



# 2017

## SUPPLEMENTARY REGULATIONS

<i>ARTICLE 1 – ORGANISATION</i>	<i>1</i>
<i>ARTICLE 2 – ENTRIES</i>	<i>1</i>
<i>ARTICLE 3 – ELIGIBLE CARS</i>	<i>1</i>
<i>ARTICLE 4 – TECHNICAL REGULATIONS</i>	<i>2</i>
<i>ARTICLE 5 – TECHNICAL &amp; ADMINISTRATIVE CHECKS</i>	<i>2</i>
<i>ARTICLE 6 – CREW</i>	<i>2</i>
<i>ARTICLE 7 – BRIEFING</i>	<i>2</i>
<i>ARTICLE 8 – PRACTICES- RACE</i>	<i>3</i>
<i>ARTICLE 9 – STARTING GRID</i>	<i>3</i>
<i>ARTICLE 10 – STARTING PROCEDURE</i>	<i>3</i>
<i>ARTICLE 11 – PIT STOPS</i>	<i>3</i>
<i>ARTICLE 12 – NEUTRALISATION - SAFETY CAR – RED FLAG</i>	<i>4</i>
<i>ARTICLE 13 – FINISH</i>	<i>4</i>
<i>ARTICLE 14 – CLASSIFICATION – PODIUM</i>	<i>4</i>
<i>ARTICLE 15 – AMENDMENT TO THE COMPETITION, CANCELLATION OF THE EVENT</i>	<i>5</i>

## ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2017 an FIA International Series of five races. These races will be organised according to the International Sporting Code, particularly to Appendix K, as well as to the Sporting Regulations of the F.F.S.A. These Regulations have been approved by the F.F.S.A. under organisation permit C12

The name of the series is **Euro F2**.

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

### Officials

#### A. Permanent officials:

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

Panel of the Stewards		
President	TBC	TBC
Member	TBC	TBC
Member	TBC	TBC
Race director	Patrick MORISSEAU	Lic 28737 – 1201
Deputy race director	TBC	TBC
Chief Scrutineer	TBC	TBC
Scrutineer	TBC	TBC
Competitors Relations Officer	TBC	TBC

#### B. Non-permanent officials:

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

- A Steward will be chosen from the licensed members of the ASN of the country hosting the race,
- A Clerk of the Course,
- A Competitors Relations Officer.

#### C. Scrutineers

The chief scrutineer will be in charge of the scrutineering and will have full authority over the national scrutineers (Under National ASN approval). Therefore the chief scrutineer may check and scrutineer a car/entrant at any time during the event.

## ARTICLE 2 – ENTRIES

✧ **The season entry fee (5 races) € 7000 (= 17,5€/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.**

(€ 1600 by race + € 300 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: Euro F2 – 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) or proof of the on-going demand.

#### A/ Are accepted:

✧ Single-seat racing cars built to the appropriate Formula 2, Formula B and Formula Atlantic regulations between 1<sup>st</sup> January 1967 and 31<sup>st</sup> December 1978, running to their original specification and using components of a type used in period.

Only models with an International Competition history in period are eligible.

## **B/ Classes:**

The cars will be classified as follows:

**F2 1600:** Cars built with engines conforming to original Formula 2 specification with either fuel injection or carburettors manufactured and raced before 1st January 1972 with a maximum capacity of 1600cc and with aerodynamic devices.

**F2 2000:** Cars with engines conforming to original Formula 2 specification built and raced between 1st January 1972 and 31st December 1978 with a maximum capacity of 2000cc but excluding ground effect cars.

**Atlantic:** Cars with engines conforming to an original Formula Atlantic or Formula B specification of no more than 1600cc manufactured and raced before 31st December 1978 but excluding ground effect cars.

**Pre Aero:** Cars built to conform to either Formula 2 or Formula Atlantic or Formula B regulations but without aerodynamic devices manufactured and raced after 1st January 1967

## **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 Euro F2 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.

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

The following documents shall be presented during the verification:

- ✧ Competitor's licence
- ✧ FIA International Driver C licence:

A national C licence will be accepted for entrants racing in their own country providing the licence has been issued by the organising ASN.

- ✧ Valid Historic Technical Passport (HTP):

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

National HTPs are not accepted.

- ✧ The stickers 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).

 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
- ✧ RFT-Hans devices are mandatory for cars running in I Period (1<sup>st</sup> January 1977). They are strongly recommended for all other cars.

