



2019 RACING REGULATIONS

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1. Preamble

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

The formula known as "Classic Car" will race as the "Classic Car Club of Hong Kong Race Series", "Asia Classic Car Challenge ("ACCC")" or any other title given to a racing series organized by the Classic Car Club of Hong Kong (1998) Ltd.

The Regulations 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.

The Race Committee has created the regulations herein so that Historic Cars may be used for competition under a set of rules that preserve the specifications of their period and prevent the modifications to performance and behaviour which could arise through the application of modern technology. Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history. Historic Motor Sport enables the active celebration of the History of the Motor Car.

These regulations apply to cars that are either production-based road cars, original competition cars, or cars built to exactly the same specification as models with international competition history complying with the International rules of the period.

The only permissible variations to the period specification are those authorised within this document.

In the interests of all concerned, the "spirit" of these Regulations is as important as the letter of these Regulations.

2. 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 (i) 31.12.1988 and (ii) 31.12.1992, and that was originally designed by the manufacturer as a road going car. Period correct race cars within these dates will also be considered;
- b) The Racing Committee shall comprise the Chairman and any number of other members appointed by the Chairman. The current Race Committee is attached as "Annexure 3";
- c) There are two dates of eligibility as set out in (a) above. Each date has different technical requirements as set out below;
- d) These Regulations govern entry into Classic Car races organized by the Classic Car Club of Hong Kong (1989) Ltd;
- e) In exceptional circumstances a car which does not meet the requirements or is a replica of a Classic Car may be accepted into a Class. Entrants of such cars in this category are invited to apply to the Racing Committee whose decision shall be final;
- f) All competitors must have a valid competition license (and Competition License Visa if required by the ASN) from their country of residence;

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- g) All entrants must complete an Entry Form, being the documents referenced in Appendix 1;
- h) 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. The Racing Committee will determine these limits on a case-by-case basis. Exclusions under this rule will be at the absolute discretion of the Racing Committee;
- i) RACE AND OTHER FEES: Car owners and entrants who have not paid race or other fees due, from current or prior race seasons, will be not be eligible to participate in current race events until all fees payable are paid in full;
- j) 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;
- k) Car owners and drivers who intend to participate in races organized under these Regulations may be required to display sponsor branding/advertising as directed by the Chairman or his authorized delegate. Any entrant who refuses to display such branding/advertising may be excluded from participating. Exclusions under this rule will be at the absolute discretion of the Racing Committee;
- l) No Driver or Team will be admitted to any event unless the required indemnity documentation is completed in full. This is an absolute requirement with no exceptions;
- m) A car will be classified according to its type and its period;
- n) The period mechanical specification for each model must be documented in the Vehicle Identity Card and approved by the Racing Committee;
- o) No car may take part in ACCC competitions with a specification of a period which is different from the period in which it is classified;
- p) Once classified, cars may only be re-classified with the approval of the Race Committee; and
- q) Consistent with the enclosed regulations, competitors are encouraged to run their cars in the original period livery.

3. Period Specifications and Other General Definitions

- a) Period specification is defined as the technical configuration of the model, proven to the satisfaction of the Race Committee, to have existed in the period in which it is classified;
- b) Any modifications to a car's period specification are forbidden unless expressly authorised by the regulations herein specific to the car's Class;

- c) The period will be specified on the Vehicle Identity Card applicable to this specific car;
- d) Unless otherwise specifically authorised by these regulations and Appendices, any component of a car must have identical dimensions and material type must be the same to the original part. Evidence of this must be provided by the applicant;
- e) The technology used, including that allowed with homologation extensions, must be compatible with that used in period;
- f) The silhouette is the shape of the car viewed from any direction, with the body panels in position;
- g) The chassis is the overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure;
- h) The term «material type» indicates the same material, but not necessarily to the same specification. Thus, for example, “aluminium” is metallurgically aluminium but may be of a different grade and contain elements not present in the original component to the exclusion of aluminium beryllium. Magnesium may be replaced with aluminium.

4. Determining Standard Period Specification

The ACCC aims to have cars compete in the specifications of their period and prevent the modification of performance and behaviour which could arise through the application of modern technology. However, ACCC acknowledges the need for practicality in running classic cars in Asia, as well as modern safety prescriptions.

