

CLASSIC CAR CLUB OF HONG KONG (1989) LTD RACING REGULATIONS 2010

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RACING REGULATIONS 2010**Preamble**

These Regulations shall govern the formula known as "Classic Car" as herein described.

They are designed to define a standard set of regulations to ensure close, competitive and safe racing within each class in what primarily is a road-going formula.

Therefore, in the interests of all concerned, the 'spirit' of these Regulations is as important as the letter of these Regulations.

1. Definitions

- (a) The term "Classic Car" is hereby used to describe a genuine, series production car that was manufactured and/or first registered on or before 31.12.1988 and that was originally designed by the manufacturer as a road going car.
- (b) The Racing Committee shall comprise the Chairman and Scrutineer of the Race Section, and up to 3 other individuals who are actively involved in the Classic Car Race Series and appointed by the Chairman.

2. Eligibility

- (a) These Regulations permit entry into Classic Car races organized by the Classic Car Club of Hong Kong (1989) Ltd. ("Classic Car Races") of (i) in the case of Classes A, B, C and O, Classic Cars that meet the restrictions and specifications set forth herein; and (ii) in the case of Class R, at the complete discretion of the Racing Committee, modified Classic Cars and replicas of Classic Cars that are not otherwise eligible under these Regulations. The Racing Committee expressly intends that Class R will represent an entry avenue for new participants in Classic Car Races and, accordingly, expects that participants in Class R will in due course migrate to eligibility for, and participation in, Classes A, B or O. To ensure compliance with these Regulations, the Racing Committee is entitled to require the owner to allow the car to be inspected.
- (b) In exceptional circumstances a car younger than 31.12.1988 or a replica of a Classic Car may be accepted into Classes A, B or O if the car in question is virtually identical in design and specification to a Classic Car; entrants of such cars in this category are invited to apply to the Racing Committee whose decision shall be final.
- (c) All competitors must have a valid competition license (and Competition License Visa if required by the ASN) from their country of residence.
- (d) All entrants must complete an Entry Form and Vehicle Identity Document, being the documents referenced in Appendix 1. A register will be formed of all eligible cars and a laminated identity document will be issued which must be securely attached to the car at all times during scrutineering, practice and race (see Appendix 1). Entrants will be expected to assist the Racing Committee by providing manufacturer's or published information relating to

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their car for the purpose of demonstrating eligibility and completing the Identity Document, including documentary proof of the age of the vehicle.

- (e) In order to promote variety of racing, the maximum number of entries of one particular marque's production model (or derivative of that model) into a race organised under these Regulations may be limited to 20% of the grid. The Racing Committee may vary this percentage once applications for the particular race are closed. Exclusions under this rule will be at the absolute discretion of the Racing Committee.
- (f) All entrants must be members of the Classic Car Club of Hong Kong (1989) Ltd. and be fully paid up for the current racing year. For Overseas Entrants, a Limited Racing Membership Fee will be payable, such fee being at the same cost as renewal for Hong Kong based members.
- (g) Car owners and entrants who have not paid race fees due in prior race seasons will be not be eligible to participate in current race events until all fees payable are paid in full.
- (h) All races organized under these Regulations shall be invitation races and the Racing Committee shall have absolute discretion to decide whether or not to accept the application of any intended Entrant.

3. Class Weight and Engine Capacity Eligibility

- | | |
|---------|--|
| Class A | Cars with less than 1800 cc per 1,000 Kgs, provided that weight penalties will be added to the minimum permissible weight as follows:
Pushrod engine – Nil
Single overhead cam engine: +5% (i.e. 1800cc per 1,050 Kg)
Twin overhead cam engine: +10% (i.e. 1800cc per 1,100 Kg) |
| Class B | Cars between 1800cc and 2700cc per 1000 kgs |
| Class C | Cars with non-original engines (turbo or supercharged engines limited to 3000cc). |
| Class O | Cars with more than 2700cc per 1000 kgs |
| Class R | Cars with turbo or supercharged engines are limited to 2000cc. No other specific restrictions but entry is subject to the absolute discretion of the Racing Committee. |

Cc to weight ratio is calculated as engine cc divided by weight of car x 1,000.

