

Historic Endurance 2014



Grand Prix Historique Pau - Regulation

Art. 1 – ORGANIZATION

1.1 – The ASAC Basco Bearnais in collaboration with their Partners and Sponsors, will organize in 2014 a sporting event reserved to invitation, called **Historic Endurance**. The general regulations applicable to all FIA events must be observed as must the prescriptions of Appendix K to the FIA Sporting code, unless stated hereafter. All cars should have FIA HTP papers or be in specifications that allowed the certificate to be issue.

1.2 – The final text and language of these regulations shall be the English version, which will be used should in case any dispute arise as to their interpretation. In case of a situation none expected in the regulation, as well as if any doubt in the interpretation of the regulation will be analysed and decided by the HISTORIC ENDURANCE organization committee.

Art. 2 – ORGANIZATION COMMITTEE

The organization committee of the **HISTORIC ENDURANCE** is constituted by:

Overall Coordinator:

Diogo Ferrão

Others members:

Jorge Paulo

Guillermo Velasco

Art. 3 – CAR ELIGIBILITY

3.1 – Invited cars

Are only allowed to race in HISTORIC ENDURANCE, cars invited by the organization. All cars should be prepared accordingly FIA Appendix K safety regulations for circuit racing.

3.1.1 – “H-1965” Category

Category for any pre-1966 Touring Special (TS), Grand Touring Special Cars and Grand Touring Prototypes (GTS & GTP) accordingly FIA homologation until (31/12/1965). Sport cars under 2000cc with FIA homologation until (31/12/1965) and with a FIA HTP papers.

3.1.2 – “H-1971” Category

Category for any pre-1972 Touring Special (TS), Grand Touring Special Cars (GTS) with FIA homologation until (31/12/1971) and FIA HTP papers or national technical passport.

3.1.3 – “H-1976” Category

3.1.3.1 – Category for any pre-1977 Touring Special (TS), Grand Touring Special Cars (GTS) with FIA homologation until (31/12/1976) and FIA HTP papers or national technical passport.

Any homologation or amendment dated after 31/12/1976 is not allowed.

3.1.3.2 – Porsche homologations are only allowed until the Porsche 2.8 RSR specification. All later cars have specific rules specified by the “organization committee”.

3.1.3.3 – Ford Escorts with Cosworth BDG engines aren't allowed.

3.1.4 – H-C Category - Invited Competition Cars.

This category accepts invited cars not allowed in any of the previous categories or cars not complaining with the Appendix K. However, some cars may be invited to race if the organization committee believed it will improve the spectacle and improve the other driver's enjoyment.

3.2 – Without exception, all cars cannot use "Slick" tyres". The only tyres allowed are:

1. Dunlop Racing: "M" or "L" or CR65 Spec.
2. Avon CR6ZZ
3. Toyo Tyres R888 "GG"
4. Exceptionally, other DOT tyres may be used. The HE organizing committee shall issue a written authorization before the beginning of the weekend. A time penalty may be imposed if the organizing committee considers the performance to benefit with the use of these tyres.

3.3 – Cars using Dunlop and Avon tyres will have a benefit by removing 1 second of each 2 race minutes (ex. If a race has 60 minutes, some cars will have a 30 seconds benefit) during their time handicap during pit stops. A small sticker saying "Toyo" or "Avon" will be near drivers name sticker, for best identification by marshals and public.

Art. 4 – COMPETITORS ELEGIBILITY

4.1 – The races will be disputed under the rules of the Art. 18^o of the FIA International Sports Code (ISC), so only will be allowed the participation of drivers with 2014 Competition Licenses issued by any ADN. All competitors racing licenses, except the French licenses, should allow the participation on foreign racing events with "authorized foreign participation" as called "NEAFT events".

4.2 – All Drivers racing in HISTORIC ENDURANCE should have a 2014 Drivers license that allow the participation on foreign racing events with "authorized foreign participation" as called "NEAFT events".

This authorization should be clearly shown, having a letter from their ASN or stamped in the back of the driver's license.

4.3 – It is strongly recommended using a "Hans-device" system.

Art. 5 – TEAMS

5.1 – Each team can have one or two drivers.

5.2 – Optionally, a single driver can race the whole race. It must state his wish in entry form writing "SOLO" in the second drivers name and must do the mandatory pit stop anyway.

5.3 – Under the *Gentlemen Driver spirit*, each team has to have one gentlemen Driver driving. However the Gentlemen driver car can share the car with any other driver he wish. The Gentlemen Drivers will be defined by the organization committee under the invitation rule.

5.3 – In case of a single driver doing the whole race, a 5 Seconds penalty will be added to each mandatory pit stop time. So, in this case the car will have to be completely stopped for 65 seconds in the Pit lane.

Art. 6 – JURISDICION

6.1 – All the competitors delivering their Entry forms filled agreed with the present regulation, plus all the amendment of the present regulation by the HISTORIC ENDURANCE committee approved.

6.2 – The organizing committee and their partners cannot be blamed by any responsibility from accidents and their consequences.

6.3 – All doubts about the interpretation of the regulations and other cases will be decided by HISTORIC ENDURANCE committee.

6.4 – The HISTORIC ENDURANCE committee has the right of excluding any competitors if the drivers don't respect the regulations or by any form harm the organization or their partners.

