



2021 SUPPLEMENTARY REGULATIONS

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ARTICLE 1 – ORGANISATION

Peter Auto will organise in 2021 an FIA International Series of 3 races. These races will be organized according to the International Sporting Code, 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/15 2021 of 14/01/2021

The name of the series is **ENDURANCE RACING LEGENDS**

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:
 - o President TBC
 - o Member TBC
 - o Member TBC
- Race director TBC
- Deputy race director TBC
- Chief Scrutineer TBC
- Scrutineer TBC
- Competitors Relations Officer 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 (4 events, bar Le Mans Classic): € 9000 by down payment or € 10 000 by differed payment.**

(Entries must be sent to the Organisers before 14/02/2021*)

- ✧ **Race entry fees:**

- ✧ **Race (bar Le Mans Classic): € 2 800**

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

- ✧ **Le Mans Classic only: € 7000**

- ✧ To be considered, entries must:

- include the entry fee,
- include the full colour copy of the Technical Passport issued by the Organisation.

If the car has not run in the Endurance Racing Legends series before, the Technical Passport will only be validated by the Technical Scrutineer after the inspection of the car prior to its first participation of the season.

Technical passport from the FIA or the ACO will also be accepted.

- include a copy of the drivers' licences,
- be sent to: Endurance Racing Legends – 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 Endurance Racing Legends 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. Disrespectful behaviour can lead to the team and/or driver being punished or excluded from the Peter Auto events during the season upon the Stewards' decision.

ARTICLE 3 – ELIGIBLE CARS

All cars from 1994 to 2010 shall have a valid Technical Passport issued by the Organization prior to the season/race entered and checked by the technical scrutineer prior to each race. Cars must be prepared to a specification as originally run by such a model in one of the events/series mentioned below.

A) Eligibility

Endurance Racing Legends events are open to all cars eligible to race in the following events/series between 1994-2010 with certain exceptions* (as clarified below):

- ✧ Le Mans 24 Hours
- ✧ Daytona 24 Hours
- ✧ Sebring 12 Hours
- ✧ BPR Global GT Series (1994-1996)
- ✧ Le Mans Series (2006-2010)
- ✧ FIA GT (1997-2009)
- ✧ IMSA (WSC 1994-1997) / PSCR (1998) / USRRC (1998)
- ✧ American Le Mans Series (1999-2010)
- ✧ International Sports Racing series (1997-1998) / Sports Racing World Cup (1999-2000) / FIA Sportscar Championship (2001-2003)
- ✧ LMES (2001, 2003-2005)

**Exceptions (not eligible)

- ✧ LMP1/LMP2 post 2005
- ✧ GT3
- ✧ Ferrari Challenge
- ✧ Porsche Supercup/Carrera Cup
- ✧ Daytona GTD
- ✧ Daytona Prototypes

Entrants must bring proof that the specification of the car corresponds to the technical regulations of one of the eligible championships in which the car, or model of the car, has participated in.

B) Classes

Endurance Racing Legends racing events will be contested using the following classes:

- ✧ ProtoA : LMP type cars including (but not exhaustive) SR1/SR2/WSC/LMP1/LMP2 from 1994 - 1999
- ✧ GT1A : GT1/GTS-1 cars from 1994 - 1999
- ✧ GT2A : GT2 type cars from 1994 - 1999
- ✧ ProtoB : LMP type cars including (but not exhaustive) SR1/SR2/WSC/LMP1/LMP2 2000-2005
- ✧ GT1B : GT1/GTS type cars from 2000-2010
- ✧ GT2B : GT2/G2/GT type cars from 2000-2010
- ✧ Invitation Class- An invitation to run in this class is entirely at the discretion of The Organization.

The Invitation Class will be for cars 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.