The specifications permitted in ACCC will therefore be:

Standard Period Specification PLUS Safety prescriptions PLUS Modifications permitted in these regulations for each corresponding class.

Standard period specification is the specification of a car as it came from the factory, as a standard road car, plus all the modifications that were allowed to be done in period, under period FIA international race regulations.

5. Allowable Evidence of Specification

- a) When the FIA established Appendix J for Touring and GT cars in 1954, the specification of a car was defined by Homologation Forms. All Homologation Forms endorsed by the FIA will be referred to as Homologation Forms;
- b) Original FIA homologation papers, with such extensions and variations, as were homologated in the period concerned are valid. These will specify and prove Standard Period Specification of each homologated car; and

- c) In addition, the rules of FIA Appendix J of the period are valid if they cover a specification used in period for non-homologated cars.

Other allowable evidence of specification:

Other than Homologation Forms, the following evidence (given in order of priority) may be admitted to prove period specification:

- d) A valid FIA Historical Pass (HTP) for the particular car;
- e) Manufacturer's specifications as evidenced by any of the following: sales brochures, manufacturer's handbook, manufacturer's workshop manual, manufacturer's spare parts list, road test magazines, all of which must have been published in period;
- f) Evidence that a manufacturer's specification was varied for a competitor in an international event. Any manufacturer's document, drawing, sketch or any specification produced in period, or any magazine article produced in period (specifications in magazines and periodicals of the period must come from at least two sources);
- g) Reports from recognised experts who inspected the car;
- h) Of lesser value, but to which consideration will be given in any specific query, will be books and magazine articles written out of period by reputable authors. Recent letters written by manufacturers, mechanics, engineers, designers, drivers and team members of the period may be considered for a specific car;
- i) All evidence referred to in the above must refer to the model in question; and
- j) Other forms of evidence may be accepted, subject to inspection and verification by the Race Committee on a case by case basis.

6. 2019 Class Structure - Weight and Engine Capacity Eligibility

- a) There are SEVEN (7) classes for eligible participation in the Series;
- b) Classes A, B and O - Are for Classic series production-based road cars. Series production-based road cars are cars which were designed and manufactured for road use and examples of which were used in competition, compliant with the period regulations for those cars;
 - a. For specific period race cars, based on production-based road cars, these cars must conform to their corresponding FIA Homologation Form;
 - b. For road car series production-based cars, these must conform to a model defined in a catalogue and offered to the public by the Sales Department of the manufacturer;
- c) Modified Classic Car (MC-1) up to 2000cc, and (MC-2) over 2000cc - As Classic series production-based road cars (both homologated and not homologated), but with the exception of being allowed to fit more modern (up to 31-12-2000) engines. Related gearboxes of the

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same time period are allowed. Cars with non-Standard Period Specification turbo chargers will be classified in Class MC, even if the engine itself is of the period correct engine type;

- d) Classic Super Lights (CSL) - a car built for racing events (circuit and hill-climbs), such as Group 6 Sports Cars (a.o. Sports 2000), or Lotus Seven and derivatives. The car must comply with Article 14 (Safety) and may only be a single-seat or two-seat racing car with closed wheels.

Acceptance of a car into Classic Super Lights will be by approval of the model's appropriateness by the Race Committee.

- e) Invitational Class - Historically significant cars that do not meet the eligibility requirements of any of the Classes may be considered by the Race Committee for participation in the event. However, no results, points, trophies or championships may be awarded.
 - a. The specification of a car must comply with the period class regulations for the specific car. All eligible models must be submitted for approval by the Race Committee; and
 - b. The period mechanical specification for each model must be approved by the Racing Committee.

7. Engine Size Requirements per Class

- a) "Class A" - Cars with less than or equal to 1,500cc;
- b) "Class B" - Cars between 1,501cc and 3,000cc;
- c) "Class O" - Cars over 3,000cc;
- d) "Class MC-1" – Modified Classic under 2,000cc;
- e) "Class MC-2" – Modified Classic over 2,000cc;
- f) "Class SL" – see Article 6(d); and
- g) "Class Invitational" - See Article 6(e).
- h) Subject to event entrant numbers, event management, commercial and other considerations, the Race Committee may approve addition of other specific Classes based on a single make/model of vehicle. These can either be invitational entries or season / casual entries.

