



**2017**

## **SUPPLEMENTARY REGULATIONS**

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## ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2017 an FIA International Series of six races. These races will be organised according to the International Sporting Code, particularly to Appendix K, as well as to the Sporting Regulations of the FIA and the F.F.S.A. These Regulations have been approved by the F.F.S.A. under organisation permit N° C14

The name of the series is **HERITAGE TOURING CUP**.

**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 Stewards
  - Président : TBC TBC
  - Member : TBC TBC
  - Member : TBC TBC
- Race Director : Patrick MORISSEAU Lic 28737 ASA – 1201
- Deputy race director : TBC TBC
- Chief scrutineer : Michel Pejoux TBC
- Deputy scrutineer : TBC TBC
- Competitors relation officer: TBC TBC

#### B. Non-permanent officials:

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

- A Stewart will be chosen through the concerned ASN licensed members - in the country hosting the race,
- A Clerk of the Course,
- A Competitors Relation Officer.

#### C. Scrutineers

The chief scrutineer will be in charge of the scrutineering and will have full authority on the national scrutineers. Therefore the chief scrutineer is allowed to check and scrutineer a car/entrant at any time during the event.

## ARTICLE 2 – ENTRIES

✧ **The season entry fee (6 races) € 10.500** (= 11.9€/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:

Jarama Classic  
Grand Prix de l'Age d'Or  
Monza Classic  
Hungaroring Classic  
Dix Mille Tours du Castellet } **1850€** by race + **300€** of administrative fees for the first participation in the season.

Spa-Classic **2750€** + **300€** of administrative fees if first participation in the season.

✧ To be considered, they must:

- include the entry fee
- include the full color copy of the FIA International HTP papers
- include a copy of the drivers licences
- be sent to: Heritage Touring Cup – 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 meet the period FIA Appendix J as well as the 2017 FIA Appendix K requirements and be granted a valid Historic Technical Passport (HTP).

#### A. Are accepted:

- ✧ **Pre 85' Touring Cars** : The cars corresponding to those which competed in the European Touring Car Championship and other major events such as the 24 Heures de Francorchamps; of the Group 1, 2 and A homologated between the 1<sup>st</sup> of January 1966 and the 31<sup>st</sup> of December 1984(\*).
- ✧ **Trans-Am Pre 70'** : The cars corresponding to those which competed in the Trans-Am championship and homologated between the 1<sup>st</sup> of January 1966 and the 31<sup>st</sup> of December 1969'.

**! Pre 66' Touring Cars** (corresponding to those which competed in the European Touring Car Championship homologated before the 31<sup>st</sup> of December 1965 with a capacity of over 2000cc) will exceptionally be accepted to race in 2017 but **will not be allowed to score points for the season classification.**

**(\*) – All cars entered should be of a type homologated before the 31/12/1984. However, cars of the Group A category (01/01/1982-31/12/1984) will be authorized to compete with all homologations up to the 31/12/1986.**

#### B. Classes:

The cars corresponding to those which competed in the European Touring Car Championship and similar:

- TC1** ✧ **Group 1** – Cars homologated between 01/01/1969 to 31/12/1981 in the Group 1 category and related cars.  
✧ **Pre 66' +2000cc** – Cars homologated before 31/12/1966 with a capacity of over 2000cc

- TC2** ✧ **Group 2\*** – Cars homologated between 01/01/1966 to 31/12/1981 in the Group 2 category.  
✧ **Trans-Am** – Cars homologated between 01/01/1966 to 31/12/1969 in the Trans-Am category.

- GR.A** ✧ **Group A** – Cars homologated between 01/01/1982 to 31/12/1984 in the Group A category.

**\*1968-1969 homologated Group 5 cars will be considered as Group 2.**

#### C. Change of car during a meeting: upon Stewards' approval:

Provided she has successfully undergone the technical scrutineering, a "Reserve car" can be accepted.

A written request must be given to the Clerk of the Course for approval from the Stewards.

This request has to be expressed at last:

- 2 hours before the start of the qualifying.
- 2 hours before the start of the race (the car will start from the back of the grid).

