

2.0L|CUP

2019

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ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2018 an FIA International Series of 3 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° XXXXXX

The official name of the series is **2.0L 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 at all races:

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

B. Non-permanent officials:

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

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

C. Scrutineers

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

ARTICLE 2 – ENTRIES

Entry

- ✧ **The season entry fee (6 races) €13,500 by down payment, (= € 15/minute) or €15,000 by differed payment (= €16,7/min) - must be sent to the Organisers before the 15/02/2019***
- ✧ **The race by race entries must be sent to the Organisers at the least one month before each race (€ 2750 per 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: 2.0L 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 during the season upon Stewards' decision.

ARTICLE 3 – ELIGIBLE CARS

All cars shall conform to the 2019 FIA Appendix K requirements and **have a valid Historic Technical Passport (HTP)**.
The Organisation can allow a car to race which HTP papers are being issued

A/ Are accepted

- ✧ Pre 66 FIA specification 911 short wheelbase

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 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 2.0L CUP 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.

Weight, engine capacity and ride height may be checked at any time during the event at the discretion of the Chief Scrutineer or on stewards decision. If a car does not comply with the technical regulations or its HTP, the absence of a gain in performance will not be considered as a valid argument.

Drivers' equipment must conform to Appendix L of the 2019 International Sporting Code, including underwear (top + long johns).

ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS

 **The drivers must present themselves to the administrative checks.**

The following documents shall be presented during the verification:


- ✧ 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.

Valid International FIA Historic Technical Passport (HTP):

 Nationals HTPs are not accepted.

- ✧ The stickers (race numbers and official sponsors) provided by the Organisers must be displayed on the car without cutting (except for justifying 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 requirement (FIA Appendix K Art. 2.1.9).
- ✧ Any other additional advertising (no save the original livery of the car) should receive the Organiser's written agreement. Entrants' brands and sponsors competing with the official sponsors of the series could be refused.
- ✧ **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.
- ✧ 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. 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.
- ✧ 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.
- ✧ Drivers will be split between two categories "Elite" and Gentleman"
 - A driver will be considered as 'Elite' if he/she has a significant career in a modern or historic championship, **and/or whose FIA classification is superior or equal to the "Silver" category** (cf. <http://www.fia.com/fia-driver-categorisation>),
 - Other drivers will be classified as "Gentleman".

The Organization will be free to classify any driver in one of these 2 classes without justification.

- ✧ A 20 second handicap will be added to the mandatory pit stop time of all cars comprising of at least 1 driver considered as Elite. In the case of a crew of 2 Elite drivers, this handicap will be of 40 seconds.

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 authorization 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.
The exact timing for the pit stop (from pitlane entrance line to the exit line) will be announced during this briefing.
- ✧ Any driver missing the briefing could receive a penalty by the Race Direction and could be excluded from the starting grid following Stewards' decision.

ARTICLE 8 – PRACTICES- RACE



No aggressive or dangerous behaviour will be accepted on track!

A driver who is judged to be dangerous by the Race Direction, 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 inspected again by the technical scrutineer.

However there will be no inquiry into the responsibility for the incident if it is declared as a racing incident.

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

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 30'-qualifying practice sessions,
- The duration of the race will be 90'.
- 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: +1 minute to the final race time.
3rd breach: +2 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.
- Due to the large underlying disparity between vehicle performance and driver skills, it is required that competitors use their mirrors. In addition, in the case of an incident, the race trajectory will be used by the Race Direction should there be any responsibility to determine. Any questions regarding the race trajectory should be brought up during the briefing.

ARTICLE 9 – STARTING GRID

- ✧ It will be made up according to the cumulated best times achieved during all qualifying sessions.
- ✧ It will be in a 2x2 in line position. Each driver must keep the line (inside or outside) he had in the formation lap until he passes the timekeeping line.

ARTICLE 10 – STARTING PROCEDURE

- ✧ The start will be a rolling start.
- ✧ The cars will leave the pre-grid and do a formation lap and stop on the starting grid. If needed, the Clerk of the Course is entitled to allow additional formation laps.
 - 5 minutes board + Horn before the formation lap start:
 - 3 minutes board + Horn before the formation lap start:
 - 1 minute board + Horn = Evacuation of the grid.
 - "30 seconds" 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.

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

ARTICLE 11 – PIT STOPS – REFUELLING

➤ 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: 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.

➤ 90' Race:

Driver change or mandatory pit stop. The driver change or mandatory pitstop must take place after the 35th (35m:00s) and before the 55th minute (54m:59s) of the race.

Should a driver compete on his own, he has to respect this mandatory pit stop.