8. Weight Requirements for Each Class

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The following table sets out the weight requirements for each Class:

PLEASE NOTE CAREFULLY – CARS CANNOT WEIGH LESS THAN THE FOLLOWING WEIGHTS IN CLASSES

Class	Cars Pre Dec-1988	Cars JAN-1989 to DEC-1982
CLASS A (cars less than 1,500cc)	770kg	850kg
Exemption 1: CLASS A Mini	570kg	570kg
Exemption 2: CLASS A Saga	800kg	800kg
CLASS B (cars 1,501cc-3,000cc)	(Engine cc x 0.12)+700kg	(Engine cc x 0.12)+790kg
CLASS O (cars over 3,000cc)	950kg	1,050kg
CLASS MC-1 (MC up to 2,000cc)	900kg	990kg
CLASS MC-2 (MC over 2,000cc)	1,000kg	1,090kg
CLASS SL	See Article 6(d)	See Article 6(d)

- a) Modern Super Light cars, such as current Caterham series cars, may be considered on a case by case basis. Further, dependent on circumstances, the Race Committee may consider requests to enter SL or MC class cars in Class A, B or O as appropriate;
- b) In exceptional cases, a car may, at the absolute discretion of the Racing Committee, be transferred to a different Class, if the Racing Committee is satisfied that it is uncompetitive or unsuitable in its original class; and
- c) Any competitor who wishes to take advantage of this exception under Reg.8(b) must apply to the Racing Committee for consideration of the matter;
- d) Weight Tolerance: THIS APPLIES FOR SCRUTINEERING and PRACTICE **ONLY**. Cars are allowed a tolerance of 10 kg for the first time their car is identified as underweight in scrutineering or Official Practice. It is required that the weight of the car will be corrected for the next session on track. See item (f) below;
- e) The weight declared on the Vehicle Identity Card referred to in Appendix 1 will be the minimum post-race and qualifying weight without the driver for the class entered calculated as per Article 8.
- f) A car weighing less than its required declared weight in post-qualifying or post-race inspection or scrutineering will be disqualified from the results of that session; and
- g) All cars will be weighed at scrutineering (and any other time as may be prescribed by the Race Committee) at each race meeting.

9. Modified Classic Cars

a) Engine

- a. The original, Standard Period Specification engine may be used, or may be replaced by a more modern engine;
- b. Engines up to 31-12-2000 are permitted;
- c. Supercharging and Turbo charging is permitted. The capacity multiple for turbo and supercharged cars, if relevant, is 1.7 times. The maximum allowable engine capacity for a turbo/supercharged engine is 3000cc (before applying the 1.7 factor for forced induction). The model and type of turbo/supercharger is free;
- d. Positioning (front-, mid-, rear-) and orientation (longitudinal, transverse) of the engine must be as per original;
- e. An aftermarket programmable ECU is permitted; and
- f. Engine modifications are allowed, as per Articles 6 (c) 3, 4, 5, 6.

b) Gearbox

- a. A replacement gearbox, matching the replacement engine up to 31-12-2000 is permitted.

c) Bodywork

- a. For the purpose of creating clearance required for fitting a more modern engine and gearbox, the bonnet, bulkhead and transmission tunnel may be modified, if necessary, for clearance only. Modifications need to be as minimal as possible, in order to best retain the original period shape of the car.

d) General

- a. With the exception of the rules on engine and transmission, and the permitted minimal bodywork modification for the purpose of clearance, as set forth in articles 9a, 9b and 9c above, all the rules of Class A, B and O as set forth in Article 10 apply to Modified Classic Cars.

10. Classes A, B & O

a) Chassis

- a. Must remain of standard dimension in its entirety;
- b. Material may be added. Material may only be removed providing there is no reduction in structural integrity and safety;
- c. If ballast is required to be added to the car, it must be secured in a manner to satisfy safety regulations and requirements. Ballast must not be exposed and must be secured using approved materials and methods. These materials and methods are to be approved by the Race Committee or its delegate;

b) Bodywork and Suspension

- a. The body must be of generally standard shape however air dams, rear spoilers, over-fenders and sills may be allowed if they are of the type and model available for the car from the original manufacturer in period, and/or if homologated for racing by the manufacturer for the car in period;
- 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. In the event that a car is called to be weighed it is the responsibility of the vehicle owner to ensure the vehicle has adequate ground clearance in order to get onto the weighing scales;
- e. Rear wings, front splitters, dive planes underbody aerodynamic enhancements, and other aerodynamic aids are specifically prohibited for all classes, unless standard for a production version of the car, or homologated for racing by the car's manufacturer in period;
- f. Bumpers may only be removed if the International FIA Class for the car allowed it in period.