### ARTICLE 4 – TECHNICAL REGULATIONS

**! See Heritage Touring Cup 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 every entry form. 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 Checks:

- ✧ Competitor's licence
- ✧ FIA International Driver 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. In this particular case, the driver/car will not be part of the season classification.

- ✧ International FIA 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).

#### **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 participation of the car.
- ✧ A 2KG fire extinguisher will be mandatory in the paddock for every car
- ✧ The use of an head restraint device (RFT/FHR) like HANS is mandatory for all cars from I Period. It is strongly recommended for other periods. It is mandatory to use narrow shoulder harness (2"/52 mm wide) only with RFT/FHR device and with appropriate helmet.

## ARTICLE 6 – CREW

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



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

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

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

- ✧ Provided he has the proper licence and satisfied the administrative checks, an additional driver or a change of the crew is authorized. A written request must be given to the clerk of the course for authorization at the latest 2 hours before the start of the qualifying.
- ✧ Provided he has participated in the qualifying sessions, a driver can be registered as a second driver on another qualified car. A written request must be given to the Clerk of the Course for authorization 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 loop to the exit loop) will be announced during this briefing.
- ✧ Any driver missing the briefing could be inflicted a €100-penalty and might be banned from the starting grid upon decisions 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 as dangerous, might be excluded from the race, and/or the following meetings by the Panel of the Stewards, with no entry fees refund.

Any contact between two cars on track, at any time during the meeting, will be subject to the Stewards' investigation. They will have 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.

Drivers who went successfully through the Technical and Administrative Checks will be the only accepted at practice sessions.

### **Spa-Classic**

- There will be one daylight 40' free practice session and one 30' night free practice session
- There will be one 40'-qualifying practice sessions
- There will be one daylight 60' race and one night 60' race.

### **Jarama Classic / Grand Prix de l'Age d'Or / Monza Classic / Hungaroring Classic / Dix Mille Tours du Castellet**

- There will be one 30' free practice session
- There will be one 40'-qualifying practice sessions
- The duration of the race will be 1 hour.
- No respect of the racing line:
  - During practice: 1<sup>st</sup> breach: Warning.
  - 2<sup>nd</sup> breach: Cancellation of the best time achieved during the concerned session.
  - 3<sup>rd</sup> breach: Cancellation of all times achieved during the concerned session.
  - During the race: 1<sup>st</sup> breach: Warning.
  - 2<sup>nd</sup> breach: +45 seconds to the final race time.
  - 3<sup>rd</sup> breach: +1 minute to the final race time.
- It is forbidden to pass any car after taking the chequered flag during practice or races.
  - Practice: Cancellation of the best time achieved during the concerned session.
  - Race: +45 seconds to the final race time.
- It is forbidden to pass twice the chequered flag during practice or races.
  - Practice: Cancellation of the best time achieved during the concerned session.
  - Race: +45 seconds to the final race time.

## ARTICLE 9 – STARTING GRID

- ✧ It will be made in accordance with the best time achieved during the qualifying session.
- ✧ 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 achieve a formation lap and stop on the starting grid. If needed, the Clerk of the Course is entitled to allow additional formation laps if needed.
  - 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 rank and remain in a single file one after the other on 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 and in two lines.
  - The cars will follow the leading car at the 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 line to be added to the race time.

## ARTICLE 11 – PIT STOPS

### 11.1 Speed limit in the pitlane.

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

#### ➤ Penalties

##### a) Free Practices

- \* 1<sup>st</sup> infringement: a 30-second stop in the Stop and Go zone, engine running
- \* 2<sup>nd</sup> infringement: a 2-minute stop in the Stop and Go zone, engine switched off
- \* 3<sup>rd</sup> infringement: According to the Panel of the Stewards' sole discretion (possible exclusion)

##### b) Qualifying Practices:

- \* 1<sup>st</sup> infringement: Cancellation of the best time achieved during the concerned session.
- \* 2<sup>nd</sup> infringement: Cancellation of all times achieved during the concerned session.

