



2017

SERIES REGULATIONS

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ARTICLE 1 – ORGANISATION

Historic Motor Racing GmbH, will organise in 2017 an FIA International Invitation Series comprising 2 race meetings for under two litre touring cars of a type raced in the European Touring Car Championship before 1966. The official name of the series is Historic Motor Racing News U2TC. These races will be organised according to the International Sporting Code, particularly to Appendix K, as well as to the Sporting Regulations of the F.F.S.A. **These Regulations have been registered and approved by the F.F.S.A. under organisation permit C41**

1.1 Officials

A. permanent Officials:

There will be no permanent Race Director for the series.*

There will be no permanent Stewards.*

*These will be designated by the organising ASN in the supplementary regulations prior to each race

✧ The Chief Technical Scrutineer will be announced and will have full authority over questions of eligibility. He may be assisted by Scrutineers from the local ASN if the supplementary regulations allow.

✧ Officials for each race will be proposed by the local ASN and selected by Historic Motor Racing in conjunction with the request to organise the race

✧ Race Series Manager is Carol Spagg, Historic Motor Racing GmbH, +41 (0)44 450 2370, Race@historicmotorracingnews.com.

B. Scrutineers

The Chief Scrutineer will be responsible for technical scrutineering and have full authority over the national scrutineers. The Chief Scrutineer may check and scrutineer a car/entrant at any time during the event.

ARTICLE 2 – ENTRIES

✧ **Race entry fees** must be sent to the Organisers at least one month before each race meeting* €1500 per meeting + € 200 administration fee with the first race

✧ To be considered, entries must:

- Include a fully filled out entry form and the entry fee
- Include a full colour copy of all the pages of the HTP if not already on our files
- Include a copy of the drivers' licences
- Be sent to Historic Motor Racing GmbH, Guggenstrasse 34, 8702 Zollikon, Switzerland, race@historicmotorracingnews.com

*The deadline may be extended. The races are by invitation and the selection of entries is at the Organisers' sole discretion.

ARTICLE 3 – ELIGIBLE CARS

All cars shall conform to the 2017 FIA Appendix K requirements and have a valid Historic Technical Passport (HTP). Organisers reserve the right, in exceptional circumstances, to accept cars without an HTP, for example if the HTP has been applied for and the car satisfies the scrutineer as to conformity.

3.1 - Are accepted:

✧ Under two-litre Touring Cars homologated before 1st January 1966. (Alfa Giulia Sprint GT, GTA, Ford Cortina GT, Mini, etc...) Other models from a similar period and performance may be included, at the discretion of the organisers.

3.2 Classes:

A: Up to 1000cc

B: Up to 1300cc

C: Up to 1600cc

D: Up to 2000cc

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

Provided it has successfully undergone 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 qualifying.
- 2 hours before the start of the race (the car will start from the back of the grid).

ARTICLE 4 – U2TC CHALLENGE:

◇ U2 TC Challenge

Race and Class winners will be awarded points towards an end-of-season overall champion. Points are awarded to a driver/car combination (drivers driving the same car). A driver driving two cars during the season, or in two cars in one race, can accumulate two separate point counts: one for each car, but cannot add these together towards his personal score.

When two races are run over the same weekend overall and class winners will be determined on the aggregate results of both heats.

1st in class – 10 points

2nd in class – 8 points

3rd in class – 6 points

4th in class - 4 points

If only two cars in the class, first finisher will score 8 points, second place 6 points.

If only one car in the class car will score 6 points for a finish.

In addition, all cars in classes B, C and D that finish a race or a heat on a two-race weekend will score 2 points. For this purpose only, heats in the two-heat races will score separately, so cars that complete both heats will score 4 points in total. Cars in class A will score 3 points per race or heat completed.

Certain cars running closer to Series Production Touring car specification and earlier cars (105 Alfa Giulia Ti, Giulia GT, Ford Cortina) from any class will score 3 points per race/heat. Cars in this category must be agreed with organisers at time of entry. From time to time there will be special awards for these cars.

Cars that are prepared by and supported at the race meeting by the owner/driver or co-driver will score 4 points per race/heat. Professional preparers are excluded from this category. Cars in this category must be agreed with organisers at time of entry.

To be considered as completing the race, the car must take the chequered flag or be running on-track when the race/heat ends.