c) 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 within the date specified by the Race Committee;
- 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);
- c. Over-boring and/or stroking are permitted but must be declared on the race application form. Other internal parts are free;
- d. Cylinder heads may be modified for performance improvement or unleaded fuel, but must retain the same number of valves and camshafts as the eligible production engine;

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- e. Cars must be silenced to comply with any noise level regulation applicable at the circuit(s) where races are held;
 - f. Fuel injection systems may be replaced with carburetors. Mechanical Fuel Injection may be replaced with Electronic Fuel Injection;
 - g. If the vehicle was originally fitted with and an ECU system as standard by the manufacturer, the ECU system may be replaced by an aftermarket programmable ECU;
 - h. 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; and
 - i. ANY TURBO CHARGED CAR MUST ONLY USE A PERIOD CORRECT SIZE AND SPECIFICATION TURBO. ANY TURBO CHARGED CAR MUST COME WITH SPECIFIC TECHNICAL CONFIRMATION OF THE TURBO INSTALLED INCLUDING MODELNUMBER, PART NUMBER AND PROOF OF PERIOD APPLICABILITY.
 - j. Rotary engines will be eligible on a cubic capacity multiple of 1.7 times.
- d) 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 unless available for the car from the original manufacturer in period, and/or if homologated for racing by the manufacturer in period;
 - e. Replacement gearboxes and differentials of a non-original brand or type may be permitted at the discretion of the Racing Committee.
- e) 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 unless available for the car from the original manufacturer in period, and/or if homologated for racing by the manufacturer in period;
 - c. Twin circuit braking systems are mandatory for the car.

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f) Wheels and Tyres

- a. Maximum permissible rim widths are as specified by the manufacturer for that model or series plus 3 inches, subject to the rule that all 4 tyres must be within the car's bodywork;
- b. For Class MC cars under 2000cc only, the following rules for wheel diameter apply: Maximum permissible rim diameters are as specified by the manufacturer for that model or 15 inch, whichever is larger;
- c. Tyres are free (i.e. Slicks and full wets are permitted). All manufacturers' data must be clearly visible;
- d. The Race Committee has discretion to limit use of slick tyres, at any time, by specific cars, to manage performance of that vehicle in its class; and
- e. All competitors must have available a complete set of wet race-tyres (which includes treaded road legal tyres) for use in wet races

g) Electrical System

- a. Brake lights must be fitted and be operational at all times;
- b. If a generator or alternator was fitted to the original car in period, it must be fitted and be fully operational;
- c. Windscreen wipers if fitted must be functional; and
- d. A bright rain light (LED recommended), or (for series production-derived cars) the original rear fog light, must be fitted, 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.

h) Fuel

- a. Only commercially available pump petrol from the country in which races are run, or locally available Avgas, or racing fuel, either leaded or unleaded, is allowed; and
- b. Specially prepared fuels are specifically prohibited unless authorised by the Racing Committee due to local fuel conditions.

i) Safety

ALL cars must have:

- a. A roll cage, complying with FIA Appendix J. Full welded-in roll cages with side protection are recommended;
- b. A safety harness and racing seat must be fitted and must comply with FIA specifications;

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- 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. From inside, the circuit breaker must easily be accessible to the driver when seated with the harness fastened;
- d. A fire extinguisher system containing a minimum of 2.5 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 for homologated extinguishers;
- e. The windshield, side and rear windows (if fitted) must be made of laminated glass or FIA grade Polycarbonate or Lexan;
- f. Bonnet pins must be installed. The series production lock must be removed or disabled and be replaced by outside safety fastenings. The interior locking mechanism must be inoperative or removed;
- g. Headlights may be replaced with covers of identical shape. The covers may not alter the shape, style, design or appearance of the original car. Covers may be made from fiberglass, carbon, hardened plastic, metal or metal mesh. However, any openings in the headlight cavity cannot exceed 50% of the area occupied by the headlight;
- h. 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 labelled by a contrasting arrow pointing to the location of the hook;
- i. Approved drivers clothing and equipment must be worn during all practice and race sessions must comply with FIA specifications for circuit car categories;
- j. *IMPORTANT CHANGE COMING FOR 2020: For the sake of clarity, for 2020, all drivers will be required to use an FIA approved head-and-neck restraint system. This means all helmets must have FIA approved anchorage points, and all seats and safety belts must be compatible with the device used.*

For 2019, the above systems are not yet mandatory, however, the Race Committee, in the strongest possible terms, suggests that ALL drivers use these systems for the 2019 season.

