



# 2017

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## ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2017 an FIA International Series of six 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 C11

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

**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 (6 races) € 13,200** (= 14,6€/min) must be sent to the Organisers before the **15/02/2017\***

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

(€ 2500 by race + € 500 for administration fee at the first participation in the season)

✧ To be considered, entries must:

- include the entry fee,
- include the **full color copy of the valid FIA International HTP papers.**
- 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, upon Stewards' decision.**

## ARTICLE 3 – ELIGIBLE CARS

All cars shall conform to the 2017 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 world championship endurance races between 1966 & 1981: Le Mans, Sebring, Daytona, Brands Hatch, 1000 km of Monza, Spa, Nürburgring, Silverstone...

✧ Latest configuration date:

➤ GT & Touring cars & Prototypes: 1966 to 1981 included.

## **B/ Classes:**

The cars will be classified as follows:

### Classic Endurance Racing 1:

- ✧ **"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.

### Classic Endurance Racing 2:

- ✧ **"Proto2 / -2000cc"** Prototypes with under 2 litre engines homologated and raced between 1972 and 1981 included,
  - ✧ **"Proto2 / +2000cc"** Prototypes with over 2 litre engines homologated and raced between 1972 and 1981 included,
  - ✧ **"GT2"** GT and Touring cars homologated and raced between 1975 and 1981 included,
  - ✧ **"Invitation Class 2"** 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.
- ✧ **BMW M1, Ford GT40s, Porsches 935,** are all considered as **GT** cars.

## **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.

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).

## **ARTICLE 4 – TECHNICAL REGULATIONS**

 See Classic Endurance Racing Technical Regulations. (Appendix 1)

All cars presented to the scrutineers should comply with their period specification as well as their HTP specification. All competitors will have to certify and sign an "engine capacity and weight" statement sent with 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 2017 International Sporting Code.

## **ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS**

The following documents shall be presented during the verification:

- ✧ Competitor's licence
- ✧ FIA International Driver licence:
  - Licence D – Only for GT/GTS/TC (all engine capacity) and Prototypes/TSRC (-2000cc).
  - Licence C – Minimum requirement for Over 2000cc Prototypes/TSRC, Period G and onward.


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 be accepted.


- ✧ The stickers provided by the Organisers must be displayed on the car without cutting it.
- ✧ 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.

- ✧ 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.
- ✧ The use of an head restraint device (RFT/FHR) like HANS is mandatory for all cars from I Period. It is strongly recommended for other periods. It is mandatory to use narrow shoulder harness (2"/52 mm wide) only with RFT/FHR device and with appropriate helmet.

## ARTICLE 6 – CREW

- ✧ The owner of the car must declare himself during the administrative checks.
- ✧ The crew can consist of one or two drivers. In case of a two driver's crew, they will be identified as "Driver 1" and "Driver 2".
- ✧ Change of driver, or pit stop for single drivers, is mandatory during the race.
- ✧ The owner of the car, if he is part of the crew, must drive at least 50% of the race time. If the driver is considered as a pro driver, the second driver will have also to take part in the race. If not, the car could be disqualified.
- ✧ In case of a two driver's crew, the driver who sets the fastest time in the qualifying session will be the only one allowed to start the race.
- ✧ A professional driver registered in a modern championship might be excluded from Peter Auto meetings or asked to race less than 50% of the race.
- ✧ A Professional driver, driving someone else's car alone, may be on the podium but cannot score any point towards the final season classification.
- ✧ A performance penalty of 20 seconds will be added to the mandatory pit-stop time for all cars driven by at least one pro-driver.

 A driver will be considered as a pro-driver if his FIA classification is equal or superior to "Silver" category (refer to <http://www.fia.com/fia-driver-categorisation>).

In case of lack of FIA classification, the Organization will be the only authority to judge if a driver can be considered as a pro or not.

### **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.

Only cars and drivers that have completed the Technical and Administrative Checks will be accepted in the practice sessions.

- There will be one 30' free practice session
- There will be two 30' qualifying practice sessions
- The duration of the race will be one hour
- Non-respect of the racing line:
  - During practice: 1<sup>st</sup> breach: Warning.  
2<sup>nd</sup> breach: Cancellation of the best time achieved during the concerned session.  
3<sup>rd</sup> breach: Cancellation of all times achieved during the concerned session.
  - During the race: 1<sup>st</sup> breach: Warning.  
2<sup>nd</sup> breach: +45 seconds to the final race time.  
3<sup>rd</sup> breach: +1 minute to the final race time.
- 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.

