



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° C16-2023 en date du 13/01/2023.

The official name of the series is THE GREATEST'S TROPHY.



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

Officials

A. Permanent officials:

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

Panel of the Stewards	President	Emile PRADES	Lic 2247 ASA : 0703
	Member	TBC	TBC
	Member	TBC	TBC
Race director		Patrick MORISSEAU	Lic 28737 ASA : 1201
Deputy race director		TBC	TBC
Chief Scrutineer		TBC	TBC
Scrutineer		TBC	TBC
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 and organisers' 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) € 14 500 by down payment** (= 19.33 €/min), **or € 15 500 by differed payment** (20,67 €/min) must be sent to the Organisers before 31/03/2023*.

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

- o Mugello Classic
 - o Grand Prix de l'Age d'Or
 - o Dix Mille Tours du Castellet
 - o Estoril Classics
- } **3 300€ by race (= 22€/min)**
- o Spa-Classic **3 700 € by race (= 24,67€/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 at any time during the year, upon Stewards' and Organisation's decision.

ARTICLE 3 – ELIGIBLE CARS

A/ Pre-1966' Sportscars and Grand Tourisme cars with exceptional record, pedigree and/or historic.

All cars shall conform to the 2023 FIA Appendix K requirements and have a valid Historic Technical Passport (HTP).

Cars built before 1966 but with technical evolutions from G1 period (1966-1969) could be accepted.

To preserve the cars' security during the race and the exclusive nature of the grid, the number of entrants will be limited to 30 to 35 cars maximum regarding the track homologation.

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 done at least:

- 2 hours before the start of the first qualifying.
- 2 hours before the start of the second qualifying (the time from 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 Greatest's Trophy Technical Regulations. (Appendix 1)

Iso A3/C are subject to a specific Peter Auto regulation (available on request).

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.

Cars may be checked at any time during the event at the discretion of the Chief Scrutineer or on Stewards decision. If a car does not comply with the technical regulations or its HTP, the absence of a gain in performance will not be considered as a valid argument. Drivers' equipment must conform to Appendix L of the 2023 International Sporting Code.


ARTICLE 5 – TECHNICAL & 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):

The Organisation can allow a car to race which HTP papers are being issued
Nationals HTPs are not accepted.

- ✧ The stickers (race numbers, sponsors) provided during the administrative checks by the Organisers must be displayed on the car without cutting (except for justifying reasons).
- ✧ Cars with period record could ask to keep their period race numbers (if the number is available). The request has to be done at the inscription and the race numbers have to appear on the HTP.
- ✧ Any additional advertising (save the original livery of the car) must meet the FIA Appendix K Art. 2.1.9 requirement.
- ✧ Any other additional advertising (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 grid 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 lineup, drives at least 50% of the duration of the race.
- ✧ The crew can consist of one or two driver(s). In the latter case, they will be designed as “Driver 1” and “Driver 2”
- ✧ A change of driver or a pitstop in the case of a driver driving alone is mandatory.
- ✧ 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).

- ✧ If a crew declares two drivers during administrative checks, these two drivers must participate in all sessions, qualifications, and races.
Otherwise, and if only one of the two drivers participates in the qualifying sessions, 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.
- ✧ In the case of a two drivers crew, and in the event that each of the two drivers wishes to participate respectively in an entire race, i.e. Driver 1 in race 1 and Driver 2 in race 2, Driver 1 will have to participate in the first qualifying session in order to establish his time for the starting grid of race 1, and Driver 2 in the second qualifying session in order to establish the grid for race 2.
The wishes of participation in each of the races must be entered on the Driver sheet during administrative checks. In the event of a change during the event, the crew will be required to inform the stewards at least 3 hours before the start of the first race. Otherwise, the crew may be penalized by the Panel of Stewards.
Crews not complying with these rules will be penalized by the Panel of Stewards.

- ✧ 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.

A professional driver, driving someone else’s car alone, may be on the podium but cannot score any point towards the final season classification.


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

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

ARTICLE 7 – BRIEFING

- ✧ It is mandatory for all drivers to attend the Drivers' Briefing.
- ✧ Any driver missing the briefing could receive a €100-penalty and could be excluded from the starting grid by decision of the Panel of the Stewards.