For all cars (one or two drivers) the **minimum** duration of the stop will be **2 minute** + the necessary time to drive through the pitlane at the authorised speed.

This time will vary according to the visited track (different length of the pitlane and will be notified at the Drivers' Briefing. It will be calculated by our timekeepers, considering the distance between the entrance loop and the exit line. Boards will indicate these lines.

Conditions for pitstop:

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

Refueling : Refueling are forbidden during the race.

-Penalties: 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 two minute pitstop. This will be done under specific instructions and conditions.

ARTICLE 12 – NEUTRALISATION - SAFETY CAR – RED FLAG

12.1 - Responsibility:

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

12.2 - Identification of the "Safety-Car":

a/ A "Safety-Car" is used on the racetrack;

b/ The "Safety-Car" bears on the boot and on each side a "Safety-Car" inscription

12.3 - Procedure:

12.3.1 – On the order of the Clerk of the Course, all Marshals will display waved yellow flags until the end of the "Safety-Car" intervention. Flashing yellow lights will be switched on at the starting grid and along the track;

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

12.3.3 – The "Safety-Car", yellow flashing lights switched on, will penetrate onto the track, preferably ahead the leading racing car. All the racing cars shall line up behind the "Safety-Car";

12.3.4 – All competing cars will form up in line behind the Safety Car no more than 5 cars lengths apart. Any overtaking on the track is forbidden, unless a car is signalled to do so by the Safety Car.

12.3.5 – The pit lane exit will be closed and reopened a few seconds after the group of cars following the Safety Car has passed the pit exit.

12.4 – Pit Stops:

12.4.1 – During the "Safety-Car" intervention, the racing cars are allowed to make a pit stop, but may only re-join the race when the 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.

✧ Penalties

○ Free practice

- 1st breach : deleting of your best time of the session
- 2nd breach: deleting of all your times of the session
- 3rd breach: at the Steward's discretion (possible exclusion)

○ Race

- 1st breach : 45 seconds added to your race time according to the decision of the Race Direction.
- From the 2nd breach on: at the Steward's discretion

12.8 – 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 13 – FINISH

The Chequered Flag will be presented to the leading car after 90 mminute of race.

ARTICLE 14 – CLASSIFICATION – PODIUM

Two podium celebrations will take place for the scratch finishers at the end of each race:

- The three first of the scratch classification
- The three first of the Gentleman classification

To be part of the classification, the car must complete at least **75% of the distance completed by the winning car.**

A general prize giving ceremony will be held at the end of the year. (See Appendix 2- Points allocation / Season classification)

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

2019 2.0L CUP Technical Regulations

We would like to remind you that the cars should be raced in their original **period specifications** (dashboard, bodywork, general appearance).

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. If found in breach after this, penalties can be increased up to 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 204 compound ONLY

Rain 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 these regulations, couldn't be accepted.

4.3 Gearbox and differential

Only Types 901 – 901/0 and 902/1 gearboxes are allowed using original syncro system. System "Torsen" (Helical ATB from Quaife) are forbidden.

4.4 Lightings

Every car must be fitted with **period** type of lights in running order conditions. (filament bulbs only, Leds or HID bulbs are 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.

4.5 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 Specific Regulations, 1002Kg.

If the weight of a car is close to the minimum weight, the fuel will be removed from the car for another weight check.

Ballast may be fixed in the car to meet the target weight, provided it is a solid and visible block fixed on the floor of car and sealed by the technical scrutineer. A spare wheel can be used as ballast.

4.6 Ground Clearance

Reference : Appendix K 2019 – Appendix VII – 10.2

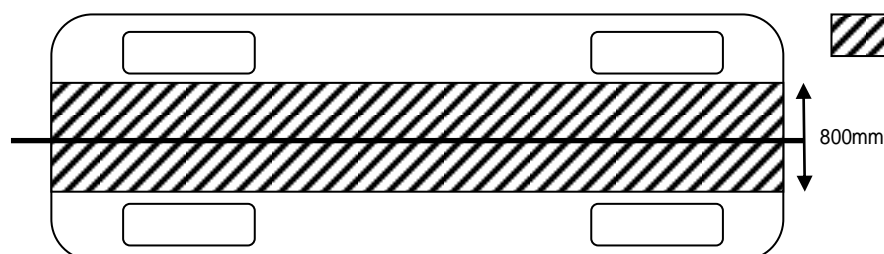
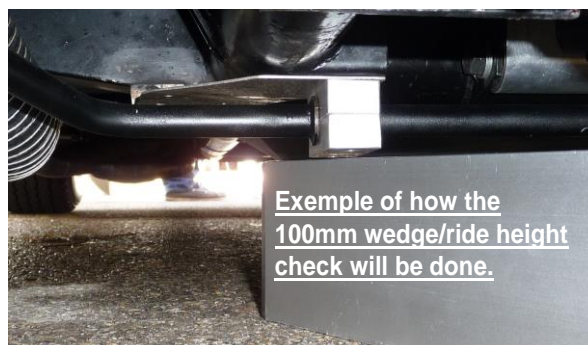
✧ Chassis