- k. Race Suits, Helmets, gloves and any other safety clothing made for go- karting and motorcycles are specifically prohibited from being used at any time;
- l. 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 or injure the driver.
- m. Fuel tanks & fuel pumps must comply with Malaysian Championship Series (MCS, as organized by Sepang International Circuit) Regulation M15.1, M15.2 M15.3 M15.4 and M15.5 below:

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- i. M15.1 Only the originally equipped fuel tank or an FIA FT3 1999, FT3.5 or FT5 tank or organizer approved fuel tank is allowed. Should an FIA or organizer approved tank be used; the original tank must be removed. The maximum capacity of the tank is 60 litres;
 - ii. M15.2 Fuel pump(s), fuel filter(s) and fuel lines are free. Aviation quality steel braided hose or equivalent is highly recommended;
 - iii. M15.3 An additional anti-surge tank maybe complemented to the fuel system. The volume of this tank must not be more than 5 litres;
 - iv. M15.4 The fuel tank, pump, filters, anti-surge tank and lines must be fully shielded from the driving compartment. These may be in the form of a liquid-proof bulkhead or by a liquid-proof case;
 - v. M15.5 Original fuel tank CANNOT be modified to suit FIA refueling equipment. Only FIA or Organizer approved fuel tank are allowed to be used with FIA refueling equipment;
- n. **IMPORTANT NOTE:** All cars and safety equipment remain subject to the approval of the circuit scrutineers at every event. All drivers are required to be aware of the FIA date and homologation requirements for their equipment. DO NOT ASSUME that out of date equipment will be accepted by Scrutineering.

11. Interpretation, Rulings, Appeals and decisions by the Race Committee

- 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;
- 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 other means 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 US\$1,000 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

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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;
- h) The Race Committee may, at any time, require an entrant to provide evidence of specifications declared, including engine capacity and internal specifications, or any other part/feature/instalment of the car; and
- i) The Race Committee may at any time, remove an entrant from an event in the case whereby that entrant is deemed by the Race Committee to pose a safety, security or other unacceptable risk to any persons, property or competitor.

12. Penalties

- a) Any car found by the Racing Committee, or after a successful protest, or by investigation by the Race Committee 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 points; or
 - c. Censure only if the Racing Committee concludes that any performance advantage is insignificant; and/or
 - d. In appropriate cases, provide a time allowance specified by the Race Committee within which to rectify compliance with any particular regulation, pending which the car will be permitted to continue to race, notwithstanding the infringement.

13. Grid Positions

- a) Grid positions for race 1 and race 2 will be determined according to the fastest and second fastest times set by each entrant in official Qualifying;
- b) Fastest Lap sets the grid for race 1 and second fastest lap sets the grid for race 2;
- c) If there are more than 2 races on a weekend, the starting order for additional races will be advised in the driver's briefing;
- d) 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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- a. All International entrants who have paid the International 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;
- b. For the remaining entrants, priority will be given to those who posted an official qualifying time;
- c. 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, then the second slowest qualifier in each class in the same order and so on, until a maximum grid is achieved; and

14. Sharing of a car by two drivers for an event

If two 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) Both Drivers are required to record at least ONE timed lap EACH during the official Qualifying session. Driver ONE will start Race 1 and Driver 2 will start Race 2. Drivers will take their positions on the grid according to the times they individually set in Qualifying; and
- d) Drivers wishing to share a car must allocate Driver-1 and Driver-2 at Registration for the event. No requests for sharing of a car will be possible after Registration for the event has closed.

15. Changing cars during an event

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 Session;
- 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, the driver must first obtain 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 must start at the back of the grid.
- e) PLESAE NOTE - 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.