Any car either prepared in a specification not corresponding to the date limits of the class of the current regulations it is racing in, or coming from a national championship, or from a non-eligible international championship, will be accepted at the Organisation's discretion. It will either be placed in a different class, moved to the invitation class, or excluded from the meeting if not possible. The Organisers also retain the right to apply any performance balancing factors which it will judge as useful.

NB: All classes with the exception of the Invitation Class 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 satisfied, the car's entry could be refused or allocated to the Invitation Class until proof of eligibility has been made to the Organization.

The Organisation reserves the right to apply any performance balancing factors for cars competing in the invitation class.

Cars competing in the Invitation class will not be eligible to receive any awards.

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. Are also eligible in the Invitation class cars with different specs (engine/chassis) from period.

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.

If the change is accepted, the car will start from the back of the grid, or at a grid spot determined by the Race Direction.

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 Endurance Racing Legends 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, ride height and restrictors may be checked at any time during the event at the discretion of the Chief Scrutineer, or on a stewards’ decision. If a car does not comply with the technical regulations or its Technical Passport, 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 2021 International Sporting Code.

ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS

The following documents shall be presented during the verification:

- ✧ Licence : - **FIA International C Licence – Minimum requirement for all GT classes.**
- **FIA International B Licence – Minimum requirement for all Prototypes classes.**
- ✧ Technical Passport issued by the Organization: The Organizers are free to accept a car if they have not yet provided it with a Technical Passport, provided they are satisfied as to its compliance with the regulations
- ✧ The stickers (race numbers, sponsors) provided by the Organizers during the administrative checks must be displayed on the car without cutting (except for justified reasons).
Cars with period history may request to use a period race number (if the number is available). The request has to be done at the inscription.
- ✧ Any additional advertising (save the original livery of the car) must meet the FIA Appendix K Art. 2.1.9 requirements.
- ✧ 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 regulations.
- ✧ Safety fuel cells are mandatory (FIA Appendix J of period).
- ✧ All competitors will have to provide a validity certificate of the safety fuel cell(s) at the first participation in the season.
- ✧ Two 6KG powder fire extinguishers will be mandatory in the paddock for every car. Any failure to present an extinguisher during the scrutineering will result in the car not being able to take part in private practice.
- ✧ RFT-Hans devices are mandatory for all cars.

Onboard cameras:

The Organisation reserves the right to install one or more onboard cameras inside or outside the cars. The collected images may be used by the Organisation 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 Organisation. The Organisation reserves the right to recover the images recorded by the onboard cameras installed by the teams. The collected images may be used by the Organisation 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 Organisation.

The collected footages from cameras installed by the Organization or by the teams may be used for sporting purposes, asked by the Race Direction or the stewards, to study any race incident.

✧ Coyote Race device:

- When the Organisation considers the use of a Coyote system for the series cited in these regulations necessary, and as soon as the competitors will have been informed, a Coyote Race device will have to be mandatorily installed in each car before the start of technical scrutineering at the car’s first participation of the season.
- The device will be available directly via the Organisation, and retrievable at the administrative checks of each race meeting.
- Each car will need to be equipped with the appropriate electrical connections to feed the device, namely a USB 2.0 socket with type A (female) and type C (male) connection, and a voltage of 5V.
- The device will be positioned in the driver’s line of sight. The driver will need to be able to manipulate the device without having to undo his harness.
- The device will be active during all practice, qualifying and race sessions.
- The Coyote Race device will inform live of all Race Direction decisions regarding the neutralisation or stopping of the race, and will warn the driver of any hazard on track, safety car intervention or Slow Zone.
- The Organisation reserves the right to develop the system mid-season, the competitors will be informed.

ARTICLE 6 – CREW

- ✧ The crew can consist of one or two driver(s). In the latter case, they will be designed as “Pilote 1” and “Pilote 2”
- ✧ In case of a two driver crew, each driver will have to enter a 30 minutes race. The car will be position on the starting grid according to the time set in qualifying by the driver wishing to start the race. Each crew will have to inform the Race Direction of the name of the driver that will start each race at least 2 hours before the race start. Should the driver taking the start of the race not be the one referenced to the Race Direction, a 1 minute stop & go penalty will be applied automatically.
- ✧ A driver classified as Elite, driving someone else’s car alone, may be on the podium but cannot score any point towards the final season classification.