ARTICLE 8 – PRACTICES- RACE

 No aggressive or dangerous behaviour will be accepted on track!

A driver who is judged 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 Stewards’ investigation.. They will have the right to determine the responsible driver(s), who might be inflicted a penalty upon decision of the Panel of the Stewards. In any case the cars should be inspected again by the technical scrutineer.

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

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

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

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 35' free practice session.
- There will be one 35' qualifying practice sessions.
- There will be two 40' race.

- Non-respect of the racing line:
 - During the practice:
 - 1st breach: Warning.
 - 2nd breach: Cancellation of the best time achieved during the concerned session.
 - 3rd breach: Cancellation of all times achieved during the concerned session.

 - During the race:
 - 1st breach: Warning.
 - 2nd breach: +45 seconds to the final race time.
 - 3rd breach: +90 seconds to the final race time.

 - Crossing of the white line at pitlane exit
 - 1st breach: added time equivalent to a drive through
 - 2nd breach: 1 minute penalty
 - 3rd breach: Steward's decision

- It is forbidden to pass any car after taking the chequered flag during practice or races.
Practice: Cancellation of the best time achieved during the concerned session.
Race: +45 seconds to the final race time.

- It is forbidden to pass twice the chequered flag during practice or races.
Practice: Cancellation of the best time achieved during the concerned session.
Race: +45 seconds to the final race time.

- Due to the large underlying disparity between vehicle performance and driver skills, it is required that competitors use their mirrors. In addition, in the case of an incident, the race trajectory will be used by the Race Direction should there be any responsibility to determine
Any questions regarding the race trajectory should be brought up during the briefing.

ARTICLE 9 – STARTING GRID

- ✧ For race 1, 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.
- ✧ For race 2, it will be established according to Race 1 classification.
- ✧ 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 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 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.
 - Overtaking is not permitted before the car has crossed the timekeeping line.
Penalty – 60 seconds per overtaken position 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.

Pitstop is not mandatory. Change of driver is forbidden during race.

➤ 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: At the Panel of the Stewards' sole discretion (possible exclusion).

b) Qualifying Practices:

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

c) Race:

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

11.2 Refuelling: Forbidden during the race. Penalty up to disqualification.

11.3 Driver change or mandatory pit stop. A mandatory pit stop will have to be made between the 15th (15m:00s) and the 25th (24m:59s) minute of racing from the start of the race.

If a driver is driving alone the entire race, he will still have to make a pitstop at his pit box under the same conditions.

➤ All cars (one or 2 drivers) will have to observe a minimum pit stop time of 1 minute + the time necessary to drive through the pitlane at the authorized 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:

➤ One 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.

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.

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 35 minutes of race.

ARTICLE 14 – CLASSIFICATION – PODIUM

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

- The three first cars of the scratch classification.
- The three first cars of the performance index (see appendix 3).
- The first of -2000cc category.

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.

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 Greatest's Trophy Technical Regulations

We would like to remind you that the cars should be raced in their original period specifications. **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) will be done throughout the year to ensure a sporting equity for all competitors.

A penalty system will allow entrants to compete if found in breach of the regulations (except for safety devices) without perturbing the results.

All penalties will be followed by a delay for the car to be put in conformity.

In cases of non-compliance with the previous statement made by the scrutineers, penalties can be strengthened and can lead to the disqualification of the entrant/car.

4.1 Tyres

Will only be accepted:

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

Ex: Avon CR6ZZ, Dunlop CR65 L section ONLY...

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

4.2 Engines and capacity

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

All cars presented in a **more modern configuration** than the class limit of the following regulation, the car will be classified in the upper class or excluded if not possible.

4.3 Lightings

Every car must be fitted with **period** type of lights in running order conditions (incandescent lamps only, leds or xenons are forbidden).

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

4.4 Weight

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

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

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

4.5 Ride height

Checked with driver in the car.

