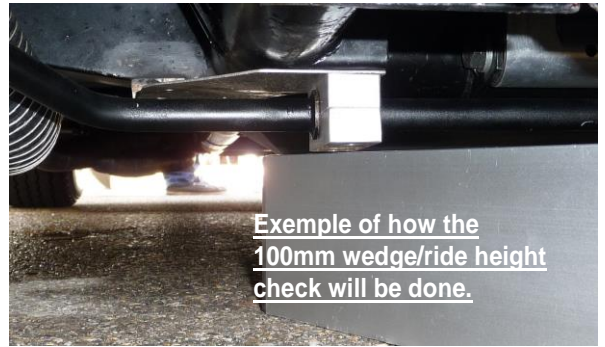
Ballast may be fixed in the car to meet the target weight, provided it is a solid and visible block fixed on the floor of car and sealed by the technical scrutineer. A spare wheel can be used as ballast.

#### 4.6 Ground Clearance

Reference : Appendix K 2023 – Appendix VII – 10.2

- ✧ Chassis
  - GTS classes : 100mm minimum, without exhaust system
- ✧ Exhaust : pipes and silencers
  - GTS classes : 70mm minimum

Measurement zone:



Measurement zone :  
Length of the car/800mm width

#### 4.7 Sound limit

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

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

**No dispensation will be handed out for any noise limit infringement.**

#### 4.8 Communication system

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

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

#### 4.9 Transponder

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

#### 4.10 Onboard cameras

The installation of onboard cameras is authorized but must follow the guidelines of the FFSA 2023 Technical Regulations.

Inboard camera:

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



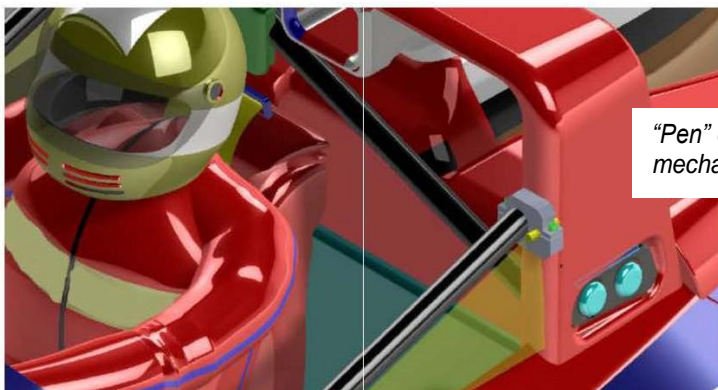
For « Pen » type cameras, it can be mounted on the front upright of the roll cage, the control unit must be fixed on the floor, behind the seats.



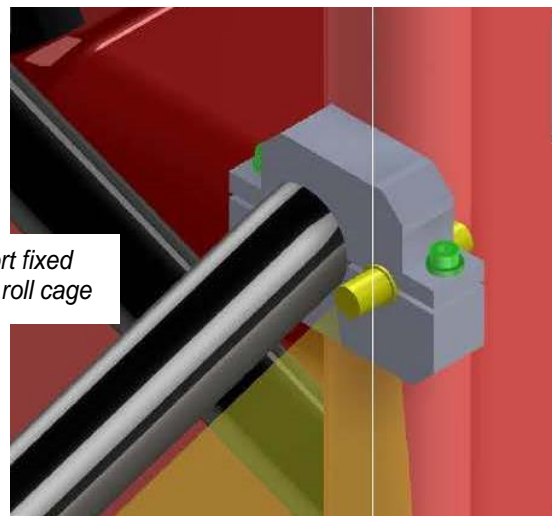
Only « Pen » type cameras will be accepted outside the car, positioned inside the perimeter of the car. Fixation must be from a mechanical type, and if a support is needed, it cannot exceed 40 mm height. Control unit must be fixed on the floor, behind the seats for touring cars or under the seats for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

Fixation must be from a mechanical type, tape or velcro are forbidden.