A driver will be considered as an Elite if:

- His FIA classification is equal or superior to “Silver” category (refer to <http://www.fia.com/fia-driver-categorisation>),
And
- He is born after January 1st 1975 and has raced in a modern championship in the past 3 years.

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. Should a driver miss their briefing they must inform the Organisation straight away.

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 suffer 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 for the damage deliberately caused to another car may be asked by the Organization to bear up to 50% of the total reparation costs of the car involved.

An entrant who’s car has been damaged by a driver accused of reckless driving must make their complaint to the panel of the stewards less than 2 hours after the end of the session. No claim will be accepted after this 2 hour time-scale.

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

Dix Mille Tours / Spa Classic / Vallelunga Historic / Estoril Classics:

- ✧ There will be two 30' qualifying sessions
- ✧ There will be two 30' races

Le Mans Classic:

There will be two 30' qualifying sessions
There will be one 45' race

- ✧ Non-respect of track limits:
 - During Qualifying: 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: +90 seconds to the final race time.
- ✧ Crossing of the white line at the pitlane exit:
 - 1st breach: added time equivalent to a drive through
 - 2nd breach: 1 min penalty
 - 3rd breach: Steward’s decision
- ✧ 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 added 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 added 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 – PARC FERMÉ

This is an invitation series and the Organisation may or may not choose to operate Parc Fermé. Competitors will be notified in the Final Instructions/Supplementary regulations on Parc Fermé for each event. Should the Organisation choose to operate Parc Fermé, the cars will be held under Parc Fermé 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 Fermé, with similar rules and obligations as a regular Parc Fermé in a dedicated area. Failure to comply may cause car in question to be penalised. 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 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 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
 - ✧ Overtaking will be forbidden until crossing the time keeping line.
- 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) Qualifying session
 - * 1st infringement: Cancellation of the best time achieved during the concerned session.
 - * 2nd infringement: Cancellation of all times achieved during the concerned session.
 - b) Race:
 - * Speed \leq 10km/h: time equivalent to a drive through
 - * Speed $>$ 10km/h \leq 15km/h: 1min penalty
 - * Speed $>$ 15km/h: 1min30' penalty

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 / mandatory pit-stop

Stop shorter than mandatory:

✧ Penalty: 3 times the observed time difference

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 signaled 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.

Overtaking are forbidden under Safety-Car:

✧ Penalties:

- Practice: 4 places grid penalty
- Race: penalty equivalent in time to a drive-through according to pitlane length, unless Steward's decision

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.

✧ Penalties

- Free practice
 - 4 place grid penalty
- Race
 - Time penalty equivalent to a drive-through (according to pitlane length) unless Steward's decision

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 30 minutes of racing

ARTICLE 15 – CLASSIFICATION – PODIUM

A podium celebration will take place for 1st, 2nd and 3rd overall. An award will also be given to the class winners from each class. To be part of the classification, the car must have covered at least 75% of the distance covered by the winner.

Two Independent Races: *the grid is taken from the qualifying time 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).*

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 Organisation 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

2021 ENDURANCE RACING LEGENDS TECHNICAL REGULATIONS

We would like to remind you that the cars should be raced in their original period specifications. Adhering to period specifications are fundamentals of our races. Checks (weight, engine capacity, ride height, amongst others) will be done throughout the year to ensure sporting equality 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 disqualification of the entrant/car if these demands are not respected.

Eligibility

The Endurance Racing Legends series is an Invitation series and entries are at the sole discretion of the Organisation. The Organisation reserves the right to accept or decline any entry and to allocate any car to its class.