## ARTICLE 9 – STARTING GRID

- ✧ It will be made up according to the cumulated best times achieved during all qualifying sessions.
- ✧ 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) Free Practices:
  - 1<sup>st</sup> infringement: a 30-second stop in the Stop and Go zone, engine running
  - 2<sup>nd</sup> infringement: a 2-minute stop in the Stop and Go zone, engine switched off
  - 3<sup>rd</sup> infringement: According to the Panel of the Stewards' sole discretion (possible exclusion)
- b) Qualifying Practices:
  - 1<sup>st</sup> infringement: Cancellation of the best time achieved during the concerned session.
  - 2<sup>nd</sup> infringement: Cancellation of all times achieved during the concerned session.
  - 3<sup>rd</sup> infringement: According to the Panel of the Stewards' sole discretion (possible exclusion)
- c) Race:
  - 1<sup>st</sup> infringement: 45 seconds to be added to the time of the race
  - From the 2<sup>nd</sup> infringement on: To the Panel of the Stewards discretion.

### 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 25<sup>th</sup> (25m:00s) and 35<sup>th</sup> (34m:59s) minute of the race.

Should a driver compete on his own, he has to respect a pit stop after the 25<sup>th</sup> (25m:00s) and before the 35<sup>th</sup> (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.

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

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 the announced pit stop timing (2 seconds to 15 seconds) = +1 minute to the final race time
- Stop shorter than the announced pit stop timing (16 seconds to 60 seconds) = 2 laps penalty

## 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.

## **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 finishers of each class at the end of each race.

To be part of the classification, the car must have raced during the last 10 mn before chequered flag or cross the finish line under the chequered flag.

A prize giving ceremony will be held for all the classes at the podium or under th Classic Endurance Racing's hospitality.

Two podiums "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 in CER1 and CER2 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

## 2017 CER 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 exclusion of the entrant/car if these demands are not respected.

### ARTICLE 4 – TECHNICAL

#### 4.1 Tyres - Will only be accepted:

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Proto 1	<ul style="list-style-type: none"><li>➤ Avon racing tyres with treaded pattern all over the width.<ul style="list-style-type: none"><li>- « Historic All Weather » - Only A37 compound allowed,</li><li>- CR6ZZ,</li></ul></li><li>➤ During wet races, rain tyres are free, provided they have the same dimensions as those used on dry track.</li><li>➤ Some cars called "Légendes de l'endurance" are allowed to run with <u>tyres with tread pattern all over the width</u> of their choice, according to Appendix K:<ul style="list-style-type: none"><li>- Alfa Romeo 33/2, 33/3, 33TT3,</li><li>- Berta LR DFV,</li><li>- Ferrari : 312P, 512S, 512M,</li><li>- Ford P68 DFV,</li><li>- Ligier JS3 DFV,</li><li>- Matra : tous modèles,</li><li>- McLaren M8C DFV,</li><li>- Mirage M3 DFV,</li></ul></li></ul>
<hr/>	
GT1	<ul style="list-style-type: none"><li>➤ Racing tyres with treaded pattern all over the width</li></ul> <p>Ex : Avon "Historic All Weather", CR6 ZZ, Dunlop Post Historic,</p> <ul style="list-style-type: none"><li>➤ During Wet races, rain tyres are free, provided they have the same dimensions as those used on dry track.</li></ul>
<hr/>	
Proto 2	<ul style="list-style-type: none"><li>➤ Avon slicks - Only A24 compound allowed</li><li>➤ Avon racing tyres with treaded pattern all over the width:<ul style="list-style-type: none"><li>- « Historic All Weather » - Only A24 compound allowed</li></ul></li><li>➤ During Wet races, rain tyres are free, provided they have the same dimensions as those used on dry track.</li><li>➤ Some cars called "Légendes de l'endurance" are allowed to run with tyres of their choice, according to Appendix K:<ul style="list-style-type: none"><li>- Alfa Romeo 33TT12, 33SC12,</li><li>- Ferrari 312 PB,</li><li>- Matra : All models,</li><li>- Porsche 908/3 Turbo, 936.</li></ul></li></ul>
<hr/>	
GT2	<ul style="list-style-type: none"><li>➤ Slicks</li><li>➤ Racing tyres with treaded pattern all over the width.</li></ul> <p>Ex: Avon « Historic All Weather », Dunlop Post Historic...</p> <ul style="list-style-type: none"><li>➤ During Wet races, rain tyres are free, provided they have the same dimensions as those used on dry track.</li></ul>

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**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. 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.**

**Teams shall drill screws and nuts of head covers before checks of the first participation in the season.**

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 12A and BMW M12/7 will race in the Proto 2 category.**
- 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
- FVC aluminium block or over 1840cc. PROTO 2
- BDG engines. PROTO 2
- DFV 3L. Mechanical injection. With **REV Limited @ 9000 RPM - PROTO 1**
- DFV 3L. Mechanical injection - PROTO 2

### ➤ **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).

### ➤ **BMW M12/7 engines.**

- Stroke/Bore 1- 80x89 or 2-75x92 or 3-77.4x90.6

### ➤ **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).
- Type 12A 1146cc x 1.4 = 1604cc. Proto 2 (SIGMA MC74 Le Mans 1974).
- Type 13B. **FORBIDDEN** (1st appeared in a MAZDA RX7 Le Mans 1984).