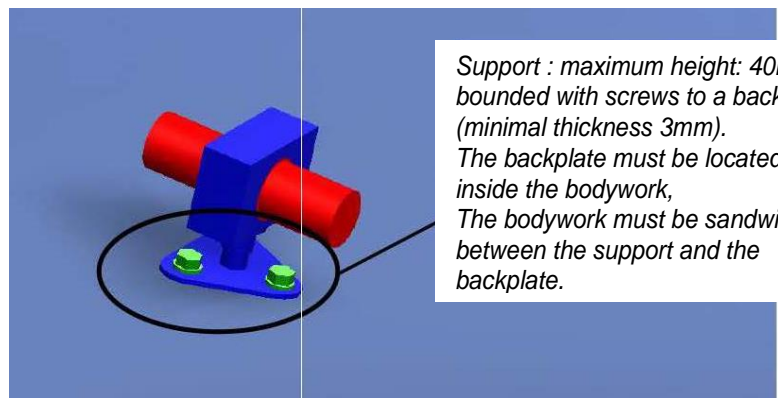
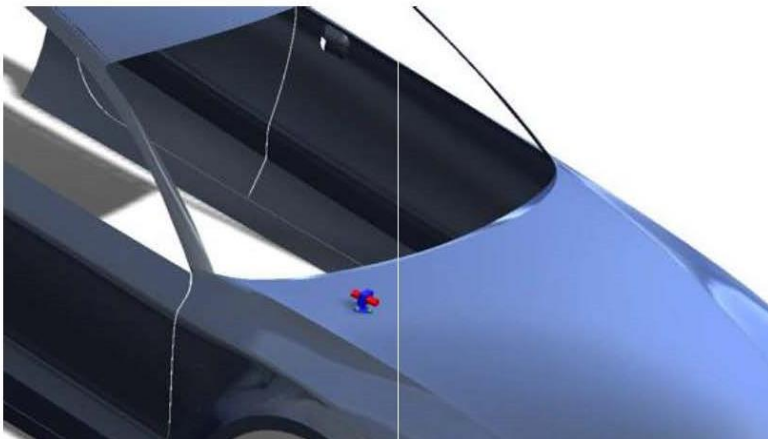
Open cars



“Pen” camera support fixed mechanically on the roll cage



Closed cars



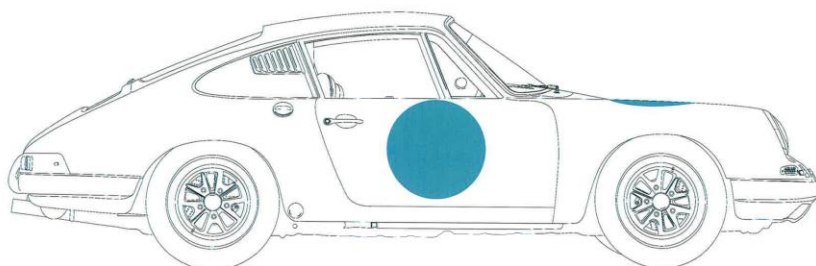
## FORBIDDEN FIXATIONS



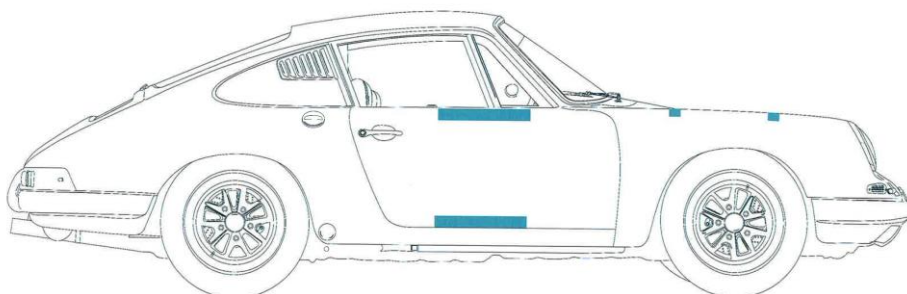
#### **4.11 Official stickers of the grid**

