



2018

SUPPLEMENTARY REGULATIONS

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ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2018 an FIA International Series of 5 races. These races will be organised according to the International Sporting Code, particularly to Appendix K for cars from 1982 to 1990, and Appendices J of periods for cars from 1991 to 1993, 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 Organization permit IS.16-2018

The name of the series is GROUP C 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	Nigel JAMES	TBC
Scrutineer	Hervé CHAPALAIN	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

✧ **Full season entry fee (5 races including Le Mans Classic)** € 18,000 (=21€/min)

(Entries must be sent to the Organisers before the 15/02/2018)

✧ **Race entry fee (except Le Mans Classic)** € 3500

(Entries must be sent to the Organisers at the least one month before each race)

✧ **Le Mans Classic entry fee** € 6500

(Reminder : A minimum of two participations in Group C events organized by Peter Auto in Europe or the Historic Sportscar Racing in the USA (Daytona 24H / Sebring 12H) in the last 18 months is mandatory to enter Le Mans race)

✧ **Administration fees** (only due for the first participation in the season) € 600

✧ To be considered, entries must:

- include the entry fee,
- include the full color copy of the Technical Passport issued by the Organization or valid FIA International HTP papers, If the car has not run in the Group C series before, the Technical Passport will only be validate by the Technical Scrutineer after the inspection of the car prior to its first participation of the season.
- include a copy of the drivers' licences,
- be sent to: Group C 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.**

Drivers will have to demonstrate to the Organisation that they have enough circuit racing experience to be deemed capable to compete in the Group C/GTP race events. All new applicants to drive must supply a detailed resume of prior experience together with details of any competition licences held in the last three years.

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 from 1982 to 1990 shall conform to the 2018 FIA Appendix K requirements and have a valid FIA Historic Technical Passport (HTP) or a valid Technical Passport issued by the Organization checked by the technical scrutineer.

All cars from 1990 to 1993 shall conform to Appendices J of periods and have a valid Technical Passport issued by the Organization checked by the technical scrutineer.

Technical passports issued by the Organization will still be accepted in 2018, but teams are informed that from 2019, a valid FIA HTP or proof of application will be mandatory for pre 1991 cars. Others will continue to use the Technical Passport.

A/ Are accepted:

- ✧ Group C/GTP race events are open to all Group C, IMSA and GTP cars running to 1982-1993 specifications
- ✧ Group C/GTP racing should comprise of the following car types:
 - Group C Cars,
 - IMSA GTP Cars,
 - Special Invitation Cars.

B/ Classes:

Group C/GTP Racing event will be contested in the following classes:

- Class 1 a: For all Group C C1, IMSA, GTP cars 1987-1990 specification cars.
- Class 1 b: For all Group C C1, IMSA, GTP cars pre '87 specification cars (i.e '82-'86).
- Class 2 a: For all Group C C2, Junior, IMSA Light cars 1986-1990 specification cars.
- Class 2 b: For all Group C C2, Junior, IMSA Light cars pre '86 specification (i.e '82-'85)
- Class 3 a: For Japanese sportscars, IMSA, Group C cars running in '91-'93 specification.
- Class 3 b: 'Special Invitation' - An invitation to run in this class is entirely at the discretion of The Organisation.

The Special Invitation Class will be for any Group C/GTP car or any other car considered by the Organization to be of:

- a) Special Historical interest to the Organization or Promoters of any of the races,
- b) be of particular benefit to the Organization.

NB: All classes with the exception of the Class 3 b 'Special Invitation' will be eligible to score points as per the current regulations.

If a car's eligibility has not been appraised or a request for proof of eligibility has not been produced, the car's entry could be refused or allocated to C3b class until proof of eligibility has been made to the Organization.

Cars competing in C3b class will not be eligible to receive any awards. Any other type of car may be allowed to participate at the absolute discretion of the Organization. Also eligible are cars with different combination of chassis and engine.

The decision of whether a car is eligible to compete and which class it is allocated to is solely at the discretion of the Organization and that decision is final.

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 Group C Racing Technical Regulations. (Appendix 1)

All cars presented to the scrutineers should comply with their period specification as well as their Technical Passport or 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 Technical Passport (or FIA HTP), the absence of an increase in performance will not be considered as a valid argument.

Drivers' equipment must conform to the Appendix L of the 2018 International Sporting Code.

ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS

The following documents shall be presented during the verification:

- ✧ Competitor's licence
- ✧ FIA International C Licence – Minimum requirement for all classes.
- ✧ Technical Passport issued by the Organization or FIA Historic Technical Passport (HTP):
The Organisers are free to accept a car which HTP papers are being issued,
- ✧ The stickers (race numbers, sponsors) provided during the administrative checks by the Organisers must be displayed on the car without cutting (except for justified reasons).
- ✧ Cars with period record could ask to keep their period race numbers (if the number is available). The request has to be done at the inscription and the race numbers have to appear on the HTP.
- ✧ Any additional advertising (save the original livery of the car) must meet the FIA Appendix K Art. 2.1.9 requirement.
- ✧ Any other additional advertising (save the original livery of the car) should receive the Organiser's written agreement.
- ✧ Competitors' brands and sponsors competing with the official sponsors of the grid could be refused.
- ✧ **Windshield stickers are forbidden (save the original livery of the car).**

⚠ Any car found in breach of the above "advertising" regulations 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.
- ✧ Safety fuel tanks are mandatory (FIA Appendix J of period).
- ✧ All competitors will have to provide a validity certificate of the safety fuel tank(s) at the first participation in the season.
- ✧ Two 6KG powder fire extinguishers will be mandatory in the paddock for every car
- ✧ RFT-Hans devices are mandatory for all cars.
- ✧ Onboard cameras:
The Organization reserves the right to install one or more onboard cameras inside or outside the cars. The collected images may be used by the Organization for promotional purposes and broadcasted without the agreement of the competitor and / or drivers on social networks, websites or any other means chosen by the Organization.
The Organization reserves the right to recover the images recorded by the onboard cameras installed by the teams. The collected images may be used by the Organization for promotional purposes and broadcasted without the agreement of the competitor and / or drivers on social networks, websites or any other means chosen by the Organization.

ARTICLE 6 – CREW

- ✧ The crew can consist of one or two drivers.
- ✧ If a car is entered with a team of 2 drivers, both drivers will have to drive in either one of the race to score all the points. If not, the car will only get 50% of the points scored.
- ✧ The crew must nominate 2 hours prior the race the driver that will start the race.
- ✧ A driver considered as Elite or regularly registered in a modern championship may be excluded from Peter Auto meetings or asked to race less than 50% of the race.
- ✧ A driver considered as Elite driving someone else's car alone may be on the podium but cannot acquire 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 Elite driver. In case of a 2 Elite driver's crew, this performance handicap will be of 40 seconds.
 - Owner of the car driving alone: No penalty
 - Owner of the car considered as Elite driving alone: No penalty
 - Elite driver driving someone else's car alone: 20 seconds penalty, no classification points
 - 2 drivers crew with one Elite driver: 20 seconds penalty, classification points
 - 2 Elite driver's crew: 40 seconds penalty, no classification points

A driver will be considered as a Elite if:

- His FIA classification is equal or superior to "Silver" category (refer to <http://www.fia.com/fia-driver-categorisation>),
And/or
- He is born after January 1st 1973 and has raced in a modern championship in the past 3 years.

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

Provided he has the proper licence and satisfied the administrative requirements, 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.

ARTICLE 7 – BRIEFING

It is mandatory for all drivers to attend the Drivers' 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's investigation. They will have the right to determine the responsible driver(s), who might be inflicted a penalty upon decision of the Panel of the Stewards. In any case the cars should be re-inspected again by the technical scrutineer.

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

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

Barcelona / Spa / Castellet / Imola

- There will be two 45' qualifying practice sessions.
- There will be two 45' races.

Le Mans Classic

- There will be two 45' qualifying practice sessions.
- There will be one 43' 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.
After examination of the situation by the Race Direction, penalties can be up to:
Practice: Cancellation of the best time achieved during the concerned session.
Race: +45 seconds to the final race time.

ARTICLE 9 – PARC FERME

This is an invitation series and the Organisation may or may not choose to operate Parc Ferme. Competitors will be notified in the Final Instructions/Supplementary regulations on Parc Ferme for each event. Should the Organisation choose to operate Parc Ferme, the cars will be held under Parc Ferme conditions as defined by Article 2.5 of the International Sporting Code of the FIA, after all qualifying and after all races, in a designated area specified at the discretion of the Organisation. If the cars are allowed to get back to their boxes, they will be considered as being in Parc Ferme, with similar rules and obligations as a regular Parc Ferme in a dedicated area. Failure to comply may cause car in question to be penalized. The Organisation does however reserve the right to secure any car in the event for inspection for whatever reason the Organisation sees fit.