## 4.3 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 and 2 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 / P2 / GT1 / GT2 to be equipped of an FIA rain light.**

✧ If the driver don't respect these rules, a penalty can be applied : drive-through or equivalent added time.

## 4.4 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**

**PROTO 1 – 550 kg minimum for all cars.**

**PROTO 2 – 600 kg minimum for all cars.**

### **Over 2000cc prototypes**

**PROTO 1 - No minimum weight for up to 1971 cars.**

**PROTO 2 - 650 kg minimum weight for 1972 to 1975 cars.**

**PROTO 2 - 700 kg minimum weight starting from 1976 cars and for all cars fitted with prominent aerodynamic appendages (all periods).**

## 4.5 Brakes

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

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

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



#### 4.6 Ride height

→For GT1 category the mandatory minimum ride height must be 100mm at any time, with driver onboard and fuel.

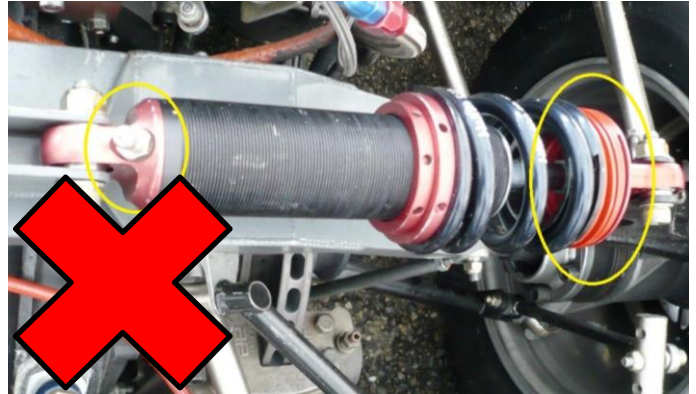
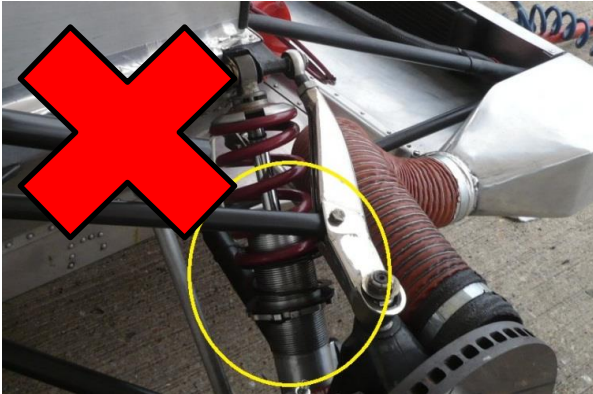
The ride height takes every aspect of the car into account (Front spoiler, flat bottom, exhaust and silencer).

→For P1/P2/GT2 the mandatory minimum ride height must be 60mm at any time, with driver onboard and fuel.

The ride height takes every aspect of the car into account (Front spoiler, flat bottom, exhaust and silencer).

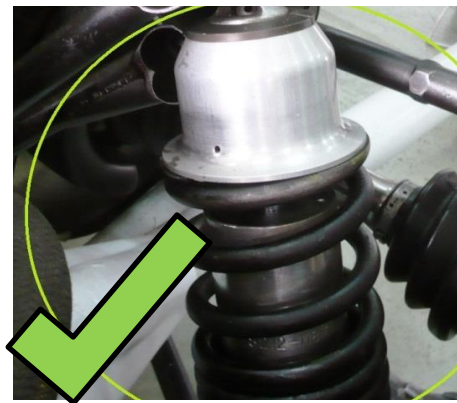
→Compression coil springs are forbidden.

→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.



#### 4.7 Sound limit.

The noise of the car should not exceed the 107 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.