- 3A. In exceptional cases, a car may, at the absolute discretion of the Racing Committee, be transferred to a lower class, if the Racing Committee is satisfied that
 - (a) the car is substantially unmodified, and
 - (b) it is unlikely to be competitive in its original class

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Any competitor who wishes to take advantage of this exception under Reg.3A must apply to the Racing Committee for transfer before his first race of the season. However, the Racing Committee will retain the power to review the transfer during the racing season and to transfer the car to another class, if its race performance so warrants.

4. Weight: Classes A and B (allowed tolerance is within 10 kg)

- (a) The weight declared on the Vehicle Identity document referred to in Appendix 1 will be the minimum post-race weight without the driver for the class entered calculated as per Rule 3. A car weighing less than this declared weight will be re-classified.
- (b) All Cars must be weighed on approved scales prior to the first race of the season or the first race for which the Car is entered, and classified accordingly. Thereafter all cars will be weighed at scrutineering (and any other time as may be prescribed by the Race Committee) at each race meeting.
- (c) Any car subsequently found underweight will be moved to the next higher class; any points earned will be allocated accordingly.

5. Chassis

- (a) Must remain of standard dimension in its entirety. Material may be added.
- (b) Material may only be removed providing there is no reduction in structural integrity and safety.

6. Bodywork and Suspension

- (a) The body must be of generally standard shape; however, unobtrusive front air dam and rear boot spoilers are permitted.
- (b) Spare wheel, tools etc. must be removed on the grounds of safety. Passenger seats, carpets and trim may be removed if desired
- (c) The suspension must be of the manufacturer's standard configuration (e.g. 'double wishbone, trailing link, McPherson strut, leaf springs, etc.). Pick up points must not be altered or moved. Springs and dampers are free.
- (d) The lowest component within the innermost track of the Car must be capable of passing over a block 70.2 mm (3.00 ins) high with the race driver normally seated.
- (e) Rear wings and underbody aerodynamic enhancements are specifically prohibited for all classes unless standard for a production version of the car prior to 31.12.1988.

RACING REGULATIONS 2010**7. Engine**

- (a) The engine must be standard for the car, orientated as original and using the same mounting points or, in the case of engine variants, one of the types used by the car manufacturer in a similar model or series before 31.12.1988.
- (b) The engine cylinder block or casing must be from the eligible production car. The Racing Committee at its absolute discretion may permit the use of engine blocks or casings from later cars of the same make and model as the eligible production car (or later reproductions of engine blocks or casings from such eligible production car), provided that such later or reproduced engine blocks or casings are substantially identical to the original block or casings (including, but not limited to, in respect of the materials and methods used in manufacture). Over-boring and/or stroking are permitted but must be declared on the race application form. Other internal parts are free.
- (c) Cylinder heads must be from the applicable production car or replacement heads modified for performance improvement or unleaded fuel.
- (d) Cars must be silenced to comply with any noise level regulation applicable at the circuit(s) where races are held.
- (e) Unless fitted as standard by the manufacturer, only ignition systems that use a single trigger, either inside the distributor or external, to initiate the low tension current will be permitted. Any system that requires more than one sensor or input to provide another signal / voltage for any electrical / microprocessor control system is specifically prohibited unless fitted as standard by the manufacturer.
- (f) Fuel management must remain as available for the car prior to 31.12.1988. Any computer controlled electronic fuel management / injection system is prohibited unless fitted as standard for the car.
- (g) Supercharging and Turbo charging is permitted providing it was available for the period of the car and is of a correct period specification. The capacity multiple for turbo and supercharged cars, if relevant, is 1.7 times.
- (h) Rotary engines will be eligible on a cubic capacity multiple of 1.7 times.

8. Transmissions

- (a) Gearbox and differential must be as specified for the car or engine used. Ratios are free.
- (b) Limited Slip Differentials are allowed.
- (c) The transmission configuration must be standard for the car (e.g. front engine and gearbox, prop shaft, rear wheel drive).
- (d) Sequential gearboxes or sequential gear change mechanisms are specifically prohibited.

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- (e) Replacement gearboxes of a non-original brand or type may be permitted at the absolute discretion of the Racing Committee.