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

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



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



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

#### **4.12 Fuel tanks**

**A certificate of conformity and validity of the safety fuel tank(s) will be systematically requested at each preliminary check.**

# APPENDIX 2

## Technical regulations 2.0L CUP 2023

### 2.0L|CUP

#### 2.0L Cup - Technical Regulations 2022

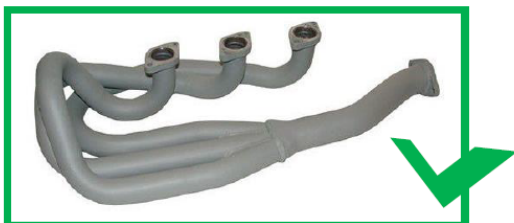
Based on the Homologation Form 183 (apart for exhaust manifolds) and Appendix IX of FIA 2022 Appendix K for Competition Grand Touring Cars.

What is not authorized by the regulations or by the Appendix K is forbidden.

		Notes
Minimum weight	1002 kg	<ul style="list-style-type: none"> <li>- FIA weight, mandatory at any moment of the meeting</li> <li>- Ballast : 70kg maximum, sealed in the car</li> </ul>
Wheels diameter	5 ½J x 15' or 6J x 15'	2 Litre Cup specific regulations
Brakes/Calipers	Original 1965 ATE caliper design and pad size.	<ul style="list-style-type: none"> <li>- Pistons FRONT &gt; <math>\phi</math> 48mm and REAR &gt; <math>\phi</math> 38 mm</li> <li>- As per FIA Homologation Form 183</li> <li>- Pads dimensions :                             <ul style="list-style-type: none"> <li>o Front : lenght 62mm, width 42mm</li> <li>o Rear : lenght 55mm, width 37mm</li> </ul> </li> </ul>
Front disc brake Diameter	282mm / thickness 12,7 mm.	<ul style="list-style-type: none"> <li>- Solid Disc– non ventilated – non grooved – non drilled</li> <li>- Cooling ducts allowed only if leading to front valance on the existing fog lamp holes.</li> </ul>
Rear disc brake Diameter	285mm / thickness 10 mm.	
Pedal Box	Dual circuit allowed, without modification of the position or attachment of the pedals or structure or car's body, as per Appendix K.	<ul style="list-style-type: none"> <li>- Hydraulic braking systems may be converted to dual circuit operation which provides simultaneous operation on all four wheels via two distinct hydraulic circuits.</li> <li>- Brake Bias adjustment must be removed from the dashboard and cannot be operable from the driver's seat.</li> </ul>
Maximum front track	1379 mm	2 Litre Cup specific regulations
Maximum rear track	1351 mm	
Ride height	100 mm	<ul style="list-style-type: none"> <li>- Mandatory at any moment of the meeting – Tyre pressure +/- 2 bars/30psi</li> <li>- Art. 4.6 – 2.0L Cup regulations</li> <li>- Appendix K – Appendix VIII / Art 10.2</li> </ul>
Anti-roll bars	<ul style="list-style-type: none"> <li>- Diameter : free</li> <li>- One piece only</li> <li>- Not adjustable</li> </ul>	<ul style="list-style-type: none"> <li>- Shape must conform to period</li> </ul>
Maximum capacity / Bore / Stroke	1991 cm <sup>3</sup> / 80mm / 66 mm	Aluminium case only – Type 901
Crankshaft	<ul style="list-style-type: none"> <li>- Original, as per period</li> <li>- Minimum weight : 13,3 Kg with bolts</li> <li>- 7 bearings</li> </ul>	<ul style="list-style-type: none"> <li>- Appendix K – Appendix IX / Art 5.8</li> <li>- Weight : +/- 5% of tolerance for weight, as per Appendix K</li> </ul>
Flywheel	<ul style="list-style-type: none"> <li>- Minimum weight : 5,6 Kg with bolts</li> <li>- Diameter : 215mm</li> </ul>	<ul style="list-style-type: none"> <li>- +/- 5% of tolerance for weight, as per Appendix K</li> </ul>
Timing	Original, as per period	<ul style="list-style-type: none"> <li>- Hydraulic chain tensioner forbidden</li> <li>- Aluminium timing gear forbidden, with the exception of the original aluminium layshaft gear</li> </ul>
Valves	<ul style="list-style-type: none"> <li>- <math>\phi</math> 39mm intake / <math>\phi</math> 35mm exhaust</li> <li>- Stem size 9mm only</li> </ul>	<ul style="list-style-type: none"> <li>- Port size to be standard, as per FIA Homologation Form 183: 32mm each, +/-1mm</li> <li>- Camshaft carrier: 3 bearings cam carriers only</li> <li>- Bearing carrier diameter : 47mm</li> <li>- Camshaft profile free</li> <li>- Rocker arm : aluminium or titanium forbidden</li> <li>- 6 bolts 3 bearing cam carrier covers only</li> </ul>
Rods / pistons	<ul style="list-style-type: none"> <li>- Piston : minimum weight : 390 gr with 3 rings and pin</li> <li>- Rod : minimum weight : 550 gr</li> <li>- Rod center distance : 130 mm</li> <li>- Piston pin diameter : 22mm</li> </ul>	<ul style="list-style-type: none"> <li>- +/- 5% of tolerance for weight, as per Appendix K</li> <li>- Design free</li> <li>- Forged pistons allowed</li> </ul>