ARTICLE 10 – 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 11 – STARTING PROCEDURE

- ❖ The start will be a 2 x 2 rolling start behind a Pace Car
 - ❖ 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.
- The countdown procedure (minutes to the start of the Pace Lap) will be as follows:
- 12 minutes Pit Exit opens in 2 minutes. Audible warning.

- 10 minutes Pit Exit opened. Audible warning.
- 7 minutes Pit Exit closes in 2 minutes. Audible warning.
- 5 minutes Pit Exit closed. Audible warning & 5 minute board shown at start line
- 3 minutes Clear grid of non team personnel and equipment. Audible warning & 3 minute board shown at start line
- 2 minutes Audible warning & 2 minute board shown at start line.
- Audible warning & 1 minute board shown at start line. Grid must be completely cleared.
- 30 seconds Audible warning & 30 second board shown at start line.

➤ **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 rows.

- The cars will follow the leading car at an average of 70km/h up to 90 km/h.
- The red light will be switched on during the formation lap.
- The start of the race will be given with the green light on.

Penalty – 60 seconds per overtaken position in the row to be added to the race time.

ARTICLE 12 – PIT STOPS

12.1 Speed limit in the pitlane

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

➤ **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: According to 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.

c) **Race:**

- * 1st infringement: 45 seconds added to race time
- * From 2nd infringement: Panel of the Stewards' decision.

12.2 Refueling: Strictly prohibited during the race.

The clerk of the course might exceptionally accept a change to this rule. This will be done under specific instructions and conditions.

12.3 Driver change or mandatory pit stop. The driver change or mandatory pitstop must take place between 17 minutes and 30seconds (17m:30s) and 27 minutes and 30 seconds (27m:30s) of the race for two-driver teams and solo drivers.

For all cars (one or two drivers) the **minimum** duration of the stop will be **2 minutes stationary** + the necessary time to drive through the pitlane at the authorised speed as notified at the Drivers' Briefing + possible performance handicaps (ref. Appendix 2)

For teams composed of one Elite driver, 20 seconds will be added to the mandatory pitstop.

For teams composed of two Elite drivers, 40 seconds will be added to the mandatory pitstop.

This time will change according to the visited track (different length of the pitlane); it will be announced during the Drivers' Briefing. It will be calculated by our timekeepers, considering the distance between the entrance loop and the exit loop. Boards will announce these loops.

Conditions for pitstop:

- 2 minutes 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 = + 2 minutes penalty to the final race time.
- no stop = + 8 minutes penalty to the final race time.
- Stop shorter than the announced pit stop timing (2 seconds to 60 seconds) = + 2 minutes penalty to the final race time.
- Stop shorter than the announced pit stop timing (more than 60 seconds) = + 6 minutes penalty to the final race time.

ARTICLE 13 – NEUTRALISATION - SAFETY CAR – RED FLAG

13.1 Responsibility:

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

13.2 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

13.3 Procedure:

13.3.1 – 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;

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

13.3.3 – 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";

13.3.4 – 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.

13.3.5 – 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.

13.4 Pit Stops:

13.4.1 – During the "Safety-Car" intervention, 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.

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

13.5 End of Intervention:

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

13.5.2 – 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.

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

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

13.6 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".

13.7 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.

13.8 –Full Course Yellow:

Only during practice or qualifying session:

Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Race Director will declare a Full Course Yellow period. The message FCY will be displayed on the monitors. Waved yellow flags and FCY boards will be shown at all marshal posts, at the Line and at pit exit. All cars must immediately slow down to 80 km/h (or 60 km/h if needed).

Overtaking, except for safety reasons accepted as such by the Race Director or Stewards of the Meeting, is forbidden. Cars must proceed at a constant speed in single file. Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards of the Meeting and a penalty may be given. The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2. Once the problem is resolved, the track will return to Green and the information will be given on the monitors. Alternatively, should the problem not be resolved, the Safety Car may be deployed.

ARTICLE 14 – FINISH

The Chequered Flag will be presented to the leading car after 45 minutes of race (43minutes for Le Mans Classic race).

ARTICLE 15 – CLASSIFICATION – PODIUM

A podium celebration will take place for 1st, 2nd and 3rd in C1, C2 and C3. An award will also be given to the class winner on class C1b and C2b. Awards will be dependant on number of entries in each class.