- GTS classes : 100mm minimum, without exhaust system

✧ Exhaust : pipes and silencers

- GTS classes : 70mm minimum

Measurement zone:



Measurement zone :
Length of the car/800mm width

4.7 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 1 meter from the ground.
- 3- The engine should run at three quarters 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.

4.8 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

4.9 Transponder

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

4.10 Onboard cameras

The installation of onboard cameras is authorized but must follow the guidelines of the FFSA 2019 Technical Regulations.

Inboard camera:

The fixation must be rigid, positionned in the rear and between the seats

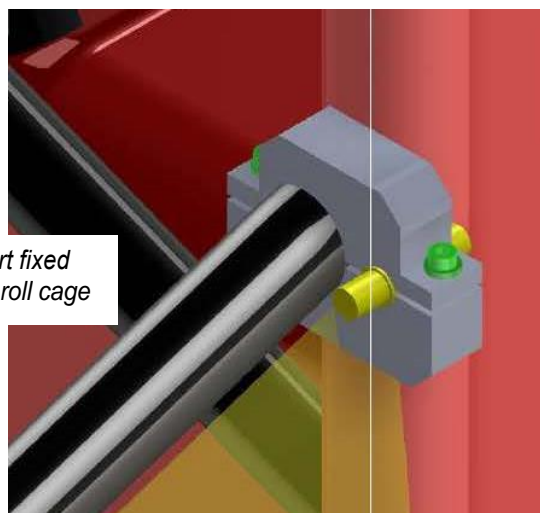
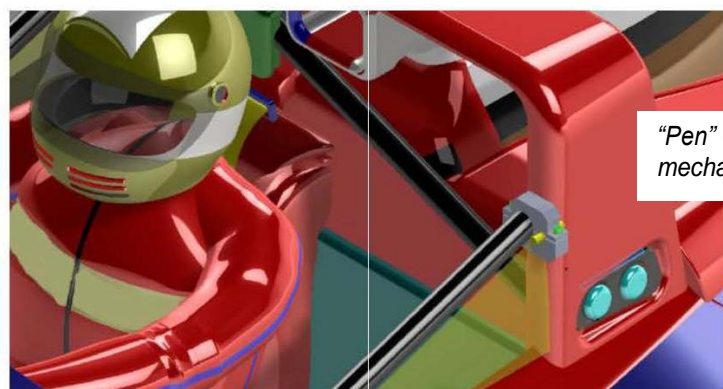


For « Pen » type cameras, it can be mounted on the front upright of the roll cage, the control unit must be fixed on the floor, behind the seats.

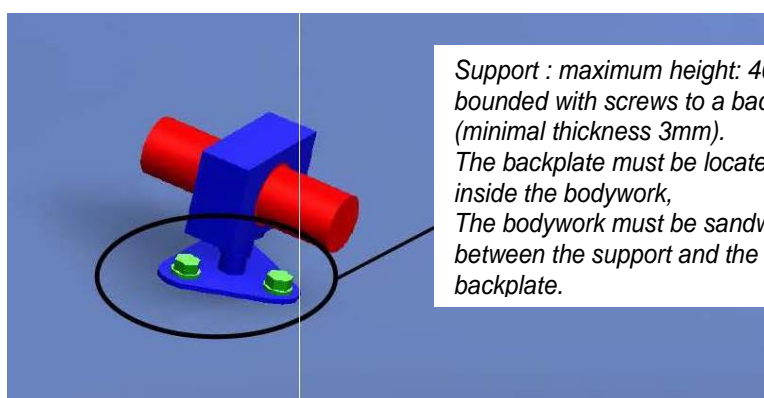
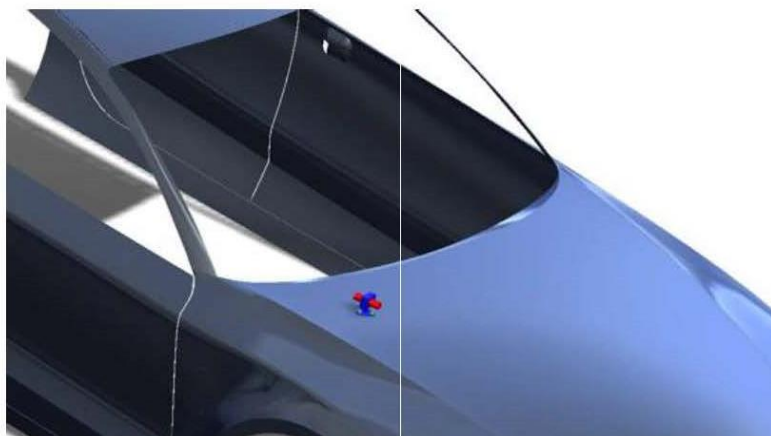