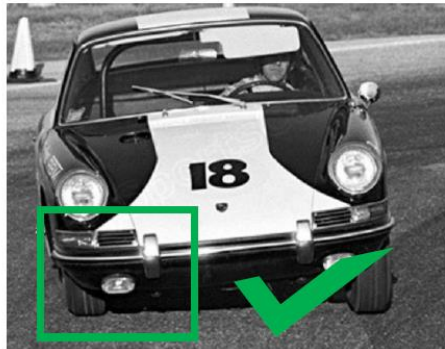
Intake	<ul style="list-style-type: none"> <li>- 2 triple- barrel Solex 40 PI</li> <li>- Ports diameter : <ul style="list-style-type: none"> <li>o 40mm on admission side</li> <li>o 32mm on engine side</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Venturis and chokes : free diameter,</li> <li>- Weber and PMO forbidden</li> <li>- Ports diameters : +/- 1mm of tolerance</li> </ul>
Ignition	Contact breaker / coil only	<ul style="list-style-type: none"> <li>- Magic Eye, CDI or MSD forbidden</li> <li>- Mechanical spark advance/timing only</li> <li>- All internal engine sensors forbidden</li> </ul>
Oil cooler	<ul style="list-style-type: none"> <li>- 2 maximum authorized,</li> <li>- Oil pump free,</li> <li>- Oil lines diameter free.</li> </ul>	<ul style="list-style-type: none"> <li>- Possible location of oil coolers: Original location on the engine or in the front wings.</li> </ul>
Gearbox / Transmission	<ul style="list-style-type: none"> <li>- 5 speed synchro Porsche</li> <li>- Helical gears only</li> </ul>	<ul style="list-style-type: none"> <li>- Types 901 – 901/0 and 902/1</li> <li>- Final drive : 7/31</li> <li>- Löbro transmission shaft allowed, maximum 6 fixing screws on gearbox side.</li> <li>- Gearbox ratios as per FIA Form 183</li> <li>- Lever and linkage conform to period specs</li> <li>- Shift light allowed – One bulb only – No progressive systems</li> </ul>
Dampers / Drivetrain	Non threaded steel dampers	<ul style="list-style-type: none"> <li>- Aluminium forbidden</li> <li>- Reinforcements on the body forbidden</li> <li>- Adjustable spring plates forbidden</li> </ul>
Exhaust manifold	<ul style="list-style-type: none"> <li>- Silencer free</li> <li>- Dansk manifolds only</li> <li>- Exhaust system internal dimensions: <ul style="list-style-type: none"> <li>o Maximum 35mm on engine side</li> <li>o 46mm on the flange</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- 2 Litre Cup specific regulations.</li> <li>- Noise limit : 105dB(A) max (in dynamic)</li> <li>- Ports diameters : +/- 1mm of tolerance</li> <li>- Dansk manifold without heat exchangers only, parts #1620800470 and 1620800480 are mandatory, with no modification in any way</li> </ul>
Rear axle	Original differential only	System "Torsen" (Helical ATB from Quaife) forbidden
Bodywork	Steel only	<ul style="list-style-type: none"> <li>- Aluminium and polyester forbidden</li> <li>- 3 rear view mirrors mandatory : one central, windscreen-mounted + one on each door</li> <li>- Headlamp glass free</li> <li>- Maximum 2 additional lights, for a total of 4 lights maximum (not including fog lamps)</li> <li>- Cooling ducts out of the front valance forbidden – Must be within the shape of the car</li> <li>- Interior trim (dashboard, door panels) should conform to period specs as much as possible</li> </ul>
Roll cage	6 mounting points mandatory, maximum and minimum authorized.	Cage bolted or welded to the body, as per FIA Appendix K - Appendix VI -Article 1.2.3.3.1.
Windscreen	Only laminated glass	Polycarbonate and tempered glass forbidden
Side glasses	Laminated glass or polycarbonate	Thickness : 4mm minimum
Tyres	185/70 R15	Avon CR6ZZ – A29 compound (HARD) Peter Auto reference 14836M only
Number of engines	Maximum 2 engines per season	Barrel sealed to the block