To be part of the classification, the car must have been on track for the last 10 minutes or cross the finish line at the end of the race.

A car with a lower race time would never benefit from a better classification compared to cars that finish the race normally.

Cars that have been on track for the last 10 minutes but that did not cross the finish line at the end of the race will be classified behind the cars with the same number of laps that did cross the line, whatever their race time.

Two Independent Races: *the grid is taken from the overall qualifying times and there is no other relationship between the two races (i.e. the finishing positions on the 1st race do not affect the grid for the 2nd race).*

The cars with two drivers must inform the nominated Organization Official, which driver is starting the race, 2 hours before the first race.

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

ARTICLE 16 – 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

2018 Group C 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.

Eligibility

The Group C Racing series is an Invitation series and entries are at the sole discretion of the Organization.

The Organization reserves the right to accept or decline any entry and to allocate any car to its class.

A/ Eligible cars

The event is open to all Group C and IMSA GTP cars running to 1982-1993 specifications.

B/ Classes

The repartition of the classes will be as follow:

- C1 Class a:- For all Group C C1, IMSA, GTP Cars running 1987–1990 specification
- C1 Class b:- For all Group C C1, IMSA, GTP Cars running Pre '87 specification (i.e '82-'86)
- C2 Class a:- For all Group C C2, Junior, IMSA Lights Cars running 1986-1990 specification
- C2 Class b:- For all Group C C2, Junior, IMSA Lights Cars running Pre '86 specification i.e 82-'85)
- C3 Class a:- For Japanese sportscars, IMSA, Group C cars running in '91-'93 specification
- C3 Class b Invitation:- For all 'Special Invitation' Cars;

An invitation to run in the C3b class is entirely at the discretion of the Organization. The Special Invitation Class will be for any Group C/GTP car or any car considered by the Organization to:

- Be of Special Historical Interest to the Organization,
- Be of particular benefit to the Organization.

The Organization reserves the right to apply any performance balancing factors it sees fit. Also set the Race Entry fee for any car accepted to race. Cars competing in C3 Class b 'Special Invitation' will not be eligible to receive any awards or points.

The decision of whether a car is eligible to compete and which class it is allocated to is solely at the discretion of the Organization and that decision will be final.

All cars must have a current FIA HTP or Technical Passport (the 'Tech Pass') issued by the Organization for the event in which it is intended to race. The fee for the Tech Pass will be set by the Organization.

From 2018, FIA HTP or proof of application will be mandatory for pre 1991 cars. Others will continue to use the Technical Passport.

In order for a car to be eligible, the specification for the car as advised in the Tech Pass application must be for the same specification as was raced by that type of car at a point in time in period. This is to include aero package and power train. Modifications to original specification may be allowed by the Organization if the entrant can prove a case for improved durability or improved reliability or improved safety or lack of parts availability. Permissions for such modifications from original specification must be agreed with the Organization prior to entry for any event.

Cars without period racing history may be considered for a Tech Pass and invitation to compete in Group C Racing races if they fully comply with the Technical Specification, Aero package and Livery for the given year that the car is presented in.

In the event of the entry for a meeting being over-subscribed priority will always be given in this order:

- C1 and C2 cars with proven history,
- C1 and C2 cars without proven history,
- C3 cars.

The Organization reserves the right to withdraw the Invitation to enter any car at any time should the Organization feel that it is not being prepared to the highest technical standards.

All cars must be presented in good cosmetic condition with bodywork correctly painted in the period livery (i.e. with paintwork and sponsor logos that were on the car when raced in period) shown in the Tech Pass or FIA HTP. Any bodywork accident damage incurred during an event must be repaired to a high standard prior to the next outing.

ARTICLE 4 – TECHNICAL REGULATIONS

4.1 Tyres and wheels

Only Avon tyres may be used. The specification of these tyres will be agreed by the Organization and Avon on a season by season basis. For all cars, the Slick tyre compounds are A24. When weather conditions dictate wet weather tyres, the wet weather tyres with compound W534 will be mandatory.

Exceptions to this are when Avon is unable to supply a suitable size tyre for a particular car and this must be pre-agreed with the Organization prior to the race event the competitor wishes to compete in.

BMTR are the approved Avon dealer and are the Organisation sole nominated tyre supplier.