9. Brakes

- (a) In the interests of safety, brakes are free and the fitting of disc brakes in place of drum brakes is recommended.
- (b) ABS or ABS-equivalent systems are specifically prohibited.
- (c) Twin circuit braking systems are mandatory for the car.

10. Wheels and Tyres

- (a) All four rims must be of the same diameter and material (such as steel or alloy). Maximum permissible rim widths are as specified by the manufacturer for that model or series plus 3 inches, up to a maximum of 9" front, 11" rear, subject to the rule that all 4 tyres must be within the car's bodywork.
- (b) Tyres are free (i.e. Slicks and full wets are permitted). All manufacturers' data must be clearly visible.

11. Electrical System

- (a) Brake lights must be fitted and be operational at all times.
- (b) A generator or alternator must be fitted and be fully operational
- (c) Windscreen wipers if fitted must be functional.
- (d) A bright rain light (LED recommended) must be fitted at a minimum height of 1m above ground level, said light to be independently operable, and will be used at all times when a wet race is declared by Track Officials, or otherwise when rain causes poor visibility conditions.

12. Fuel

- (a) Only commercially available pump petrol from the country in which races are run, or locally available Avgas, either leaded or unleaded, is allowed.
- (b) Specially prepared fuels are specifically prohibited unless authorised by the Racing Committee due to local fuel conditions.
- (c) The fitting of a safety fuel tank is recommended.

13. Safety

ALL cars must have:

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- (a) A safety rollover bar immediately behind the driver, complying with FIA Appendix J. Full welded-in roll cages with side protection are recommended.
- (b) A Safety Harness of min. 3 Inch wide webbing must be fitted and must comply with FIA specifications.
- (c) An external circuit breaker, which must isolate all electrical circuits with the exception of any that operate fire extinguishers. This circuit breaker must be clearly marked with the FIA approved identification.
- (d) A fire extinguisher system containing a minimum of 4 kg of the extinguishing agent. Permitted extinguishing agents include: BCF (C F2 C1 Br); NAF 53; NAF.P and any AFFF specifically approved by the FIA, as defined in their Technical List No.8.
- (e) The windshield (if fitted) must be made of laminated glass.
- (f) Tow hooks must be fitted to the front and rear of the car, with at least one at each end; the tow hooks must be painted, either, red, orange or yellow and clearly labeled by a contrasting arrow pointing to the location of the hook.
- (g) Crash Helmets must be worn during all practice and race sessions. Such helmets must comply with FIA specifications. Head and neck restraint (HANS) devices are not mandatory but are **STRONGLY RECOMMENDED**.
- (h) Approved drivers Clothing must be worn during all practice and race sessions. Such clothing includes racing suit, gloves, boots and underclothing (optional), and must comply with FIA specifications for classic cars.
- (i) Any in-car features i.e. video cameras must be securely mounted and fitted with a safety device (safety wire, cable ties, gaffer tape) so that if the mounting screws fail the camera etc. will not leave the car.
- (j) All lights and light lenses must be taped over with strong transparent tape to minimize broken glass on the track in the event of collision damage.
- (k) All cars and safety equipment remain subject always to the approval of the circuit scrutineers.
- (l) All competitors must have available a complete set of wet race tires for use in wet races.

14. Interpretation, Rulings and Appeals

- (a) The interpretation of these Regulations is vested in the Racing Committee of the Classic Car Club of Hong Kong (1989) Ltd. who will make rulings (including advance rulings) and decisions, if called upon to do so. In case of doubt, competitors are encouraged to seek advance rulings from the Racing Committee. Provisional advance rulings will be issued promptly and circulated to all current competitors and, unless protested in accordance with these Regulations, will become final 14 days thereafter.