All the cars must have a Historic Technical Passport validated by the Technical Scrutineer and the Organisation. The FIA and ACO Technical Passport will also be accepted.

The Technical Passport will have to indicate the regulation corresponding to the specification of the claimed period by the car, particularly with regards to the weight of the car and the dimensions of the intake flanges.

A/ Eligible cars

Endurance Racing Legends events are open to all cars eligible to race in the following events/series between 1994-2010 with certain exceptions* (as clarified below):

- ✧ Le Mans 24 Hours
- ✧ Daytona 24 Hours
- ✧ Sebring 12 Hours
- ✧ BPR Global GT Series (1994-1996)
- ✧ Le Mans Series (2006-2010)
- ✧ FIA GT (1997-2009)
- ✧ IMSA (WSC 1994-1997) / PSCR (1998) / USRRC (1998)
- ✧ American Le Mans Series (1999-2010)
- ✧ International Sports Racing series (1997-1998) / Sports Racing World Cup (1999-2000) / FIA Sportscar Championship (2001-2003)
- ✧ LMES (2001, 2003-2005)

**Exceptions (not eligible)

- ✧ LMP1/LMP2 post 2005
- ✧ GT3
- ✧ Ferrari Challenge
- ✧ Porsche Supercup/Carrera Cup
- ✧ Daytona GTD
- ✧ Daytona Prototypes

D) Classes

Endurance Racing Legends racing events will be contested using the following classes:

- ✧ ProtoA : LMP type cars including (but not exhaustive) SR1/SR2/WSC/LMP1/LMP2 from 1994 - 1999
- ✧ GT1A : GT1/GTS-1 cars from 1994 - 1999
- ✧ GT2A : GT2 type cars from 1994 - 1999
- ✧ ProtoB : LMP type cars including (but not exhaustive) SR1/SR2/WSC/LMP1/LMP2 2000-2005
- ✧ GT1B : GT1/GTS type cars from 2000-2010
- ✧ GT2B : GT2/G2/GT type cars from 2000-2010
- ✧ Invitation Class- An invitation to run in this class is entirely at the discretion of The Organization.

The Invitation Class will be for cars 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.

The Organization reserves the right to apply any performance balancing factors it sees fit. Cars competing in the Invitation class will not be eligible to receive any awards or series 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 Organisation and that decision will be final.

All cars must have a current Technical Passport (the 'Tech Pass') issued by the Organization.

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.

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

- ✧ Cars with proven history
- ✧ Cars without proven history

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. 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 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.

Competitors will have the obligation to fill the marking sheet for tires used during the test, and to give back this sheet to the Technical Scrutineer before the start of the qualifying sessions. Any failure to this rule may result in the application of penalties under Steward's decision.

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 Organization.

4.2 Engine and capacity

The engines 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, con-rods, 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.

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.

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 Organisation and where a Tech Pass has been issued.

It is allowed 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 4 73 83 96 26 – info@sodifuel.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.

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 penalized.

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 refueled.

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.

4.6 Lightings and electrical equipment

Every car must be fitted with a period type of lights in good working order.

Cars from ProtoA and ProtoB classes must have their lights on during all the race.

Cars from GT1A, GT1B, GT2A, GT2B must have their lights on in case of low visibility.

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

4.7 Noise limit

Le bruit généré par la voiture ne doit pas dépasser 105 dB(A) (avec ou sans système de silencieux) aux trois quarts du régime maximum. Cette règle est applicable pour l'ensemble de la saison.

La mesure des décibels sera effectuée selon la méthode FIA suivante:

1 - Les mesures seront faites dans une zone dégagée et suffisamment silencieuse (bruit ambiant et bruit de vent inférieur(s) d'au moins 10db (A) au bruit à mesurer). Avant de procéder aux mesures, le moteur sera porté à sa température de fonctionnement,

2 - Le point de mesure du bruit sera situé à une distance de 50cm de la sortie de l'échappement, à un angle de 45° par rapport à l'axe du tuyau,

3 - Le Microphone sera placé à une hauteur comprise entre 50cm et 1 mètre du sol.