BMTR' contact details: +44 (0) 121 331 1122 / racedivision@bmtr.co.uk

Only two sets of new slick tyres per car may be introduced during each event. Previously used tyres may also be run without limitation. Each set of used tyres must be identified and will be checked by the technical scrutineers before the qualifying session.

Tyre warmers and tyre heating tents are permitted but may only be used in the immediate vicinity of the garage area (i.e. not on the grid or pre-grid assembly area).

Wheel diameters are free but are subject to prior approval by the Organisation.

Only one G-sensor and one wheel speed sensor fitted to a front undriven wheel is allowed.

4.2 Engine and capacity

Engines number are not limited for the season.

The engine of all cars must be of the same general size, type and dimension as used in period. It is permitted to use any parts that were generally available in period to update the engine. It is permitted to use components from the same family of engines and modern commercially available pistons, conrods, valves etc to update the engine but these parts must be of a general type of period components. The onus of proof will be at all times the responsibility of the entrant.

Any C2 car fitted with a Cosworth DFV type engine may only use engine sizes that were used in period. However, the only engine sizes recognized by the Organization are 3.0L, 3.3L, 3.5L or 3.9L capacities.

Maximum Engine rev limits will be set for each of these engines at:

- 3.0L engine – 10,600 rpm
- 3.3L engine – 10,200 rpm
- 3.5L engine – 9,500 rpm
- 3.9L engine – 8,200 rpm

The maximum bore size for any Cosworth type engine will be 90.00mm.

When requested by the Organization, competitors must make logging data available, this must clearly show the rpm limits used throughout the laps as requested by the Organization. Repeated over-revs or failure to provide this data will result in the lap(s) time (s) being disallowed when in qualifying or in the case of a race disqualification from the race.

Engine air intake restrictors may be removed.

If the type of car applied for has had its engine configuration changed for a different type of engine that was also fitted in period, the car may only be permitted to run after having its specification approved by the Organization and where a Tech Pass or valid FIA HTP has been issued. If these cars have had an HTP prior to the modifications, they will have to ask for a modification of their HTP for 2018.

It is permissible to upgrade the engine management system to a modern version (e.g. Life, Motec or similar).

4.3 Turbochargers

All concerned cars should be equipped with a turbocharger system (exhaust manifold, turbo and wastegate) in keeping with that used in period. Where period components are no longer available or where reliability can be improved, later alternatives may be used provided that the overall appearance of the installation is maintained.

4.4 Gearbox

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

4.5 Fuel, fuel tanks and refuelling

4.5.1 Fuel and fuel tanks

The preferred fuel supplier is Sodifuel who supply Sunoco racing fuel and will service each event.

➤ Sodifuel : +33 386 689 418– info@sodipneuracing.com

Permitted fuel within the series must not contain any hydrocarbons, octane boosting additives or chemicals outside the FIA fuel regulations. Only fuels that are commercially available and approved are permitted.

Octane rates are free for 2017. Teams are informed that from 2018, they will must comply with specific rates:

- Atmospheric engines CF 102
- Turbocharged engines RTC 102
- Leaded engines R6SR 105 or 115 Supreme

Some cars may benefit from an exemption after validation by the Organization.

The Technical scrutineer may require a fuel sample at anytime during the event for the purposes of testing.

Failure to comply may cause the car in question to be penalised.

Fuel system capacity sizes to include fuel lines / collector pots and reserve tanks for all cars must be no more than 100L for C1 and C3 cars, and 80L for C2 cars.

A dry break fuel fitting take off must be fitted to the fuel system and competitors must be able to demonstrate that the car is empty of fuel and also that the system is full when required to do so for a capacity check. Officials can check tanks capacity at anytime.

Fuel cells older than five years must be replaced or recertified by the manufacturer. Certificates must be available to the Organization Technical Representative upon request.

A current FIA spec 200mbar roll over / vent valve must be fitted to the fuel tank.

Any fuel system components located in the cockpit such as fuel pumps must be covered either by a passenger seat or aluminium cover.

4.5.2 Refueling (forbidden during races)

The engine must be turned off at all stops prior to the car being serviced or refuelled.

Whilst refuelling the driver must be out of the car, no other work will be allowed on the car during the refueling.

Persons downloading data or helping the driver in or out of the car will not be deemed to be working on the car. The driver helper' may also clean the windscreen.

A "Fireman" must be present and have a suitable fire extinguisher to hand (this can be the driver or an additional person). For extinguisher device, please refer to Article 5.