## **ARTICLE 6 – CREW**

- ✧ The owner of the car must declare himself during the administrative checks.
- ✧ A professional driver registered in a modern championship might be excluded from Peter Auto meetings.
- ✧ A Professional driver, driving someone else's car alone, may be on the podium but cannot score any point towards the final season 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 2 hours before the start of the first qualifying session.
- ✧ Provided he has participated in the qualifying sessions, a driver may be registered 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 exit

line) will be announced during this briefing.

✧ Any driver failing to attend the briefing could receive a penalty 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 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 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 20' free practice session
- There will be one 20' qualifying practice session
- There will be two races of 20' each.
- 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: 1st 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**

✧ For Race 1, it will be made up according to the best time achieved during the qualifying session.

✧ For Race 2, it will be made up according to finish order of Race 1.

Cars which are unable to start or finish Race 1 could join Race 2 gridded at the rear in order of retirement in Race 1.

## **ARTICLE 10 – STARTING PROCEDURE**

- ✧ The start will be a standing start unless otherwise specified in the competitors final instructions.
- ✧ 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 their positions and remain in single file one after the other in the two formed rows.  
Any cars removed from the grid after the one minute stage or driven into pits on Green Flag lap shall be held on the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.  
At the end of the formation lap, the pace car will exit in the pit lane and the cars will follow the track up to the starting grid and regain their position. If one or more cars are taken out from the grid, gaps should not be closed up.
- The red light will be switched on during the formation lap.
- The start of the race will be given with the green light on.

## **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: 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.

## **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 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 20 minutes of race.

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

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

To be part of the classification, the car must cross the finish line under the **chequered flag**.

A prize giving ceremony will be held for all the classes at the podium.

Series winner and 2<sup>nd</sup> and 3<sup>rd</sup> overall will each receive a trophy and to each 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each class subject to the following number of competitors scoring points in each class:

- Up to 4 competitors: Class winner only

- 4 to 6 competitors: Class winner and 2<sup>nd</sup>

- Over 6 competitors: Class winner, 2<sup>nd</sup> and 3<sup>rd</sup>.

A Final prize ceremony will be celebrated for the season class winners at the end of the year.

#### **ARTICLE 15 – AMENDMENT TO THE COMPETITION, CANCELLATION OF THE EVENT**

*The Organization reserves the right to undertake all necessary changes to the competition due to force majeure or for safety reasons or ordered by the authorities or also to cancel the event or individual competitions, if this is determined by extraordinary circumstances, with no refunds of entries.*

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

# APPENDIX 1

## 2017 EURO F2 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 & Wheels

Drivers are limited to eight (8) tyres in the first Competition of the Championship they participate in and for subsequent Competitions, eight (8), of which at least four (4) have been registered in a previous Competition of the Championship.

Each Avon A11 slick tyre has an individual number below the bar code. The unique bar code numbers for all 8 tyres must be recorded and submitted on a pre-supplied form by the Competitor before the end of scrutineering at each Competition. It is the Driver's / Competitor's responsibility to ensure the form is filled in correctly and provided to the scrutineers before timed qualifying.

No car will be allowed to take part in timed qualifying without prior submission of its tyre bar code numbers.

#### Will only be accepted:

F2 1600/ Atlantic/ Pre Aero Classes	✧ <b>Avon</b> slicks.
	- Only A11 compound allowed.
	✧ Maximum width: 9" Front, 12" Rear.
	✧ During wet races, rain tyres are free, provided they have the same dimensions as those used on dry track
✧ Wheels – maximum dimensions : Front 13"x10", Rear 13"x14"	
F2 2000 Class	✧ <b>Avon</b> slicks.
	- Only A11 compound allowed.
	✧ Maximum width: 9" Front, 13" Rear.
	✧ During wet races, rain tyres are free, provided they have the same dimensions as those used on dry track
✧ Wheels – maximum dimensions : Front 13"x10", Rear 13"x15"	

Replacement wheels will be permitted providing the fitting and dimensions are identical to the original.

#### 4.2 Engines and capacity

**Cars must be powered by a normally aspirated engine not exceeding 1600cc (F2 1600 and Atlantic classes) and 2000cc (for F2 2000 class) of the type originally fitted to the model of car during its participation in International competition.**

A Ford Cosworth FVA may be replaced by the Ford Cosworth BDA engine.

An increase of engine capacity up to 1% over the original maximum limit to the relevant class/formula will be permitted subject to an individual application and approval from the Organization.

#### 4.3 Lightings

**It is mandatory for all categories to be equipped with an FIA rain light.**

#### 4.4 Weight

✧ Whenever the car is checked, throughout the event, the weight should never be inferior to the weight listed below.