4 - Le moteur doit tourner aux $\frac{3}{4}$ de son régime maximum. Ce régime sera vérifié à l'aide du compte-tour du véhicule, lui-même étalonné à l'aide d'un instrument indépendant si nécessaire. L'intensité maximale mesurée constituera le résultat de la mesure.

Les concurrents se trouvant dans l'impossibilité de respecter la restriction sonore imposée, devront obligatoirement en informer l'Organisation au plus tard **un mois** avant l'épreuve et lui proposer une alternative en motivant leur demande. L'Organisation se réserve le droit d'accorder une dérogation ponctuelle si la demande est justifiée. Le concurrent en sera informé.

4.8 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.

4.9 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 of the car.

4.10 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'.

4.11 Body and aero package

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

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

4.12 Radio equipment

Communications between driver and teams are allowed.

4.13 Transponder

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

4.14 Safety

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

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

4.14.2 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.

4.14.3 Fully operational fire systems to the current FIA minimum standard for enclosed cars of either AAF, 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.

4.14.4 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.

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

4.15 Crack Testing and X-raying of components

Teams and competitors are expected to be aware of the potential risk of age related component failure and subsequently endeavour 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. The Organization will not be responsible for "policing" any crack testing regime or accept any liability whatsoever in this respect.

It is mandatory that the following items are checked for structural integrity and corrosion by a non-destructive test:

- ✧ Suspension arms and wishbones
- ✧ Suspension parts and supports
- ✧ Steering columns and alloy steering elements
- ✧ Uprights and hubs
- ✧ 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) for all the cars in classes ProtoA and ProtoB, and 3 years for the cars in classes GT1A and B, and GT2A and B

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 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.

4.16 Onboard cameras

The installation of onboard cameras is authorized but must follow the guidelines of the FFSA 2021 Technical Regulations.

Inboard camera:

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

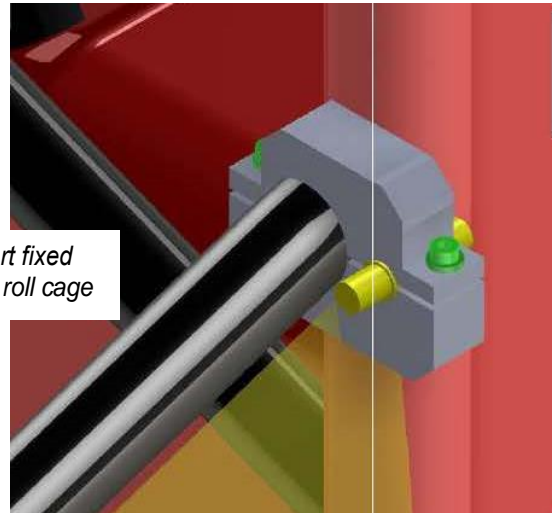
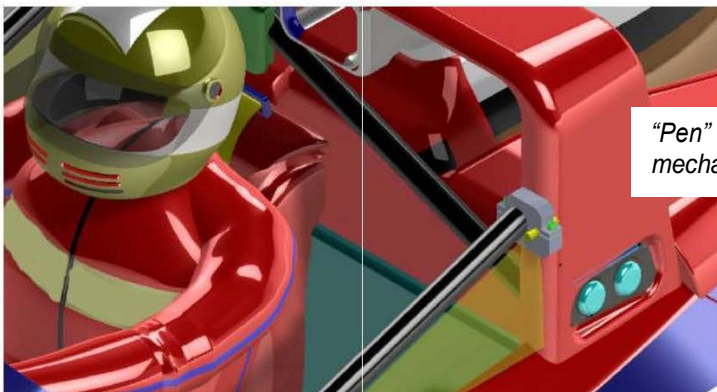


For « Pen » type cameras, it can be mounted on the front upright of the roll cage, the control unit must be fixed on the floor, behind the seats.

