



# ***2022 RACING REGULATIONS***

19 April 2022

## Preamble

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

The formula known as "Classic Car" will race as the "Asia Classic Car Challenge ("ACCC")" or any other title given to the racing series owner and organiser.

The series is intended to offer the possibility for owners of classic road and race cars to enjoy their cars on track, enjoy camaraderie with other classic race car owners, and generally celebrate the history of their cars. All in a competitive setting.

The Regulations are designed to define a standard set of regulations to ensure close, competitive and safe racing within each class.

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

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## SPORTING REGULATIONS

### 1. Entry Requirements

- a) All entrants must complete an Entry Form, being the documents referenced in Appendix 1;
- b) All races organised 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;
- c) All competitors must have a valid competition license (and Competition License Visa if required by the ASN) from their country of residence;
- d) 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;
- e) RACE AND OTHER FEES: Car owners and entrants who have not paid race or other fees due, from current or prior race seasons, will not be eligible to participate in current race events until all fees outstanding are paid in full;
- f) The period mechanical specification for each model must be documented in the Vehicle Identity Card and approved by the Racing Committee;
- g) 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;
- h) Car owners and drivers who intend to participate in races organised under these Regulations may be required to display sponsor branding/advertising as directed by the Chairman of the Series or their authorised delegate. Any entrant who refuses to display such branding or advertising may be excluded from participating. Exclusions under this rule will be at the absolute discretion of the Chairman or their authorised delegate; and
- i) In exceptional circumstances, a car which does not meet the requirements of these regulations, 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.

### 2. Event Format

Subject to circuit management or event requirements, the following are the Official Event On-Track sessions for each event. These do NOT include separate Paid Practice Sessions prior to events:

- a) Official Free Practice: 30 minutes.
- b) Official Qualifying: 30 Minutes.
- c) Race 1: 10 Laps.
- d) Race 2: 10 Laps.

### 3. Scrutineering

- a) All cars will be checked for safety and specification conformity prior to Official Free Practice;
- b) Cars may be weighed and/or be checked for specification conformity at any time;
- c) In the event 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; and
- d) A car weighing less than its required weight in post-qualifying or post-race inspection or scrutineering, will be disqualified from the results of that session.

### 4. Starting Grid Positions

- a) Each Entrant must set at least two (2) lap times in Official Qualifying to be classified as qualified for race 1 and race 2;
- b) 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;
- c) The fastest laps of each entrant participating in Official Qualifying will set the grid for race 1, the second fastest laps of each entrant in Official Qualifying will set the grid for race 2.
- d) An Entrant's Fastest Lap in Official Qualifying sets its grid position for race 1 and second fastest lap in qualifying, sets the entrant's grid position for race 2;
- e) If there are more than 2 races on a weekend, the starting order for additional races will be advised in the driver's briefing;
- f) In the event that an entrant does not set a qualifying time in Official Qualifying for a race, the following rules shall apply-
  - i) Those who did not post a qualifying time may, subject to Race Stewards' direction and approval:
    - (1) take up grid positions immediately behind all entrants who did; or
    - (2) start the race from pit-lane.
- g) In the event that there are more entrants ready to race than available positions on the grid, the following rules shall apply-
  - ii) Those who did not post a qualifying time will be excluded from the race start;
  - iii) Priority will be given to those who posted an Official Qualifying time;

- iv) If there are too many entrants who have otherwise qualified, they shall be removed from the grid in the following order:
  - (1) 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
  - (2) The classes referred to in clause (1) above will be determined by the Race Committee and will reviewed in accordance with the number of specific class entries for that event.

## 5. Penalties

Any car found by the Racing Committee, or after a successful protest, or by investigation by the Race Committee, or by investigation by circuit scrutineers, to have infringed any of these rules shall be liable to one or more of the following penalties;

- a) Disqualification from the results of the current or previous race meeting;
- b) Deduction of points;
- c) If the Racing Committee concludes that an entrant's non-compliance with the regulations has created an insignificant, or no performance advantage, and/or no risk to safety, a warning may be given ; and
- 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.

## 6. 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.

## 7. 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 was 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) PLEASE NOTE - Consent to a change of car will NOT normally be given by the Racing Committee after official Qualifying begins, unless the change is required due to accident damage or mechanical failure;
- f) 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.

## 8. Interpretation, Rulings, Appeals and decisions by the Race Committee

- a) The interpretation of these Regulations is vested in the Racing Committee who will make rulings (including advance rulings) and decisions, if called upon to do so.
- b) In case of any 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;
- c) 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;
- d) 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;
- e) 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;

- f) 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;
- g) The protest fee will be refunded in the event of a successful protest, otherwise it will be forfeited;
- h) 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;
- i) 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
- j) 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, competitor, or reputation of the series.

## 9. Indemnification

- a) Crest MC Limited, the series administrators, Race Committee Members or others authorised by any of the preceding parties, accept 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 Series, Administrators, Series Owner, 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.