##### c) Race: To the Panel of the Stewards discretion.

#### ➤ 60' Race:

**Driver change or mandatory pit stop.** The driver change or mandatory pitstop has to be done after the 25<sup>th</sup> (25m:00s) and before the 35<sup>th</sup> minute (34m:59s) of the race.

Should a driver compete on his own, he has to respect a pit stop after the 25<sup>th</sup> and before the 35<sup>th</sup> minute of the race. In the same condition. For all cars (one or two drivers) the **minimum** duration of the stop will be **one minute** + the necessary time to drive through the pitlane at the authorized speed.

For teams composed of at least one pro-driver, 20 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.

### **Refueling : Refueling during the race is forbidden.**

Penalties : Pit stop out of the target window = 1 lap penalty

No stop in the target window = 3 laps penalty

Stop shorter than the announced pit stop timing (1 second to 15 seconds) = +1 minute to the final race time

Stop shorter than the announced pit stop timing (16 seconds to 60 seconds) = 2 lap penalty

Conditions for pitstop:

- One minute stop + time to drive through the pitlane at the maximum authorized speed.
- Cars are only allowed to stop in front of the garages zone.

### 11.2 Refuelling – Forbidden during the race. Penalty – Can lead to exclusion

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 the neutralisation of the race with 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, a "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 few seconds after the group of cars and the Safety Car have 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 they will only join the race back if the lights have turned to green at the end of the pit lane and rank after the last car queuing behind the "Safety-Car";

12.4.2 – A car re-joining the race will catch up on the car line following the "Safety-Car" and will rank at the last position.

### **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 all the revolving 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, 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 60' minutes.

## **ARTICLE 14 – CLASSEMENT - PODIUM**

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

- The three first cars of TC2 class,
- The three first cars of TC1 class,
- The three first cars of GR.A class.

Some awards will also be given for the winners of the following classes:

- The first car -2000cc of TC2 1966-1971,
- The first car -2000cc of TC2 1972-1984.

**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 the various classes at the end of the season.

## **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 Heritage Touring Cup 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 a car is found in no conformity with the technical regulation or its HTP, no performance gains will never be regarded as a valid element of defense.

Weight and engine capacity can be checked at any time of the event according to the panel of the stewards. If a car does not comply with the technical regulations or their HTP, the non-performance gain will never be considered as a valid argument.

### 4.1 Tyres

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#### **TC1** **Pre 66' +2L & Group 1** **Touring Cars**

➤ Racing tyres with treaded pattern all over the width only.

Examples: Avon « Historic All Weather”, Avon CR6 ZZ, Dunlop Historic...

The A048 Yokohama tyre using “M” compound is authorized for cars homologated and running in the Group 1 – FIA “T” Category

➤ During Wet races, rain tyres are free, provided they have the same dimensions (diameter and widths) as those used on dry track.

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#### **TC2** **Group A**

➤ Racing tyres with treaded pattern. all over the width or slicks (for post-1972 cars only)

Examples: Avon « Historic All Weather”, Avon CR6 ZZ, Dunlop Historic, Dunlop Post Historic...

➤ During Wet races, rain tyres are free, provided they have the same dimensions (diameter and widths) as those used on dry track.

Post 1986/Modern design treaded tyres are forbidden

The competitors who cannot find race approved tyres with size shown on Art. 8.4 of 2017 Appendix K for their car must inform the organizers at the least **one month prior to the event** and propose an alternative solution. The organizer has the right to accept/refuse the choice of tyres, the entrant will be made aware of the decision.

### 4.2 Engines and capacity

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

### 4.4 Weight

Whenever the car is checked, throughout the event, the weight should never be inferior to the homologation weight indicated on the HTP.


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 Brakes

- The cars should be fitted with brakes (disc and calipers) used in period on that type of cars.
- The competitor shall bring the proof of this together with the HTP of the car.

### 4.6 Forced induction system

 All concerned cars should be equipped with a period specification forced induction system complying in all aspect with the one used in period on the car (exhaust manifold, turbo and wastegate) – No other alternative will be accepted.