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- (b) Any decision made in a matter said to be within the absolute discretion of the Racing Committee or where the decision is final is not subject to any appeal.
- (c) Subject to (b), any entrant concerned by any ruling or decision of the Racing Committee may request the Racing Committee to put their decision and brief reasons for it into writing, to be sent to an e-mail address or fax number nominated by the entrant concerned.
- (d) Within 7 days thereafter, the entrant concerned may appeal the ruling or decision by delivering a written notice, stating his grounds of appeal, together with a protest fee of HK\$2,000 for each decision or ruling appealed against to the Chairman personally or to his office, failing which the ruling or decision of the Racing Committee will become final.
- (e) The appeal will be referred for decision to an independent technical sub-committee to be appointed by the Racing Committee, who may decide the matter on the papers submitted or may call for further evidence or submissions or convene a hearing as the technical sub-committee shall think fit.
- (f) The protest fee will be refunded in the event of a successful protest; otherwise it will be forfeited to the Classic Car Club of Hong Kong (1989) Ltd.
- (g) In the event that the Racing Committee agree that an investigative review of an alleged technical infringement is required it is understood that the party found to be at fault following the investigative review will be required to meet all costs arising in respect of the review work arising.

15. Penalties

Any car found by the Racing Committee, or after a successful protest, to have infringed any of these rules shall be liable to the following penalties

- (a) Disqualification from the results of the current or previous race meeting, or
- (b) Deduction of up to 10 points, or
- (c) Censure only, if the Racing Committee concludes that any performance advantage is insignificant; and/or
- (d) In appropriate cases, an allowance of up to 6 months within which to comply with any particular regulation, pending which the car will be permitted to continue to race, notwithstanding the infringement.

16. Grid Positions

- (a) Grid positions will be determined according to the fastest times set in official Qualifying for race 1 and the finishing order of race 1 for race 2.
- (b) In the event that there are more entrants ready to race than available positions on the grid, the following rules shall apply -

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- (i) All Hong Kong entrants who have paid the Hong Kong entry fee will be guaranteed a starting position, whether or not they posted a time in official Qualifying. Those who did not post a qualifying time will take up grid positions immediately behind those who did.
- (ii) For the remaining entrants, priority will be given to those who posted an official qualifying time.
- (iii) If there are still too many entrants who have otherwise qualified, they shall be removed from the grid in the following order: the slowest qualifier in each class in the order C, R, A, B, O, then the second slowest qualifier in each class in the same order and so on, until a maximum grid is achieved.
- (iv) If a starter for race 1 is unable to start race 2, then his place on the grid for race 2 may be taken up, according to the same rules (i) - (iii) above.

17. Car Sharing

If 2 drivers wish to share one car for a race weekend, the following rules will apply:

- (a) Both drivers must sign on as Entrants for the race meeting and attend the Driver's briefing, but may share the entry fee for the car.
- (b) Both drivers may participate in any Free Practice Sessions.
- (c) Only the driver who will participate in the first race may drive the car during the official Qualifying session and he will take his position on the grid according to the time he sets in Qualifying, as usual.
- (d) For Race 2, the second driver must obtain the permission of the Clerk of the Course and/or the Stewards of the Race Meeting (as necessary) to participate in Race 2 and must start at the back of the grid i.e. he may not take up the grid position according to the finishing position of the first driver.

18. Changing Cars

If one driver wishes to drive more than one car during a race meeting, the following rules will apply:

- (a) All cars to be used or which may be used must be scrutineered for that race meeting and a separate race number and timing transponder must be obtained and attached to each car.
- (b) A driver may use more than one scrutineered car in any Free Practice Sessions.
- (c) A driver may only drive one car during the official Qualifying session.
- (d) If a driver wishes to start a Race in a car other than the one in which he qualified, or finished the first race, as the case may be, he must first obtain

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the consent of the Racing Committee and the permission of the Clerk of the Course and/or the Stewards of the Race Meeting (as necessary) to participate in that race and he must start at the back of the grid. N.B. Consent to a change of car will not normally be given by the Racing Committee after official Qualifying begins, unless accident damage or mechanical failure can be established.

19. Indemnification

The Classic Car Club of Hong Kong (1989) Ltd accepts no liability in respect of these Regulations specified herein, nor in relation to participation in any Classic Car race as governed under these Regulations, and the individual participates entirely at their own risk, and all participants will be required to execute an indemnity in favor of the Club, Race Section and Race Committee.

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Appendix 1: Entry Form and Vehicle Identity Document

Each entrant must complete an Entry Form and Vehicle Identity Document and submit it to the Racing Committee by mail or fax. Details of these documents and the contact details for their submission will be provided separately.