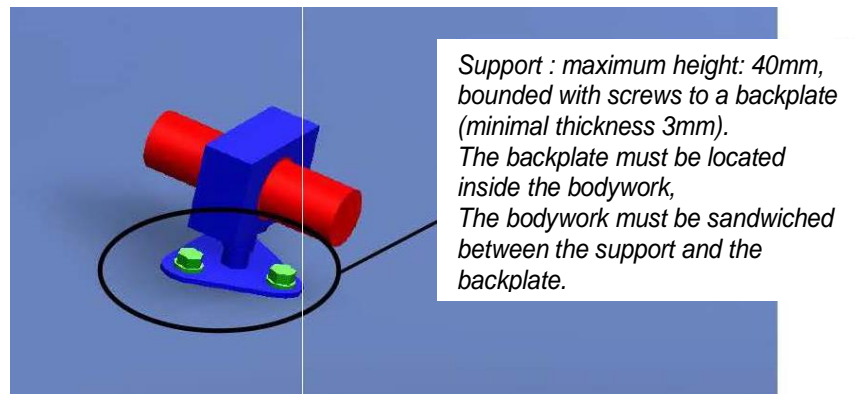
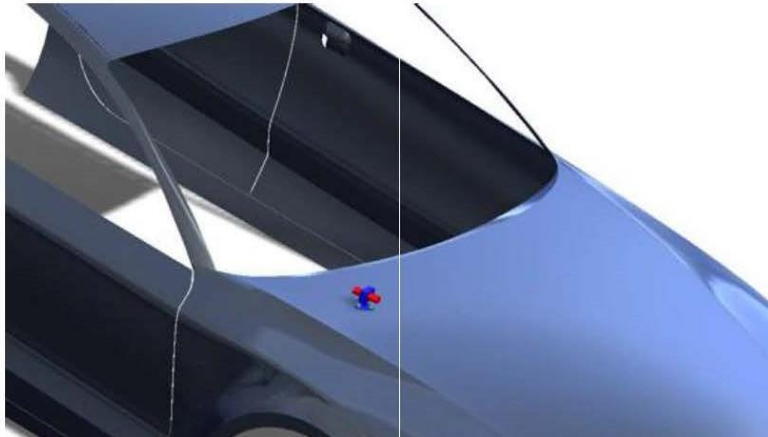


Only « Pen » type cameras will be accepted outside the car, positioned inside the perimeter of the car. Fixation must be from a mechanical type, and if a support is needed, it cannot exceed 40 mm height. Control unit must be fixed on the floor, behind the seats for touring cars or under the seats for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