ARTICLE 5 – TECHNICAL REGULATIONS



[See Appendix 1 – Technical Regulations U2TC – Page 5](#)

ARTICLE 6 – ADMINISTRATIVE CHECKS & SCRUTINEERING

The following documents must be presented:

- ◇ Entrant's licence
- ◇ FIA International Drivers licence – Grade D or C FIA International Historic
 - A National licence will be accepted for entrants racing in their own country providing the licence has been issued by the organising ASN. In this case, the driver/car will not figure in the overall season classification.
- ◇ Historic Technical Passport (HTP), which must also be available to scrutineers at any time during the event.
 - The Organisers are free to accept a car for which HTP papers are being issued.
- ◇ The stickers provided by the Organisers must be displayed on the car.
- ◇ Any additional advertising (save the original livery of the car) must meet FIA requirements (Maximum of 3 stickers 50cm x 14cm) (FIA Appendix K Art. 2.1.9) but presentation of the cars is of great importance and advertising is discouraged in U2TC.
- ◇ Presentation at scrutineering will be considered as an implicit statement of the car's conformity and eligibility to the present regulations.
- ◇ A 2KG fire extinguisher will be mandatory in the paddock for every car.
- ◇ RFT-Hans devices are strongly recommended.

ARTICLE 7 – CREW

- ◇ The crew may consist of one or two drivers.
- ◇ Change of driver, or pit stop for single drivers, is mandatory during the race.
- ◇ A Professional driver, regularly registered in a modern championship, and driving someone else's car alone, may be on the podium but cannot acquire points towards the final season classification.

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

- ◇ Provided he has the proper licence and has satisfied all administrative requirements, an additional driver or a change of crew is authorised. A written request must be submitted to the Clerk of the Course for authorisation at the latest 2 hours before the start of the first qualifying.
- ◇ Provided he has participated in the qualifying sessions, a driver may be registered as a second driver on another qualified car. A written request must be given to the Clerk of the Course for authorisation at the latest 2 hours before the start of the race.
- ◇ A driver may co-drive in two cars in the same race.


Driver Nominations

- ◇ So that officials know at all times who is in each car, starting drivers must be nominated to the officials at least two hours before the race. Teams who fail to nominate a starting driver within this time may be penalised and must start the first driver mentioned on the entry form.

ARTICLE 8 – BRIEFING

- ◇ It is mandatory for all drivers to attend the Drivers' Briefing.
The exact timing for the pit stop (from pitlane entrance line to exit line) will be announced during the briefing.
- ◇ Any driver failing to attend the briefing may receive a penalty of €100 and could be excluded from the starting grid by decision of the Stewards.

ARTICLE 9 – PRACTICES - RACE

-  No aggressive or dangerous behaviour will be accepted on track!
A driver who is judged to be dangerous, may be excluded from the race, and/or the following races by the Panel of the Stewards, with no refund of entry fees.
Any contact between two cars on track, at any time during the meeting, will be subject to a Stewards' investigation. They will have the right to determine the responsible driver(s), who might be penalised upon decision of the Stewards. In any case the cars must be re-inspected by the technical scrutineer.
Only cars and drivers that have completed the Technical and Administrative checks will be accepted in the practice sessions.
- There will be one 30' qualifying practice session
- The races will be 40 minutes.

Non-respect of the circuit limits.

- During the practice: 1st breach: cancellation of the lap time. Persistent breaches: Cancellation of all times in the session for the driver concerned.
- During the race: 1st breach: Warning. 2nd breach: Stop and Go, 3rd breach: 1 minute stop in the Stop and Go area. If the Race Director deems there is not enough time left in the race for a stop: +1 or + 2 minutes to the final race time respectively.

ARTICLE 10 – STARTING GRID

- ◇ The starting grid will be made up according to the best times achieved during the qualifying session. The grid for race two will be determined by the finishing order of race one.
- ◇ It will be in a 2x2 in line position.

ARTICLE 11 – 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 will allow additional formation laps.
- 5 minute board + Horn before the formation lap start:
- 3 minute 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 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 to 90 km/h.
- The red light will be switched on during the formation lap.
- The start of the race will be when the light goes green.
- Overtaking is not permitted before the car has crossed the timekeeping line.