Reference : Appendix K 2023 – Appendix VII – 10.2

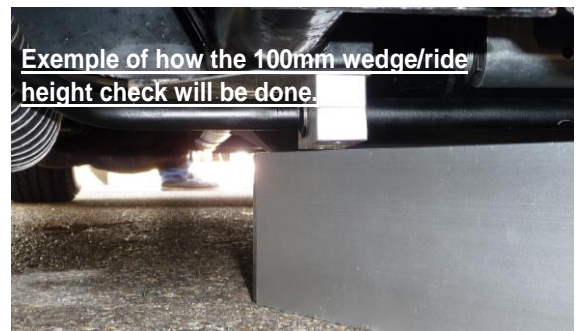
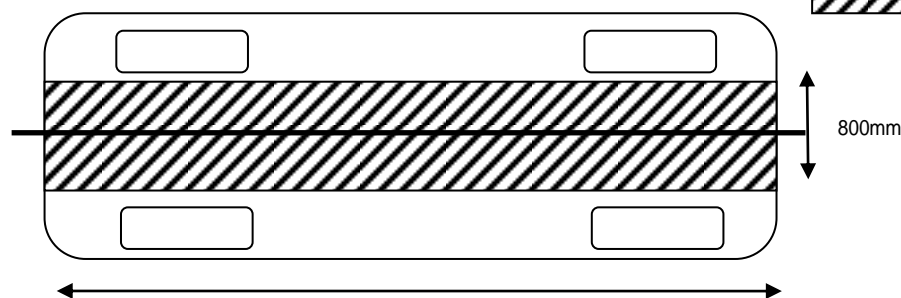
✧ Chassis

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

✧ Exhaust : pipes and silencers

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

Measuring area:



Mesuring area:
Car's length/800mm wide

Some derogations could be accepted.

4.6 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 1meter from the ground.
- 3- The engine should run at three quarter of its maximum rev-limit.

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

4.7 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

4.8 Transponder

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

4.9 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



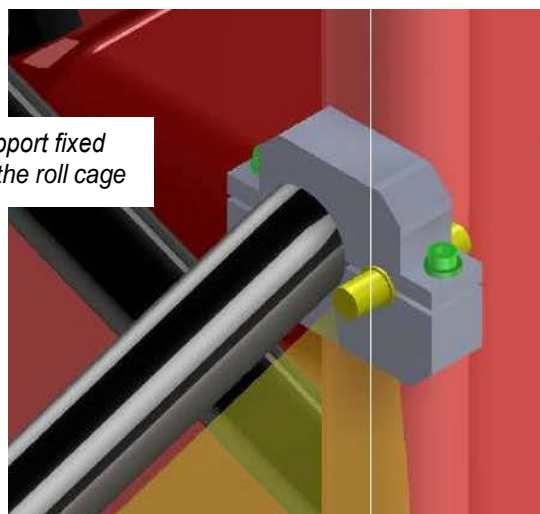
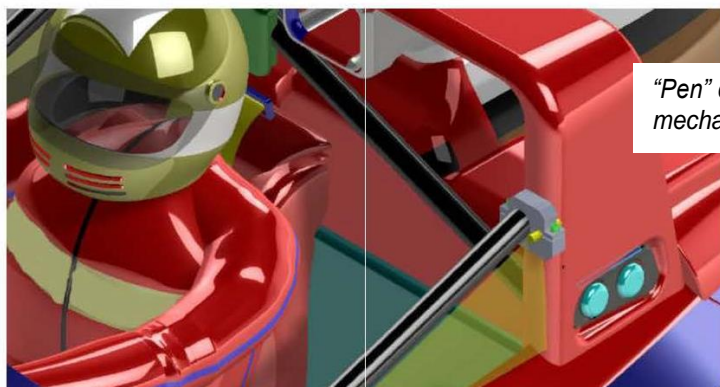
For « Pen » type cameras, it can be mounted on the front upright of the roll cage, the control unit must be fixed on the floor, behind the seats.