All pit crew involved in refueling will wear fireproof overalls including balaclavas, crash helmets with either visors down or goggles on. Fireproof gloves must be worn together with non-plastic footwear.

For any servicing of the car, which does not involve fuel being added, the crew may remove helmets, balaclavas and goggles.

If the car is in for both fuel and tyres (etc) then the fuel must be added first. Thereafter helmets can be removed.

FIA approved refueling equipment, vent bottles and associated connectors must be used. Open caps on Refueling vent bottles are not acceptable. All refuelling equipment must be checked at the circuit for effective operation before use in the race. The Organisation's Technical delegate may check the refueling equipment at anytime. If the Technical Representative determines that the refueling equipment is not of satisfactory standard the equipment may not be used.

The Organisation's Technical Representative may check the refueling equipment at anytime. If the Technical Representative determines that the refuelling equipment is not of satisfactory standard the equipment may not be used.

Failure to comply may result in the offender's invitation to race being revoked and disqualification from the results.

4.6 Lightings and electrical equipment

Every car must be fitted with period type of lights in running order conditions.

All C1 and C3 cars must start each race with headlights that must be switched on for the duration of each race.

C2 cars must have their lights turned on in either poor visibility or darkening conditions.

Brake lights must be fitted and in full working order.

If a race is held in the rain then all cars must have fully functioning headlights and fitted with a FIA approved rain light.

4.7 Weight

The weight of each car will be set by the Organization where there is a departure from 'standard' original specification

All weights shall be based on the car with, no driver, empty of fuel but including engine oil and water.

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

C1 cars	Minimum weight 900Kg
C1 cars with 3.5L atmospheric engines	Minimum weight 750Kg
C2 cars	Minimum weight 750Kg

All C2 cars shall weight a minimum of 750kgs with the exception of those cars which have been allocated a weight break by the Organization.

4.8 Brakes

Braking systems are to be of the same specification that was fitted to that particular type of car as raced in period.

The competitor shall bring the proof of this together with the Technical Passport or FIA HTP of the car.

4.9 Ride height

The mandatory minimum static ride height must be 40mm at any time, with or without driver onboard and full tanks.

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

Progressive springs are only acceptable if fitted originally and any helper springs must collapse fully when the car is stationary.

Dampers will be free, but every effort must be made to ensure that those fitted are as far as is practicable in keeping with the original 'in Period look'.

4.10 Body and aero package

Aero package is to be as raced for year of specification selected as approved in the Tech Pass or FIA HTP.

Any additional dive planes / side fences etc must be in keeping with items available in period.

Maximum width 2000mm / maximum length 4800mm and the maximum wing heights are to be no higher than the highest point of the roof.

4.11 Radio equipment

Communications between driver and teams are allowed.

4.12 Transponder

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

4.13 Safety

To comply with the standard technical regulations and with any FIA regulations that are applicable, the following safety standards must be observed:

4.13.1 The wearing of an FIA-approved head restraint system is mandatory

4.13.2 Full face crash helmets should be worn preferably with visor down. Open faced helmets are discouraged. Helmet weights may be checked at any time and must not exceed 1800g. All other fire protection and equipment must be to the current FIA standards.

4.13.3 Fully operational fire systems to the current FIA minimum standard for enclosed cars of either AAAF, Zero 2000 or preferably Zero 360 systems are permitted. The systems must not be plumbed into the original cars system and the kit must only be fitted as per the instructions supplied using the supplied hose and nozzles. Failure to comply will void the homologation of the unit.

4.13.4 Seat belts must conform to the current FIA standards and must be not more than five years old or have suffered a heavy loading due to an accident. They must be properly fastened whilst the car is in motion at all times.

4.13.5 Please check the dates on all of your safety items as after the cars initial inspection it will not be the responsibility of the Organisation's Technical Representative to monitor this, however random checks will be carried out.

4.14 Crack Testing and X-raying of components

Teams and competitors are expected to be aware of the potential age related component failure and subsequently endeavor to maintain their cars to the highest possible standards by carrying out detailed component inspection at regular intervals throughout the competition life of the car.

It is the teams / competitors responsibility to ensure that they maintain their cars to a high standard. You must have in your possession enough documentary proof to satisfy any Organisers Scrutineer or Officials at any time.

The Organization will not be responsible for "policing" any crack testing regime or accept any liability whatsoever in this respect.