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 for exceeding the limit

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 Stewards' discretion (possible exclusion)

b) Qualifying Practices:

Cancellation of all the times achieved by the driver during the session.

c) Race: Stop and Go with motor running. If the Race Director deems there is not enough time left in the race for a stop: +1 minute to the final race time

Race:

Driver change/mandatory pit stop: The driver change or mandatory pitstop must take place after the 19th minute and before the 31st minute of the race, both for two-driver teams and solo drivers.

➤ 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 authorised speed.

This time will vary at the different circuits (varying length of pitlane) and will be notified at the Drivers' Briefing. The time will be calculated by the timekeepers, according to the distance between the pit entrance line and the exit line.

Conditions for pitstop:

➤ One minute stop + time to drive through the pitlane at the maximum authorised speed.

Penalties

- pit stop out of the target window = (1 second to 15 seconds) = +1 minute to the final race time (More than 15 seconds) = 2 laps to the final race time

- a car that takes the chequered flag without a pit stop will be excluded from the results

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

- Stop shorter than the mandated pit stop time (16 seconds to 60 seconds) = 2 lap penalty

Refuelling: Refuelling is not permitted during practice or race

ARTICLE 13 – NEUTRALISATION - SAFETY CAR

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 an "S.C." ("Safety-Car") board will be presented at each post;

13.3.3 – The Safety-Car, with yellow flashing lights, will penetrate onto the track, preferably ahead of the leading race 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 car-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, the racing cars are allowed to make a pit stop, but may only re-join the race when lights at the end of the pit lane are green after the last car queuing behind the Safety-Car has passed.

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 ending of the Safety-Car procedure is the sole responsibility of the Clerk of the Course.

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 into 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.

ARTICLE 14 – FINISH

The Chequered Flag will be presented to the leading car after one 40 minutes of racing.

ARTICLE 14 – CLASSIFICATION – PODIUM

A podium celebration will take place for the first three overall finishers at the end of each race.

A prize giving ceremony will be held for the various classes once the accumulated results have been confirmed

A general prize giving ceremony will be held at the end of the year.

Appendix 1 Technical Regulations U2TC 2017

We would like to remind all competitors that "Period Specification" and conformity are fundamental to U2TC races. All cars presented to the scrutineers should represent this period specification as detailed on each car's HTP.

Random checks for weight, engine capacity, ride height, etc will be carried out throughout the year to ensure a sporting equity for all competitors. 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.

A system that may involve penalties will allow entrants found in minor breach of the regulations to compete without upsetting the results. A time limit by which the car must be made to conform will be established. If found in breach after this, penalties can be increased up to the exclusion of the entrant/car.

All cars must be presented at Parc Fermé immediately after qualifying. Unless due to force majeure, failure to present any car will result in a delayed start penalty or exclusion from the event. If a car cannot be present, a team member must attend parc fermé and report the reason.

5.1 Tyres: Only Dunlop CR65 M or L section 204 Compound will be accepted.

5.2 Engines

a/ Cars must be presented in their period engine specification which must meet the specification of the HTP.

b/ Electronic ignition systems are strictly forbidden.

5.3 Lighting: Cars must be fitted with period specification lights in working order.

5.4 Weight

a/ Whenever the car is checked throughout the event, the weight should never be inferior to the homologated weight as detailed on the car's HTP.

b/ 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 the car and sealed by the technical scrutineer. A securely fastened spare wheel can be used as ballast.

5.5 Ground Clearance

a/ The mandatory minimum ride height is 100mm. The ride height takes every aspect of the car into account (Bodywork, suspension pick up point, exhaust, sump...).

b/ Due to the new noise regulations a 30mm tolerance will be applied for the silencers only.

5.6 Sound limit: The noise of the car should not exceed the 105 dB(A) limit at three quarter of the maximum rev-limit.

The noise check will be made 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 exit.

2- The microphone will be located at a height between 50cm and 1 metre from the ground.

3- The engine should run at three quarters of its maximum rev-limit.

5.7 Radio and Camera equipment: No radio communication between the pits and the driver is allowed on the car.

A simple in-car camera may be used, but any form of on-car sensor or anything relating to data-logging is forbidden.

5.8 Transponder: Cars entered for the season must be fitted with an AMB transponder at all events.