Only « Pen » type cameras will be accepted outside the car, positionned inside the perimeter of the car. Fixation must be from a mechanical type, and if a support is needed, it cannot exceed 40 mm height. Control unit must be fixed on the floor, behind the seats for touring cars or under the seats for the twin seaters.
Fixation must be from a mechanical type, tape or velcro are forbidden.

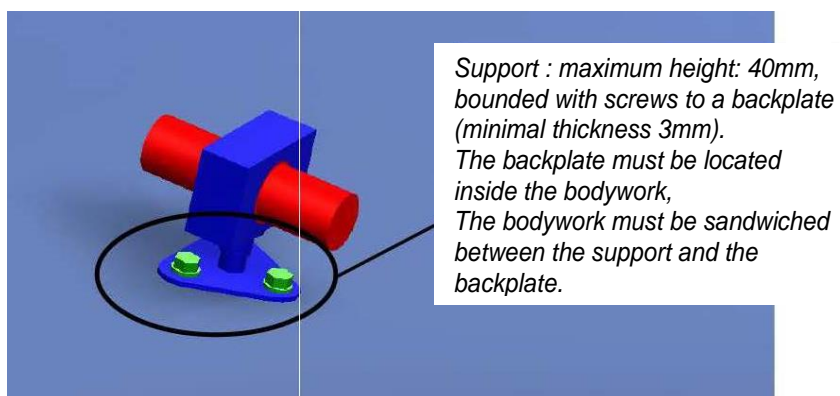
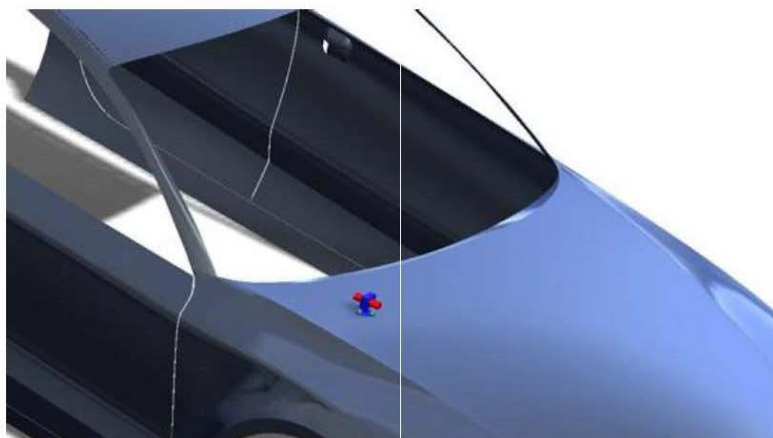
Open cars



Closed cars



Support : maximum height: 40mm, bounded with screws to a backplate (minimal thickness 3mm).
 The backplate must be located inside the bodywork,
 The bodywork must be sandwiched between the support and the backplate.



FORBIDDEN FIXATIONS



APPENDIX 2

Technical regulations 2.0L CUP 2019

What is not authorized by the regulations or by the Appendix K is forbidden.