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 , 33TT12 , 33SC12,
- Berta LR DFV,
- Ferrari : 312P , 512 S and M, PB 312, Daytona Gr IV, 512 BB LM,
- Ford P68 DFV,
- Ligier JS3 DFV,
- Matra : all models,
- McLaren M8C DFV,
- Mirage M3 DFV,
- Porsche : 906, 907, 908, 910, 917, 908/3 Turbo, 936

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

#### 4.8 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

#### 4.9 Transponder.

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

#### 4.10 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 (Lancia Beta, Porsche 908, 935, 936,...) it is mandatory to use the same KKK Turbo as the one used in period.

#### 4.11 Gearbox

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

#### 4.12 Fuel Tanks

For all cars of categories P1, P2, GT1, GT2 and "Légendes de l'Endurance", the maximum capacity of the tanks 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 for TC, GT, GTS, GTP and TSRC classes.

#### 4.13 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.

### SPECIFICATIONS FOR THE MOST COMMONLY RACED CARS

→CHEVRON B16.

Cast iron block FVC engine. 1790 cc up to 1840cc. FR 2 pistons ventilated discs. RE 2 pistons solid discs. 550Kg minimum.

Or

MAZDA ROTOR engine 10A. 1374cc. FR 2 pistons ventilated discs. RE 2 pistons solid discs. 550Kg minimum

→CHEVRON B19

Cast iron block FVC engine. 1790 cc up to 1840cc. FR 2 pistons ventilated discs. RE 2 pistons solid discs. 550Kg minimum.

→LOLA T210 et T212

Cast iron block FVC engine. 1790 cc up to 1840cc. FR 2 pistons ventilated discs. RE 2 pistons ventilated discs. 550Kg minimum.

→LOLA T280

DFV engine. 2993cc. FR 4 pistons ventilated discs. RE 4 pistons ventilated discs. 650Kg minimum.

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

Chevrolet engines with 5700cc on carburetors. 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. Ventilating 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. Ventilating 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: **GT1 class**

Wheels diameter: 16 inches - Diagonal ply tyres: **GT2 class**

## 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	
7.5/21.0-13	A37	15845	HAW
8.2/22.0-13	A37	14533	HAW
9.0/20.0-13	A37	15833	HAW
9.2/22.0-13	A37	15846	HAW
10.0/20.0-13	A37	15824	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
9.1/23.5-15	A37	14928	HAW
10.5/23.0-15	A37	15407 (existing)	HAW
11.0/23.5-15	A37	14537	HAW
13.0/25.0-15	A37	14534	HAW
15.0/26.0-15	A37	14508 (existing)	HAW

### Proto 2\* – Mandatory specifications to order through Sodipneu

Sizes	Compound	References Peter Auto	
9.0/20.0-13	A24	16256	Slick or HAW
10.0/20.0-13	A24	15837	Slick or HAW
12.0/23.0-13	A24	16257	Slick or HAW
13.0/23.0-13	A24	16258	Slick or HAW
13.0/24.5-13	A24	16259	Slick or HAW
9.1/23.5-15	A24	15835	Slick or HAW
11.0/23.5-15	A24	15842	Slick or HAW
13.0/25.0-15	A24	15844	Slick or HAW
15.0/26.0-15	A24	15840	Slick or HAW

\*Except Légendes de l'Endurance

# PENALTIES BOARD – CER 2017

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

Article	Description	Session	Penalty
<b>SPORTING</b>			
2. Entries	Non-respect of historic racing spirit		Can lead to exclusion
5. Advertising	Non-respect of advertising rules		Up to start refusal
7. Briefing	No show		Up to 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 – +1 minute 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
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 <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	According to the panel of the stewards decision
11.2 Refuelling	Forbidden unless exception	Race	Can lead to exclusion
12.7 Yellow Flag	Overtaking under yellow flag	Practice	Time penalty equivalent to a drive through (according length of the pit lane) unless the Stewards decide otherwise
		Race	
<b>TECHNICAL</b>			
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
4.7 Noise limit	Noise >107db		Can lead to exclusion
4.8 Communication systems	Except pit boards : Forbidden	Practice	Cancellation of the best time
		Race	1 Lap

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

# APPENDIX 2

## 2017 CER TECHNICAL REGULATION

### 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 classification, the car must have raced during the last 10 mn before chequered flag or cross the finish line under the chequered flag.
- Six 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 «Proto 2 -2000cc» 1972 to 1981
  - A classification for «Proto 2 +2000cc» 1972 to 1981
  - A classification for "GT2" 1975 to 1981.
- Each car 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 car 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.
- 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 to the grid below.

#### Scratch GT1 and GT2

	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 2<sup>nd</sup> place, then 3<sup>rd</sup>, etc.
- At the end of the season the **three best cars** in each **6 classes** will get an award during a prize giving ceremony.