16. Indemnification

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- a) The Classic Car Club of Hong Kong (1989) Ltd accepts no liability in respect of these Regulations specified herein, nor in relation to participation by any person in any Classic Car race as governed under these Regulations;
- b) Any participant acknowledges their participation is entirely at their own risk;
- c) All participants will be required to execute an indemnity in favour of the Club, Race Section and Race Committee; and
- d) No person shall be admitted as an entrant to any event organised under these regulations if the required indemnity is not signed.

APPENDIX 1: Entry Form and Vehicle Identity Card

ENTRY FORM

Each entrant must complete an Entry Form and submit it to the Racing Committee or Velocity Sports Management prior to registration of each event.

Details of this documents and the contact details for submission will be provided separately.

Entry Forms are available from Velocity Sports Management

VEHICLE IDENTITY CARD (VID)

A Vehicle Identity Card will be issued by Velocity Sports Management and must be attached securely to the car at all times during scrutineering, official practice, qualifying and races.

An entrant must declare the information required on the Entry Form.

The information the Vehicle Identity Card contains will in the following example format:

VEHICLE IDENTITY CARD	CAR DETAILS
Competition Number	
Make and Model of Car	
Model Year	
Engine Make and Year	
Engine Capacity	
Minimum Weight	
Class Entered	

PLEASE NOTE:

The VID will be used by Scrutineers during weigh-in post qualifying and races, as well as at pre-event scrutineering.

End of Appendix 1

APPENDIX 2: Points System, Podiums and Championship Awards

1. Championship Points Allocation

- a) Points will be allocated on the basis of the number of ENTRANTS in each class for each race meeting and overall positions;
- b) An ENTRANT is anyone who has signed on and been accepted by the Racing Committee and by the Clerk of the Course;
- c) The number of **POSITION POINTS** to be won in each Class, for each race, will be –

FINISHING POSITION IN CLASS	ENTRANTS > 2 IN CLASS	ENTRANTS < 2 IN CLASS
1st	25	15
2nd	18	
3rd	15	
4th	12	
5th	10	
6th	8	
7th	6	
8th	4	
9th	2	
10th	1	

- d) For all classes, additional points will be scored for each of the following, subject to there being at least two (2) entrants in that Class –

FINISHING POSITION IN CLASS	ENTRANTS > 2 IN CLASS	ENTRANTS < 2 IN CLASS
Fastest Qualifying Lap – Class Pole for Race 1	1	n/a
Fastest Qualifying Lap – Class Pole for Race 2	1	n/a
Fastest Class Race Lap – Race 1	1	n/a
Fastest Class Race Lap – Race 2	1	n/a

- e) For the sake of clarity, no position points will be awarded if the car does not take the chequered flag on the circuit at the official end of the race, or has not completed at least 5 race laps of a 10 lap race, or at least 50% of laps if a shortened race;
- f) For good order's sake, a fastest lap point cannot be awarded for a lap completed whilst the safety car is deployed;
- g) If after the start of a race, the Race is stopped due to a RED FLAG and cannot be resumed, the following will apply –
 - a. no position points or fastest lap points will be awarded if the leader has completed less than two laps;

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- b. half position points and fastest lap points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance (i.e. between 2 and 7 laps in a 10 lap race);
 - c. full position points and fastest lap points will be awarded if the leader has completed more than 75% of the original race distance (i.e. at least 8 laps in a 10 lap race); and
 - d. points scored for pole position will be not be affected.
- h) 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. If an entrant changes car, or Class without approval from the Race Committee, they will be disqualified from the event;
 - i) When calculating Championship final positions, where more than one competitor has the same number of points, then the competitor with the highest number of first place finishes will be the winner. If this is equal then the number of second places will be used to determine the winner, and so on, including qualifying performances, penalties and other measurable items;
 - j) To qualify for the Overall and Class championships a driver must participate in at least 75% of the races in the season;
 - k) An entrant's 'end of season' points score shall be the accumulated total points earned by the entrant for the races the entrant competed in during the season;
 - l) Points achieved in different classes by the same entrant will be totalled in the Class which they were earned. For the entrant's overall Championship ranking, Class Points earned by the same driver will be added together to give a Championship total point score.