Art. 7 – SPONSORS

7.1 – In case of Event or race sponsors, decals must be clearly displayed on cars, but these decals must only be displayed during the event to which they relate. Competitors must make available an area (of a size to be advised) on the cars for the display of the sponsors' decals. These decals must be displayed at all times during practice periods and races.

Art. 8 – RACE ENTRIES

8.1 – This event is an Invitation only event, so HISTORIC ENDURANCE committee reserves the right of refuse a competitor's entry without having to justify themselves.

8.2 – The competitors that wish to participate in a series should send the entry form fully fulfilled and full payment.

8.3 – Each entry will have to be approved by the organizers, having in consideration the history of the car and the competitor's behaviour in previous events. If the entry is refused, the competitor will be fully refunded to race.

8.4 – A car can be refused to participate by the FIA Scrutineering officials if they believe the car is unsafe to participate and not comply with all FIA requirements. In this case, the race entry fee will not be refund.

8.5 – The entry in the event allows the participation in the timed practices and races plus all gifts mention in the entry forms.

Art. 9 – TICKETS AND PADDOCK PASSES

9.1 – All tickets and paddock passes will be given during the signing on procedure.

Art. 10 - BRIEFING

Drivers Briefings are compulsory at all events attended. Local ASN reserve the right to charge a cash fine for failure to attend a drivers briefing.

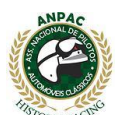
Art. 11 – Track time

The mandatory program is the following:

11.1 – Free Practice:

One 25 minutes Free practice session Saturday

11.2 – Qualifying



One 40 minutes qualifying session. Each drivers of every team have to drive at least one timed lap during practice to be allowed in the race.

However, the Clerk of Course can allow a driver to race without qualifying, if safety conditions are assured. However, in this case the competitors will have to start in the back of the grid.

11.3 – Grid position

The grid positions for race will be ordered, following the best times of each competitor during qualifying.

11.4 – Warm Up

One 15 minutes warm up Sunday.

11.5 – Start Procedure

The start procedure in any race in any event is rolling starts. The procedure should be explained in the drivers briefing following the Artº 33.1 to 33.28 of the FPAK “blue book”.

11.6 – Race

11.6.1 – Sunday race should have 61 minutes. The end of the race sign will be showed to leading car after the race time have end.

11.6.2 – To be classified, drivers must complete 75% of the race distance covered by the class winner.

11.7 – Mandatory Pitstop

11.7.1 – Each team will have a mandatory Pit stop window. The Pit Stop window will start at minute 25º.00.00 and end at minute 35º.00.00. (For Pitstop, enter the pitlane never before 25m.00s.000 minute and never after 34m.59s.999). The competitors are responsible for make sure the car will be absolutely stopped during the handicap time given.

11.7.2 – Each driver will have to drive at least 20 Minutes.

11.7.3 – During the Pitstop, the car will have to remain stopped in the pit lane during 90 seconds plus or less the handicap given.

11.7.4 - Other mechanical operations are allowed in the pits during the race.

11.8 - In case of decisions by the clerk of the race, the timing could be modified and the leader may finish before the limit of the timing schedule. In that case Refund won't be possible.

Article 12 - PENALTIES

12.1 - It is forbidden to overtake with yellow flags or overtake the 60Km/h in the PIT LANE. Any violation of this rule will be penalized by a decision of the CD as follows:

a) In free or qualifying practice:

a.1) First Offense: Annulation of the best time of the qualifying practice.

a.2) Second offense: Loss of one place in the starting grid position.

a.3) Third Offense: Out in the last place of the starting grid.

b) During the race:

b.1) First offense: Pit lane entry (Drive Through)

b.2) Second offense: "STOP & GO" of 0 seconds.

b.3) Third Offense: "STOP & GO" of 10 or more seconds:

12.2 – Any team making their driver change in less time than stipulated in these regulations shall be penalized with a drive through. If the transgression is more than 10 seconds, the team will be penalized with a "stop & go" with the value corresponding to the difference between the stipulated time and the measured time.

12.3 - The decisions of the Clerk of the Course about lap cancellation, loss of grid positions or other sanctions cannot be appealed.

Art. 13 – RACE CLASSIFICATION

13.1 – Each race will have the following classifications:

a) Classification for the following Class: (H-1965, H-1971, H-1976)

13.2 – There will be only a podium for one class if at least 4 cars entry in each class. Otherwise, the class will be merged with the next class.

Art. 14 – PODIUM CEREMONY – PRIZES

14.1 – In the end of each race of HISTORIC ENDURANCE, a podium ceremony will have placed where the first 3 competitors of the following categories:

1. H-1965 Class
2. H-1971 Class
3. H-1976 Class
4. Podium for the best until 1300c.c. cars.

Art. 15 – FINAL SCRUTINEERING AND PARC FERME.

The final Scrutineering will be held during "parc ferme". If your car have been selected to be checked, please follow the marshal's instructions.

Art. 16 – HISTORIC ENDURANCE "Spirit"

16.1 – The HISTORIC ENDURANCE is Sport Event created to allow enthusiast's race their precious racing cars in a safe and enjoyable way. The sporting interest of any race ends in the end of the race. There is no relationship between the races and championship to gather points.

We use the "No Contact – No Cheating – No Complaining" rules. Please behave as a true Gentlemen Driver.

Any contact will be heavy penalized by the clerk of the course.