F2 1600 & F2 2000 classes	Atlantic Class	Pre Aero Class
1971 : 450 kgs	440 kgs	420 kgs
1972 : 450 kgs		
1973 : 450 kgs (4 cylinder) / 475 kgs (6 cylinder)		
1974 : 475 kgs (4 cylinder) / 500 kgs (6 cylinder)		
1975 : 500 kgs		
1976 : 500 kgs		
1977 : 500 kgs		
1978 : 500 kgs		

#### 4.5 Brakes

Cars should be fitted with brakes (discs and calipers) used in period on that type of cars or conform to car's HTP.

Hydraulic pipes may be replaced by Aeroquip or similar. Pad material is free. Cross drilled brake discs are not permitted unless specified on the cars FIA HTP papers.

#### 4.6 Suspension / Ride height

Suspension must be as the original type for the car. It is forbidden to alter the working of the suspension by modifying the pick up points. Rising rate springs are forbidden. Dampers shall be of a type fitted in period, of aluminium or steel twin-tube construction, gas or oil filled and with no more than two ways adjustment (eg. Koni 8212 or equivalent period Bilstein). Out of period dampers are not permitted.

For all classes, the mandatory minimum ride height must be 40mm at any time, with or without driver and fuel onboard.

#### 4.7 Communication systems / Data logging

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

Data logging is not permitted for qualifying or racing. Installed data logging equipment must be removed or rendered inoperative. When requested by the organisation, competitors must make data available to the officials.

#### 4.8 Transponder.

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

#### 4.9 Bodywork and aerodynamics

All cars must be equipped with a bodyshell conform to their HTP.

Cars with aerodynamic devices should follow the specifications below:

##### Rear wing specification

Max height from the ground	All cars	90 cm
Max width	All cars	110 cm
Max overhang from axle centre line	1971	Period
	1972	Period
	1973	Period
	1974	Period
	1975	100 cm
	1976	80 cm
	1977	80 cm
	1978	80 cm
<u>Only for Formula Atlantic cars :</u> Max overhang from axle centre line	All cars	Period

The car must comply with the FIA Regulations laid down in the FIA yearbook of the particular year the car was manufactured and its participation in International competition. All parts of the wing assembly including side plates and Gurney flaps are subject to the dimension regulations. Wing mounting design and position must be as period and photographic evidence may be requested from competitors to support particular examples

#### 4.10 Gearbox

All cars should be equipped with a gearbox complying with the period specification of the presented car or conform to their HTP.

#### 4.11 Fuel Tanks

For all cars the maximum capacity of the tanks must be the one contained in Appendix J on period (depending on the year and engine capacity) or conform to their HTP.

#### 4.12 Fuel

Fuel must conform to the prescriptions of FIA Regulation Appendix J – Art 252. Art 9. Special mixtures or toluene-based octane boosters are forbidden.

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.



# PENALTIES BOARD – Euro F2 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
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
<b>TECHNICAL</b>			
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 EURO F2 TECHNICAL REGULATION

### Cars classification

- To be part of the classification, the car must cross the finish line under the chequered flag.
- Six classifications will be published at the end of season :
  - One classification for Formula 2 1600cc cars,
  - One classification for Formula 2 2000cc cars,
  - One classification for Formula B and Formula Atlantic cars racing in the Atlantic Class,
  - One classification for Formula 2, Formula B and Formula Atlantic cars racing in the Pre Aero Class.
- 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 = 20 points 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 scratch classification for each class score points for season classification according to the grid below following the number of starting cars:
- **More than 6 cars in the class (example for 15 starting cars):**

Position	Starting points (= starting cars, limited to 20)	Classification points	Total
1st	15	20	35
2nd	15	18	33
3rd	15	16	31
4th	15	14	29
5th	15	12	27
6th	15	10	25
7th	15	8	23
8th	15	6	21
9th	15	4	19
10th	15	2	17
11th	15	0	15

- **Less than 6 cars in the class (example for 15 starting cars):**

Position	Starting points (= starting cars, limited to 20)	Classification points	Total
1st	15	14	29
2nd	15	13	28
3rd	15	12	27
4th	15	11	26
5th	15	10	25

- **Less than 4 cars in the class (example for 15 starting cars):**

Position	Starting points (= starting cars, limited to 20)	Classification points	Total
1st	15	10	25
2nd	15	9	24
3rd	15	8	23

- 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 **4 classes** will get an award during a prize giving ceremony.