		Notes
Minimum weight	1002 kg	FIA weight, mandatory at any moment of the meeting
Wheels diameter	5 ½J x 15' or 6J x 15'	2 Litre Cup specific regulations
Brakes/Calipers	Original 1965 ATE caliper design and pad size.	<ul style="list-style-type: none"> - Pistons FRONT > ϕ 48mm and REAR > ϕ 38 mm - As per FIA Homologation Form 183
Front disc brake Diameter	282mm / thickness 12,7 mm.	<ul style="list-style-type: none"> - Solid Disc– non ventilated – non grooved – non drilled - Cooling ducts allowed
Rear disc brake Diameter	285mm / thickness 10 mm.	
Pedal Box	Dual circuit allowed, without modification of the position or attachment of the pedals or structure or car's body, as per Appendix K.	<ul style="list-style-type: none"> - Hydraulic braking systems may be converted to dual circuit operation which provides simultaneous operation on all four wheels via two distinct hydraulic circuits. - Brake Bias adjustment must not be operable from the driver's seat.
Maximum front track	1379 mm	2 Litre Cup specific regulations
Maximum rear track	1351 mm	
Ride height	100 mm	<ul style="list-style-type: none"> - Mandatory at any moment of the meeting – Tyre pressure +/- 2 bars/30psi - Art. 4.6 – 2.0L Cup regulations - Appendix K – Appendix VIII / Art 10.2
Maximum capacity / Bore / Stroke	1991 cm ³ / 80mm / 66 mm	Aluminium case only – Type 901
Crankshaft	Original, as per period	Appendix K – Appendix VIII / Art 5.8
Timing	Original, as per period	Hydraulic chain tensioner forbidden
Valves	ϕ 39mm intake / ϕ 35mm exhaust	<ul style="list-style-type: none"> - Port size to be standard, as per FIA Homologation Form 183. - Camshaft profile free
Intake	2 triple- barrel Solex 40 PI	<ul style="list-style-type: none"> - Venturis and chokes : free diameter, - Weber and PMO forbidden
Ignition	Contact breaker / coil only	<ul style="list-style-type: none"> - Magic Eye, CDI or MSD forbidden - Mechanical spark advance/timing only.
Oil cooler	<ul style="list-style-type: none"> - 2 maximum authorized, - Oil pump free, - Oil lines diameter free. 	<ul style="list-style-type: none"> - Possible location of oil coolers: Original location on the engine or in the front wings.
Gearbox / Transmission	5 speed synchro Porsche	<ul style="list-style-type: none"> - Types 901 – 901/0 and 902/1 - Löbro transmission shaft allowed, maximum 6 fixing screws on gearbox side.
Dampers / Drivetrain	Non threaded steel dampers	<ul style="list-style-type: none"> - Aluminium forbidden - Adjustable spring plates forbidden
Exhaust manifold	<ul style="list-style-type: none"> - Silencer free - Manifolds as per FIA Homologation Form 183 	<ul style="list-style-type: none"> - 2 Litre Cup specific regulations. - Noise limit : 105dB(A) max
Rear axle	Original differential only	System "Torsen" (Helical ATB from Quaife) forbidden
Bodywork	Steel only	<ul style="list-style-type: none"> - Aluminium and polyester forbidden - 3 rear view mirrors mandatory : one central, windscreen-mounted + one one each door. - Headlamp glass free
Roll cage	6 mounting points mandatory, maximum and minimum authorized.	Cage bolted or welded to the body, as per FIA Appendix K - Appendix VI -Article 1.2.3.3.1.
Windscreen	Only laminated glass	Polycarbonate and tempered glass forbidden
Side glasses	Laminated glass or polycarbonate	Thickness : 4mm minimum
Tyres	185/70 R15	Avon CR6ZZ only

PENALTIES BOARD – 2.0L CUP 2019

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 – +1 minute to the final race time 3 rd breach – +2 minute to the final race time
	Overtaking after chequered flag	Practice	Cancellation of the best time
		Race	+45 seconds to the final race time
	Twice crossing under chequered flag	Practice	Cancellation of the best time
		Race	+45 seconds to the final race time
10. Starting procedure	Overtaking before timekeeping line	Race	60 seconds per overtaken line
11. Pit stop	Out of pit window	Race	1 Lap
	No pit stop	Race	4 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 : 2mn More than 15 sec : 2 Laps
11.1 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	According to the panel of the stewards decision
TECHNICAL			
4.7 Noise limit	Noise >105db		Can lead to exclusion
4.8 Communication systems	Except pit boards : Forbidden	Practice	Cancellation of the best time
		Race	1 Lap

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

APPENDIX 3

Points allocation / Season classification 2.0L CUP 2019

1 overall classification will be published at the end of the season :

- 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 crew will only get 50% of the points scored.
- To be part of the scratch classification, the car must cover 75% of the distance of the first car of the winner. In case of a race interruption, for whatever reason, and if the winner has not completed a minimum of Y laps, only 50% of the points will be awarded.

With $Y = \frac{\text{Initial duration of the race}}{\text{Qualification time of the winner} \times 2}$

- The points **are given to the crew**.
- Each crew 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 crew 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, 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

Position	Starting points (= starting cars, limited to 20)	Classification points	Total
1st	20	20	40
2nd	20	18	38
3rd	20	16	36
4th	20	14	34
5th	20	12	32
6th	20	10	30
7th	20	8	28
8th	20	6	26
9th	20	4	24
10th	20	2	22
11th	20	0	20

- At the end of the season the **three first** in each classification will get an award during a prize giving ceremony.