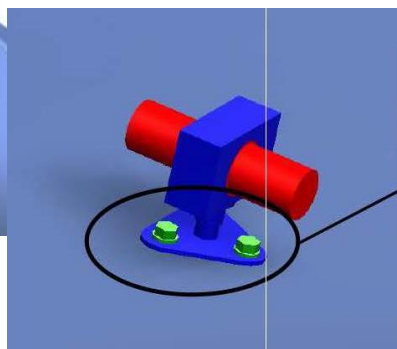
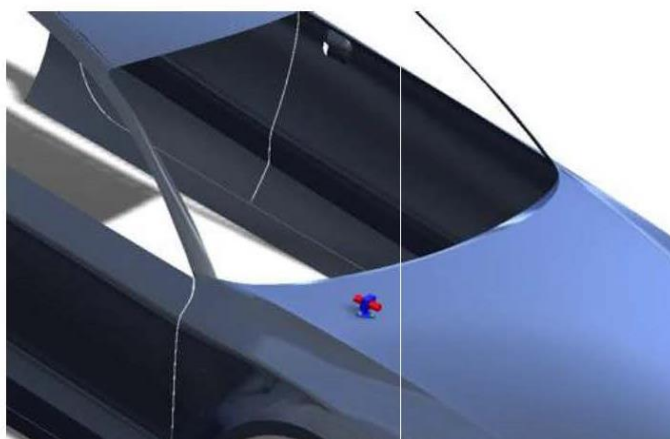
Only « Pen » type cameras will be accepted outside the car, positionned inside the perimeter of the car. Fixation must be from a mechanical type, and if a support is needed, it cannot exceed 40 mm height. Control unit must be fixed on the floor, behind the seats for touring cars or under the seats for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