The following items must be checked for structural integrity and corrosion by a non-destructive test:

- *Tubular suspension wishbones*
- *Light alloy suspension part*
- *Steering columns*
- *Fabricated uprights*
- *Brake Pedals*
- *Wheels*

All of the above components must be tested and certified using a method appropriate to the material and type of construction of the component in question. Certificates must be available to the Organization's Technical Representative or official upon request. Each component must be clearly listed on the certificate but it is not necessary to mark the components. In the event of an accident an additional certificate will be required to cover the new component fitted. Certificates are valid for a period of 2 years from the date of testing (unless by approval of the Technical Representative).

It is strongly recommended that similar inspections should be carried out on components that are vital to the integrity of the car but which may not be contained in the list above.

The tests must be carried out according to the following standards: BSI; DIN; ISO; ASTM

** Penetration Flaw Detection: BS 6443 and BSM 39; DIN 54152; ISO 3452*

** Magnetic Particle Flaw Detection: BSM 34; ASTM 709*

** X-Ray Flaw Detection: BS 6072 and BSM 35; DIN 54111-1; ISO 557*

Acknowledgement of the rules

Every competitor and Group C/GTP participant confirms via his registration/application form acknowledgement of the existing rules of the Organization, the provisions of the FIA International Sporting Code and those of the FFSA.

PENALTIES BOARD – Group C 2018

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		Up to start refusal
7. Briefing	No show		Up to 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
	Twice crossing under chequered flag	Practice	Cancellation of the best time
		Race	+45 seconds to the final race time
11. Starting procedure	Overtaking before timekeeping line	Race	60 seconds added for each position earned
12.1 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	1st breach - 5 seconds added to race time From 2nd breach - Panel of the Stewards' decision.
12.2 Refuelling	Forbidden	Race	Can lead to exclusion
12.3 Driver change – Mandatory Pitstop	Pitstop out of the target window	Race	+ 2 minutes
	No pitstop	Race	+ 8 minutes
	Stop in pitlane out of garages allocation	Race	According to the panel of the stewards decision
	Stop shorter than the annouced pitstop timing	Race	Up to 60 sec shorter : + 2 minutes More than 60 sec : + 6 minutes
13.7 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	

APPENDIX 2

2018 Points allocation / Season classification

Cars classification

- Three classifications will be published at the end of season :
 - One classification for C1 Class: Group C C1, IMSA, GTP cars 1982-1990 specification cars.
 - One classification for C2 Class: Group C C2, IMSA, GTP cars 1982-1990 specification cars.
 - One classification for C3 Class: Japanese sportscars, IMSA, Group C cars running in '91-'93 specification.
- To be part of the classification, the car must have been on track for the last 10 minutes or cross the finish line at the end of the race.
A car with a lower race time would never benefit from a better classification compared to cars that finish the race normally.
Cars that have been on track for the last 10 minutes but that did not cross the finish line at the end of the race will be classified behind the cars with the same number of laps that did cross the line, whatever their race time.
- Points are allocated to the drivers
- 6 race starters per class are required for each race for normal classification points scoring.
- If less than 6 starters per class, only 50% of the points will be given.
- If less than 3 starters per class, only 25% of the points will be given.
- Each crew taking part in a race automatically scores ranking points corresponding to the numbers of cars which have effectively started the race in the class (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.

EXEMPLE: The second in a race of 14 cars in its class scores 14+18 points = 32 points

Position	Starting points (= starting cars in its class, limited to 20)	Classification points	Total
1er	14	20	34
2eme	14	18	32
3eme	14	16	30
4eme	14	14	28
5eme	14	12	26
6eme	14	10	24
7eme	14	8	22
8eme	14	6	20
9eme	14	4	18
10eme	14	2	16
11eme	14	0	14

- At the end of each race, performance handicaps (in seconds) will be given to the 3 first cars of each class and applied on the following race during the mandatory pitstop.
- These performance handicaps will be as follows:
 - 1st place : 10 seconds added to the mandatory pitstop on the next race
 - 2nd place : 7 seconds added to the mandatory pitstop on the next race
 - 3rd place : 5 seconds added to the mandatory pitstop on the next race
- These handicaps will be applied only to classes with at least 6 starting cars.

- *In case of a tie by the end of the season, the number of victories shall decide the winner, then the number of 2nd place, then 3rd, etc.*
- *At the end of the season the three best cars in each class will get an award during a prize giving ceremony.*
- *An award will also be given to the class winner on class C1b and C2b. Awards will be dependant on number of entries in each class.*