Open cars



Closed cars



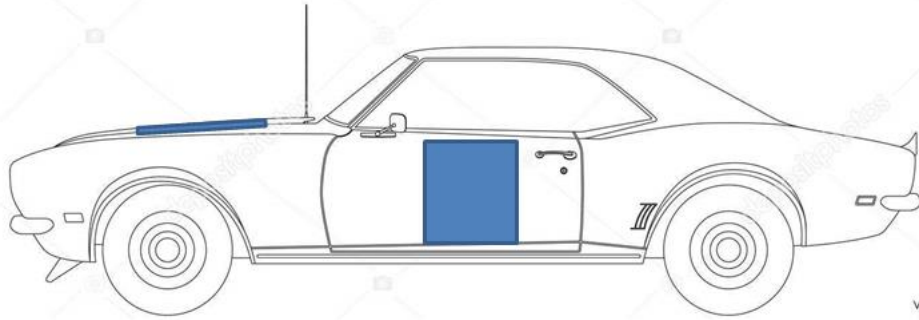
FORBIDDEN FIXATIONS



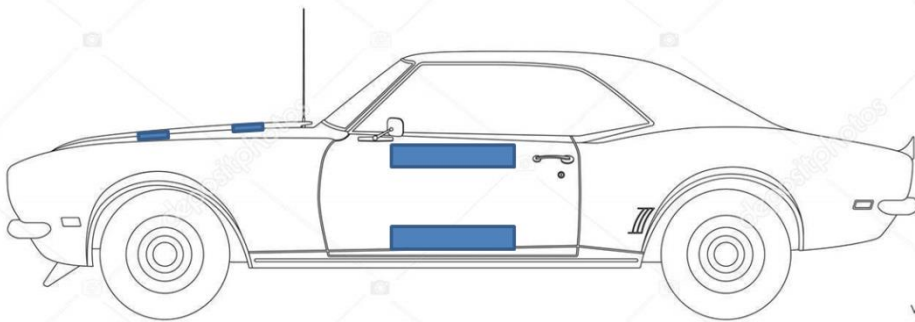
4.17 Official stickers of the grid

Stickers (race numbers, sponsors) which will be given during the administrative checks must be stick on the car respecting the following schema:

- Door bottom with race numbers and sponsors on the right side, on the left side and on the bonnet



- Band with sponsors on the right side, the left side and on the bonnet



Any competitor failing to stay within the rule would receive penalties on Stewards' Office decision.

Acknowledgement of the rules

Every competitor and Endurance Racing Legends participant confirms via his registration/application form acknowledgement of the existing rules of the Organization.

PENALTIES BOARD – Endurance Racing Legends 2021

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
4.7 Noise limit	Over 105db		Can lead to disqualification
5. Advertising	Non-respect of advertising rules		Up to start refusal
6. Crew	Crew composition		Professional driver racing alone a tierce person's car: no point for the classification.
7. Briefing	No show		Race start refusal
8. Practices and Race	Non-respect of the racing line	Practice	1 st breach - Warning 2 nd breach – Cancellation of the best time 3 rd breach – Cancellation of all time
		Race	1 st breach - Warning 2 nd breach – +45 seconds to the final race time 3 rd breach – +90 seconds 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
	Crossing of the white line at pitlane entry		1 st breach: added time equivalent to a drive through 2 nd breach: 1 minute penalty 3 rd breach: Steward's decision
	11. Starting procedure	Overtaking before timekeeping line	Race
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	Speed <= 10km/h: time equivalent to a drive through Speed >10km/h <=15km/h: 1min penalty Speed >15km/h: 1min30' penalty
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	3 times the observed time difference
13.7 Yellow Flag	Overtaking under yellow flag	Practice	4 place grid penalty
		Race	Time penalty equivalent to a drive through (according length of the pit lane) unless the Stewards decide otherwise

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

In the case of time penalty application, it will be transformed into lap(s) number and in time taking as reference the best time in race of the competitor.

The classification will then be revised by subtracting the number of penalty lap(s) from the number of laps completed and adding the remaining penalty time to the total time of the race.

APPENDIX 2

2021 Points allocation / Season classification

Cars classification

- Three classifications will be published at the end of season :
 - One classification for ProtoA class: SR1/SR2/WSC/LMP1/LMP2 from 1994 - 1999
 - One classification for GT1A class: GT1 cars from 1994 - 1999
 - One classification for GT2A class: GT2 cars from 1994 - 199
 - One classification for ProtoB class: SR1/SR2/WSC/LMP1/LMP2 2000-2005
 - One classification for GT1B class: GT1 cars from 2000-2010
 - One classification for GT2B class: GT2 cars from 2000-2010
- To be part of the classification, the car must complete at least **75% of the distance completed by the winning car**
- 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.
- In the case of the application of a time penalty, this penalty will be transformed in a number of lap(s) and additional time taking as reference the best time set by the competitor. Classification will then be revised by subtracting the number of penalty lap(s) from the number of laps completed and by adding the additional time to the total race time
- For each race, first ten in each category score points for season classification according to the grid below.

EXAMPLE: 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

- 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.