- **Shape and dimensions of the exhaust manifolds : Dansk 1620800470 and 1620800480 only references allowed**





- Possible configurations of the front valance



- Engine sealing





# PENALTIES BOARD – 2.0L CUP 2023

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		Steward's decision and can lead to exclusion
5. Advertising	Non-respect of advertising rules		Race start refusal
6. Crew	Crew composition	Race	Refer to the Appendix Handicaps
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 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
11. Pit stop	Out of pit window	Race	1 Lap
	No pit stop	Race	4 Laps
	Stop in pitlane out of garages allocation	Race	According to the panel of the stewards decision
	Pit stop short	Race	Added time equivalent to 3 times the constated difference.
11.1 Speed limit/Pitlane	Speeding in the Pitlane	Practice	1 <sup>st</sup> breach – 30s stop in the stop&go zone – Engine on 2 <sup>nd</sup> breach – 2m stop in the stop&go zone – Engine off 3 <sup>rd</sup> breach - According to the panel of the stewards decision
		Qualifying	1 <sup>st</sup> breach – Cancellation of the best time 2 <sup>nd</sup> breach – Cancellation of all time 3 <sup>rd</sup> breach - According to the panel of the stewards decision
		Race	Speed <= 10km/h: time equivalent to a drive through Speed >10km/h <=15km/h: 1min penalty Speed >15km/h: 1min30' penalty
12.7 Yellow flags	Overtaking under yellow flag	Practice	4 place grid penalty
		Race	Time penalty equivalent to a drive-through (according to pitlane length), unless Stewards decision.
<b>TECHNICAL</b>			
4.7 Noise limit	Noise >105db		Can lead to disqualification
4.8 Communication systems	Except pit boards : Forbidden	Practice	Cancellation of the best time
		Race	1 Lap
4.11 Official stickers	None		Seward's decision

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

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

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

## APPENDIX 3

### Points allocation / Season classification 2.0L CUP 2023

**1 overall classification will be published at the end of the season :**

- 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 cover 75% of the distance of the first car of 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.