2. Trophy and Podium Presentations

- a) Class Trophies will be awarded for each race held;
- b) For each Class in which there are two or more entrants, Class trophies will be awarded to the entrants who achieve first, second and third places in their Class;
- c) Manufacturer's Trophies will be awarded in Class A, as part of the Class A Podium, if there are 5 or more of the same make of car competing in Class A (eg. Minis, Sagas, etc); and
- d) PLEASE NOTE – For Manufacturer trophies to be awarded, entries need to be confirmed 10 days before the event to allow for trophy manufacturing.

3. End of Season Awards and Trophies

- a) **CLASS CHAMPION** trophies will be awarded for all Classes. (First, Second, Third);
- b) **ROOKIE OF THE YEAR** trophy will awarded for the first-season driver in ACCC, who scores the most points among other first-season drivers;

- c) **CLASS O CHAMPION PERPETUAL TROPHY** – Awarded to the Class O Champion, to hold for one year. This Trophy was gifted to the ACCC by Simon Westbrook and has every Class O winners name since 1996 engraved on it;
- d) **2019 POLE POSITION CHAMPION** - trophy for the driver in the series with the highest number of pole positions in the season. If two or more drivers are tied, fastest race laps and race results will be taken into account;
- e) **2019 ACCC OVERALL SERIES CHAMPION** – For the sake of clarity, for 2019, ALL CLASSES are eligible for the Overall Series Championship;
- f) **ACCC SERIES CHAMPION PERPETUAL TROPHY** - This is a perpetual trophy which has the name of every year's series champion engraved on it. The Winner will hold the trophy for one year.
- g) The Overall Series Champion will be decided by the driver who, achieves the highest combination of the following:
 - a. Points Scored in their Class;
 - b. Number of Pole Positions in the season;
 - c. Number of Fastest Race Laps recorded in the season;
 - d. Has competed in at least 75% of races in the season; and
 - e. Should two or more drivers be tied, the number of race weekend, infringements will be taken into account (speeding in pit lane, on-track indiscretions, crossing pit exit blend line etc), as well as other measurable factors.
- h) **2019 TEAM CHAMPIONS** trophy is new for 2019. This is a new award for teams which enter the 2019 ACCC.
 - a. There is no limit on the number of cars a team can enter, however, for each race, only the TWO highest point scoring cars will have points awarded based on the finishing points scale; and
 - b. Teams entering one car will also be in contention.

4. Prize-giving / Podium Ceremonies.

- a) The drivers finishing 1st, 2nd and 3rd positions in each Class must attend the prize- giving ceremony on the podium immediately after each race and abide by the podium regulations set out by the club and/or the circuit;
- b) All drivers must wear their race suits on the Podium and (if provided) sponsor caps for the podium presentation;

- c) Drivers may also be required to attend post-race press conferences and/or interviews;
- d) For The Manufacturers Trophy presentations in Class A, a team representative is welcome to join the podium to accept the trophies for 1,2,3 in Manufacturer Groups. This person can be a mechanic, family member, sponsor or other person designated by the team.

End of Appendix 2

Appendix 3: Race Committee (“RC”) Details

The following positions make up the Race Committee for the 2019 ACCC:

RC #1 – Chairman

Function: Race Committee Chair, overall management of the series, circuit relations, contracts, financial oversight and corporate secretariat. Can delegate decision making powers to RC members.

RC #2 – Series Manager

Function: This is a potential position being considered to facilitate the execution of the day-to-day management of the series.

RC #3 – Velocity Sports Management

Function: Event Administration, driver liaison and technical / scrutineering advisory and oversight.

RC #4 – Marketing and Technology

Function: Social Media, Website, email & communications. technical / scrutineering advisory and oversight.

RC #5 – Technical Standards and Commercial

Function: Technical and scrutineering advisory and oversight on race weekends, new car liaison, assistant to Chairman on commercial matters.

RC #6 – Teams’ Technical Representative

Function: Responsible for liaison with teams, drivers and Race Committee, presenting feedback and increasing engagement with drivers/teams as well as technical advisory.

RC #7 Driver Representative

Function: To provide a KL-Based liaison point for all teams and drivers as another multi-lingual contact point into the Race Committee for any questions or feedback.

For any enquiries, please see the contact details below:

racing@asiaclassiccarchallenge.com

www.asiaclassiccarchallenge.com, www.facebook.com/AsiaClassicCarChallenge

End of Appendix 3

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