



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 & 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>2</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>3</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>4</i>

ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2017 an FIA International Series of 6 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 FIA under organisation permit N° C26

The official name of the series is TROFEO NASTRO ROSSO.

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		Jacques de PRIESTER	Lic 9359 ASA : 1428
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 + € 300 for administration fee at the first race)

✧ 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: Trofeo Nastro Rosso – 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 Historic Technical Passport (HTP).

A/ Pre-1966' Italian Sportscars and Grand Tourisme with the exception and on invitation only for certain car of the period
(Exemple : Aston Martin DB4 GT and DB4 GT Zagato, Mercedes 300SL).

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

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.

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 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 Trofeo Nastro Rosso Technical Regulations. (Appendix 1)

All cars to be 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.

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

Weight and engine capacity 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 Drivers licence – Grade D or C FIA International Historic
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. In this case, the driver/car will not figure in the overall season classification.

✧ **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 provided by the Organisers must be displayed on the car without cutting.
- ✧ 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 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,
- ✧ All competitors will have to provide a validity certificate of the safety fuel tank(s) at the first event,
- ✧ 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 strongly recommended. 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 driver. In case of a two drivers crew, each driver will have to enter a 35 minutes 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 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 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.

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

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

- ✧ *Race 1 - According to qualifying session / Race 2 – 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.*

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

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) *Free 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: To the Panel of the Stewards discretion.*

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 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 "drum brakes" category.

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

2017 Trofeo Nastro Rosso Technical Regulations

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 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.

If found in breach with the previous statement made by the scrutineers, penalties can be strengthened and can lead to the exclusion 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.

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

For all homologated cars (GT, GTS) the mandatory minimum ride height should never be under 100mm.

For all prototypes (TSRC) the mandatory minimum ride height should never be under 80mm.

The ride height takes every aspect of the car into account (Bodywork, suspension pick up point, exhaust, sump...).

Due to the new noise regulations, a 30mm tolerance will be appicated for the silencers only.

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.

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

4.7 Communication system

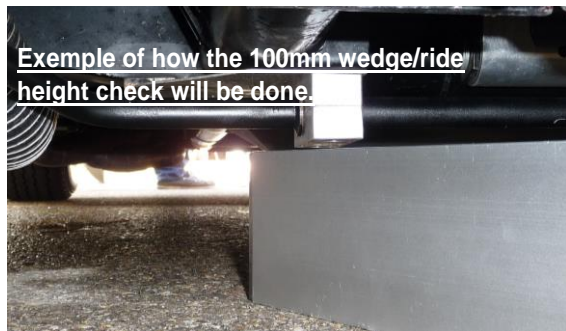
No communication system but pit boards between the pits and the driver will be allowed.

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.



PENALTIES BOARD – TNR 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
SPORTING			
2. Entries	Non-respect of historic racing spirit		Can lead to exclusion
5. Advertising	Non-respect of advertising rules		Race start refusal
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 – +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
10. Starting procedure	Overtaking before timekeeping line	Race	60 seconds per overtaken line
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	According to the panel of the stewards decision
TECHNICAL			
4.6 Sound limit	Noise >105db		Can lead to exclusion
4.7 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

Points allocation / Season Classification Trofeo Nastro Rosso 2017

There will be 2 classifications at the end of the season

- One Scratch classification
 - One Index of Performance classification
- To be part of the classification, the car must cross the finish line under the chequered flag.
- 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 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 cars** in each **2 classifications** will get an award during a prize giving ceremony.