An Identity Card will be issued by the Classic Car Club of Hong Kong (1989) Ltd. Racing Section and must be attached securely to the car at all times during scrutineering, practice and race. The entrant must declare the information required on the Entry Form.

The information the Identity Card contains will be:

- a. Make of Car
- b. Model
- c. Year of manufacture
- d. Engine make
- e. Engine capacity
- f. Engine modifications
- g. Minimum weight (Classes A and B only)
- h. Class entered
- i. Maximum wheel rim size
- j. Chassis number
- k. Engine number

End of Appendix 1

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Appendix 2: Points system for Classic Car Racing Championship

1. Points

- (a) Points will be allocated on the basis of the number of ENTRANTS in each class for each race meeting. An ENTRANT is anyone who has signed on and been accepted by the Racing Committee and by the Clerk of the Course. The number of points to be won in each Class, will be:

Position <u>Points:</u>	<u>Entrants > 4</u>	<u>Entrants = 4</u>	<u>Entrants = 3</u>	<u>Entrants = 2</u>
1	8	6	4	3
2	6	4	3	2
3	4	3	2	-
4	3	2	-	-
5	2	-	-	-
6	1	-	-	-

- (b) All Classes: additional points will be scored for each of the following:

	<u>Points</u>
Every entrant who achieves an official Qualifying Time.	1
(Note: An Entrant who drives only in Race 2 under Regulation 18(4) will not score a qualifying point)	
Every entrant who Starts a race on the Grid.	1
Every entrant who Finishes a race. (i.e. completes at least 75% of the winner's race time)	1
Fastest Qualifying Lap for each class provided there are at least 2 entrants in each class.	1
(Note: unless Regulation 19(4) applies, the official Qualifying times will determine the Fastest Qualifying Times and the grid position for Race 1. The Finishing position In Race 1 of a 2 race meeting will determine the grid position in Race 2 and the Fastest Qualifying times for that race In each class.)	
Fastest Lap in each class during the Races provided there are at least 2 entrants in the class.	1

- (c) Changing cars within the same class, or moving cars to a different class, will be permitted only with the prior consent of the Racing Committee, or under rule 4(c).

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- (d) Where more than one competitor has the same number of points then the person with the highest number of first places will be the winner. If this is equal then the number of second places will be used to determine the winner, and so on.
- (e) To qualify for the Overall and Class championships a driver must participate in at least two races, or 50% of the races in the season, whichever is the higher. Thus: in a 3 race season the driver must race in 2 races; in a 4 race season, 2 races; in a 5 race season, 3 races; etc.
- (f) An entrant's 'end of season' points score shall be the total of accumulated points earned by the entrant in the number of races in the season minus two races. Thus, if there are 6 races the best 4 results will be counted.
- (g) Points achieved in different classes by an entrant will be totaled for the overall Championship ranking, except in respect of any points gained in Classes C and R.
- (h) Entrants of Class C & R cars are not eligible for Championship points, although ranking in Class C & R will be calculated on the prescribed points basis to determine overall positions within Class C & R.

2. Trophies

- (a) Class Trophies will be awarded for each race held. For each Class in which there are more than 3 entrants, Class trophies will be awarded to the entrants who achieve first, second and third places in their Class.
- (b) Additionally Trophies will be awarded at the end of the season for:

Overall Champion: First, Second, Third

Class A, B, O, C and R Champions, Rookie of the Year; Participation (Classes are as defined in section 3 of these Regulations.)

Note: The Racing Committee may decide to award trophies also for positions 2 and 3 in each class, if funds permit.

- (c) Perpetual trophies, which the winner can keep for one year, have been established for the Overall Champion and the respective Class Champions.

3. Prize-giving / Podium Ceremonies.

The drivers finishing 1st, 2nd and 3rd positions in each class must attend the prize-giving ceremony on the podium and abide by the podium regulations set out by the club and/or the circuit. All drivers must wear their race suits and (if provided) sponsor caps for the podium presentation. Drivers may also be required to attend post race press conference and/or interviews.

End of Appendix 2