**4.7 Ride Height**

Measured anytime		
	Period	Minimum ride height
Period F/G1/G2	1962-1971	100mm
Period H1/H2/I/J	1972-1984	70mm

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 applied for the silencers only.



**4.8 Sound limit.**

The noise of the car should not exceed the 105 dB(A) (with or without silencer) limit at three quarter of the maximum rev-limit **during the whole season.** The noise check will be done according to the following FIA method:

- 1- The measurement 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.

**4.9 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 during the concerned session.
- Race - +1 Lap.

**5 - Transponder.**

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

**APPENDIX TO ARTICLE 4.1 – TYRES**

**Recutting tyres treads is forbidden. Checks will be done to ensure that tyres respect the original manufacturer’s patterns.**

Exemple : AVON « Historic All Weather » - Only authorized pattern

Yokohama A048 – Only authorized pattern  
**Only for cars homologated and running in the Group 1 – FIA “T” Category**





# PENALTIES BOARD – HTC 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		Race start refusal
7. Briefing	No show		Race 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 passing 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 position
11. Pit Stop	Out of pit window	Race	1 Lap
	No pit stop	Race	3 Laps
	Stop in pitlane out of garages allocation	Race	According to the panel of the stewards decision
	Pit stop short.	Race	Up to 15 sec shorter : 1mn More than 15 sec : 2 Laps
11.1 Speed limit/Pitlane	Speeding in the Pitlane	Practice	1 <sup>st</sup> breach – 30s stop in the stop& go zone, engine running 2 <sup>nd</sup> breach – 2minutes stop in the stop & go zone, engine off 3 <sup>rd</sup> breach – At the discretion of the stewards.
		Qualifying	1 <sup>st</sup> breach – Cancellation of the best time 2 <sup>nd</sup> breach – Cancellation of all times 3 <sup>rd</sup> breach – At the discretion of the stewards.
		Race	According to stewards decision.
11.2 Refuelling	Forbidden unless exception	Race	Can lead to exclusion
<b>TECHNICAL</b>			
4.7 Sound limit	Noise >105db		Can lead to exclusion
4.8 Communication systems	Except pit boards : Forbidden	Practice	Cancellation of the best time
		Race	1 Lap

# APPENDIX 2

## Points allocation / Season Classification HTC 2017

### 5 classifications will be published at the end of season:

- One TC2 classification,
  - One TC1 classification,
  - One Group A classification,
  - One TC2 -2000cc classification 1966-1971,
  - One TC2 -2000cc classification 1972-1984.
- If a car is entered with a team of 2 drivers, both drivers will have to share the drive to score all the points. If not, the car will only get 50% of the points scored.
- To be part of the classification, the car must cross the finish line under the chequered flag.
- The points **are given to the car** and not the drivers.
- **Spa-Classic compta double (2 courses) / Spa-Classic will count as a double (2 races).**
- Each car taking part in a race automatically scores ranking points corresponding to the numbers of cars which have effectively started the race (limited to 20 cars max). Each car taking part in the practice session or qualifying session but not in the race scores half of these points (maximum 10 points).
- In case of penalty, these starting points will revert to the car. Only classifications points can be withdrawn.
- For each race, first ten in each category score points for season classification according to the grid below.

**EXEMPLE: The second in a race of 34 starting cars scores 20+18 points = 38 points (except bonus points)**

Position	Starting points (= starting cars, limited to 20)	Classification points	Total (without bonus points)	Bonus points	
1 <sup>er</sup>	20	20	40	Période 1966-1971 (1 <sup>er</sup> /2 <sup>ème</sup> /3 <sup>ème</sup> )	+3/+2/+1
2 <sup>ème</sup>	20	18	38		
3 <sup>ème</sup>	20	16	36		
4 <sup>ème</sup>	20	14	34		
5 <sup>ème</sup>	20	12	32		
6 <sup>ème</sup>	20	10	30		
7 <sup>ème</sup>	20	8	28		
8 <sup>ème</sup>	20	6	26		
9 <sup>ème</sup>	20	4	24		
10 <sup>ème</sup>	20	2	22		
11 <sup>ème</sup>	20	0	20		

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