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

Open cars



Closed cars



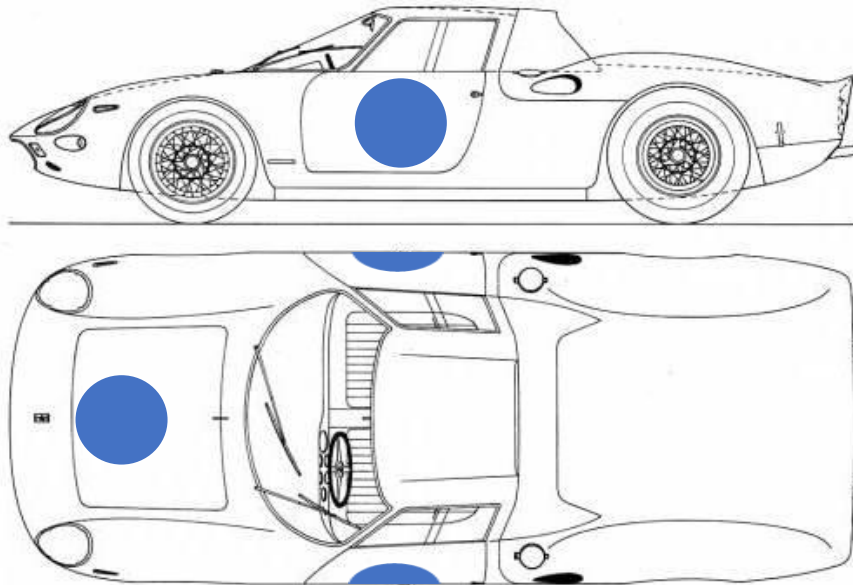
FORBIDDEN FIXATIONS



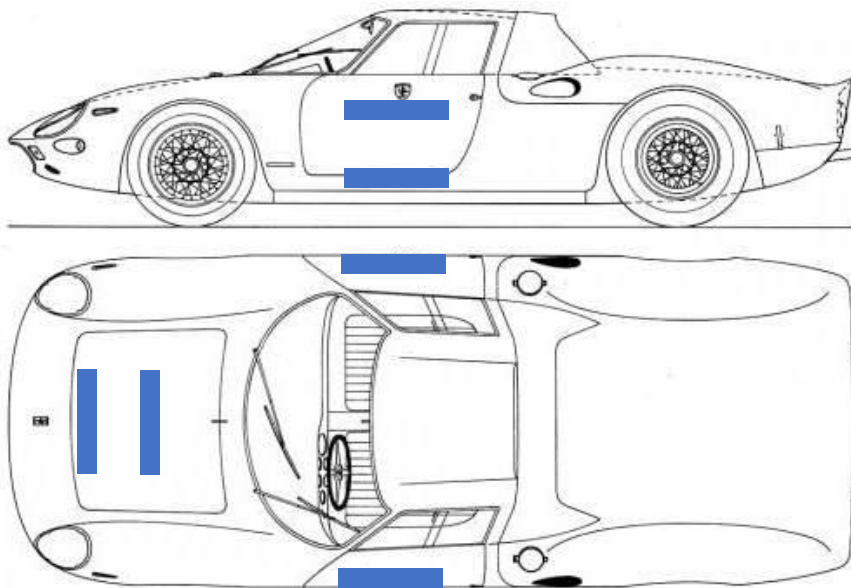
4.10 Official stickers of the grid

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

- Fond de portière comportant le numéro de course et sponsors éventuels sur les côtés droit et gauche et sur le capot avant.



- Bandeau mentionnant les sponsors éventuels sur les côtés droit et gauche et sur le capot avant.



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

4.11 Mirrors

Each car must be equipped with 3 mirrors, one on each wing and one in the center of the windshield.
For small cars, one on each wing and one mounted on a rod in the center of the cockpit.

PENALTIES BOARD – 2023 GREATEST’S TROPHY

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		Race start refusal
6. Crew	Composition of crew		Refer to the Appendix Handicaps
7. Briefing	No show		Race start refusal
8. Practices and Race	Non-respect of the racing line	Practice	1 st breach - Warning 2 nd breach – Cancellation of the best time 3 rd breach – Cancellation of all time
		Race	1 st breach - Warning 2 nd breach – +45 seconds to the final race time 3 rd breach – +90 minute to the final race time
	Overtaking after chequered flag	Practice	Cancellation of the best time
		Race	+45 seconds to the final race time
	Crossing of white at pitlane exit	Race	1 st breach: added time equivalent to a drive through 2 nd breach: 1 minute penalty 3 rd breach: Steward's decision
	10. Starting procedure	Overtaking before timekeeping line	Race
11. Speed limit/Pitlane	Speeding in the Pitlane	Practice	1 st breach – 30s stop in the stop&go zone – Engine on 2 nd breach – 2m stop in the stop&go zone – Engine off 3 rd breach - According to the panel of the stewards decision
		Qualifying	1 st breach – Cancellation of the best time 2 nd breach – Cancellation of all time 3 rd breach - According to the panel of the stewards decision
		Race	Speed <= 10km/h: time equivalent to a drive through Speed >10km/h <=15km/h: 1min penalty Speed >15km/h: 1min30' penalty
12.7 Yellow flag	Overtaking under yellow flags	Practice	4 place grid penalty
		Race	Time equivalent to a drive-through (according to pitlane length) unless Steward's decision
TECHNICAL			
4.6 Sound limit	Noise >105db		Can lead to disqualification
4.7 Communication systems	Except pit boards : Forbidden	Practice	Cancellation of the best time
		Race	1 Lap
4.18 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.

APPENDIX 2

2023 Greatest's Trophy Points allocation / Season Classification

There will be 2 classifications at the end of the season

- One Scratch classification
 - One Index of Performance classification (cars using drum brakes will be allocated the index of performances strictly inferior to their class).
- 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.
- Each driver completing a race automatically scores ranking points corresponding to the numbers of cars which have effectively started the race (limited to 20 cars max). Each 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 **allocated to the team**.
- In case of penalty, these starting points will revert to the car. Only classifications points can be withdrawn.
- In the case of the application of a time penalty, this penalty will be transformed into a number of lap(s) and additional time taking as reference the best time set by the competitor. Classification will then be revised by subtracting the number of penalty lap(s) from the number of laps completed and by adding the additional time to the total race time
- In case of race interruption, for any reason, if the winner did not drive a minimum of Y laps, points will be allocated up to 50% of the scale.

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

- For each race, first ten in scratch and index classifications 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

Bonus classe « Drum Brakes »	Bonus classe « 1 st Under 2 liter »
	<i>At least three cars entered in class at the start</i>
1st = 3 pts	1st = 3 pts
2nd = 2 pts	
3rd = 1 pt	
Scratch Only	Scratch Only

- Bonus points awarded to the two classes can't be combined.

Index of Performance – Formula:

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

- At the end of the season the **three best drivers** in each **2 classifications** 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
Age					
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
Age					
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