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

- The points **are given to the crew**.
- Each crew taking part in 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 but not in the race scores half of these points (maximum 10 points).
- 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 in number of lap(s) and additional time taking as reference the best lap of the competitor. 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 race time.
- For each race, first ten in scratch, 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**

Position	Starting points (= starting cars, limited to 20)	Classification points	Total
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 the season the **three best drivers** in each classification will get an award during a prize giving ceremony.

# ANNEXE HANDICAPS

## Règles des pilotes Elite et voitures dites « Continuations »

### 1 – Règle des pilotes Elite :

Tout équipage comportant au moins un pilote, non propriétaire de la voiture, se trouvant dans l'une des situations listées dans le tableau ci-dessous se verra appliquer un handicap en temps supplémentaire pendant l'arrêt obligatoire en course :

*Any crew composed of at least one driver, not owner of the car, in one of the situations listed in the table below will be subject to a time handicap during the mandatory stop:*

Handicap de temps - course jusqu'à 1 heure (en secondes)

*Time handicap - Up to 1h race (in seconds)*

	Classement FIA <i>FIA Categorisation</i>	Pas de classement / <i>No classification</i> (mais palmarès en course moderne <i>/but effective background in modern racing</i> )	SILVER	GOLD	PLATINUM
<b>Age</b>					
Moins de 30 ans <i>Less than 30 years old</i>		50 sec	50 sec	50 sec	50 sec
Moins de 40 ans <i>Less than 40 years old</i>		30 sec	30 sec	40 sec	50 sec
Moins de 60 ans <i>Less than 60 years old</i>		20 sec	20 sec	30 sec	40 sec

Handicap de temps - course de plus d'1 heure (en secondes)

*Time handicap - Above 1h race (in seconds)*

	Classement FIA <i>FIA Categorisation</i>	Pas de classement / <i>No classification</i> (mais palmarès en course moderne <i>/but effective background in modern racing</i> )	SILVER	GOLD	PLATINUM
<b>Age</b>					
Moins de 30 ans <i>Less than 30 years old</i>		80 sec	80 sec	80 sec	80 sec
Moins de 40 ans <i>Less than 40 years old</i>		50 sec	50 sec	60 sec	70 sec
Moins de 60 ans <i>Less than 60 years old</i>		30 sec	30 sec	40 sec	50 sec

Dans le cas d'un équipage de deux pilotes, non propriétaires de la voiture, se trouvant chacun dans l'une des situations listées ci-dessus, les handicaps s'additionneront.

*In the case of a crew composed of two drivers, not owners of the car, each finding themselves in one of the situations listed above, the handicaps will be added.*

### 2 – Règles des voitures considérées comme Continuation :

Les autos considérées et/ou identifiées comme répliques ou continuations pourront être acceptées à courir sur la seule décision de l'Organisation.

Seule l'Organisation sera à même de déterminer si une auto doit être considérée comme réplique ou continuation.

Les continuations seront identifiées par un « C » apposé à la description de la voiture sur les documents officiels.

Les autos considérées et/ou identifiées comme répliques ou continuations se verront attribuer un handicap en temps supplémentaire lors de l'arrêt obligatoire en course selon le tableau ci-contre :

*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.*

*Continuations will be identified with a "C" added to the description of the car on all official documents.*

*Cars considered and/or identified as replicas or continuations will be handed a time penalty to be served during the mandatory pitstop in the race following the opposite table.*

Durée de la course <i>Length of the race</i>	Handicap (en secondes/ in seconds)
Jusqu'à 45 minutes <i>Up to 45 minutes</i>	30 sec
Jusqu'à 60 minutes <i>Up to 60 minutes</i>	40 sec
Jusqu'à 90 minutes <i>Up to 90 minutes</i>	60 sec
Jusqu'à 120 minutes <i>Up to 120 minutes</i>	80 sec