**TECHNICAL REGULATIONS**

**1. Definition of ‘Classic Car’**

For 2022 onwards, there are two types of “Classic Car” categories eligible for the series;

**a) Type One (1): “Classic Car”**

A period correct ROAD car or RACE car of a type that was manufactured before 31.12.1989, or as otherwise accepted by the Race Committee in Accordance with Clause 2 below; and

**b) Type Two: (2) “90’s Classic Car”**

An original, genuine, period correct RACE car produced between 01.01.1990 and 31.12.1999.

Up to 31-Dec-1989	01-Jan-1990 to 31-Dec-1999
Road and Race cars Type 1: " Classic Car"	Period Correct Race Cars Type 2: "90's Classic Car"

**2. Period Specification**

Period Specification is defined as:

a) The specification of a Type One (1): “Classic Car”

- (1) A ROAD CAR as it came from the factory before 31.12.1989, plus modifications that were allowed to be done in period, under period race regulations, or as allowed by these Regulations;
- (2) A RACE CAR, proven to the satisfaction of the Race Committee, to have existed under period or FIA International race regulations prior to 31.12.1989;
- (3) Vehicles which do not meet the above criteria may potentially be considered, on a case-by-case-basis; and

b) The specification of a Type Two (2) “90’s Classic Car”

- (1) A RACE CAR, proven to the satisfaction of the Race Committee, to have existed under period or FIA international race regulations between 01.01.1990 and 31.12.1999.

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



**3. The specifications permitted and required in ACCC will therefore be:**

- a) Period Specification PLUS Safety prescriptions PLUS Modifications permitted in these regulations for each corresponding class; and
- b) The burden of proof of Period Specification of a car lies with the owner/entrant of the car.

**4. Allowable Evidence of Period Specification:**

The following evidence (given in order of priority) may be admitted to prove the correct Period Specification of a car:

- a) Original FIA homologation papers, with extensions and variations, as were homologated in the period concerned;
- b) The rules of FIA Appendix J of the period concerned;
- c) Manufacturer’s specifications as evidenced by any of the following: sales brochures, manufacturer’s handbook, manufacturer’s workshop manual, manufacturer’s spare parts list;
- d) 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;
- e) Reports from recognised experts who inspected the car;
- f) Books and magazine articles written out of period by reputable authors; and

Other forms of evidence may be accepted, subject to inspection and verification by the Race Committee on a case-by-case basis.

**5. 2022 Class Structure**

- a) There are SIX (6) Classes for eligible participation in the Series;

	<b>CLASS STRUCTURE</b>	<b>Eligible Cars</b>
1	Class “ A ” - 1,500cc or less	Type 1: “Classic Car”
2	Class “ B ” - 1,501cc to 3,000cc	Type 1: “Classic Car”
3	Class “ O ” - Over 3,000cc	Type 1: “Classic Car”
4	Class “ MC9 ” - Modern Classics	Type 2: “90’s Classic Car”
5	Class “ SL ” - Super Light	See 5(d) below
6	Class “ X ” - Invitational	See 5(e) below

- b) **Classes A, B and O** are based on engine size as above. Any turbocharged, supercharged or rotary engine has a multiplier effect of engine cc x 1.7. (ie. A 2,000cc turbo engine is 2,000 x 1.7 = 3,400cc = Class O.)
- c) **Modern Classics** - "Type Two (2)" - genuine, original race cars produced between 1.1.1990 and 31.12.1999. This Class is intended to provide entry for original race cars from the nineties, such as genuine STW, DTM, GT, Cup and Challenge cars. Other genuine race cars from the nineties may also be considered. Additionally, Lotus Elise/Exige (all years/models based on the original Elise-tub) are eligible for Modern Classics. For a non-exhaustive list of eligible cars in Modern Classics, see Appendix 4.
- d) **Super Light** – Lotus 7 derivatives of any age. These cars can be from any production year, but must be a model, engine and gearbox as available in that configuration from the manufacturer. The car must have the classic Lotus 7 'look', without any aerodynamic devices. Modern gearboxes (sequential, DSG etc) are allowed. This Class is primarily intended to allow for the Caterham Motorsport Championship cars to be able to join the ACCC grid. However, other cars that fit the description may also be considered.
- e) **"Class X – Invitational"**: Historically significant cars that do not meet the eligibility requirements of any of the other Classes may be considered by the Race Committee for participation in an event. However, no results, points, trophies or championship may be awarded.
- f) The specification of a car must comply with the class regulations for the specific car. All eligible models must be submitted for approval by the Race Committee;
- g) The period mechanical specification for each model must be approved by the Racing Committee;
- h) In exceptional cases, a car may, at the absolute discretion of the Race Committee, be transferred to a different Class, if the Race Committee is satisfied that it is uncompetitive or unsuitable in its original class, but only after consultation with both the affected driver/car owner and the affected Class drivers;
  - a. Any competitor who wishes to take advantage of this exception under Art.4 (i) must apply to the Racing Committee for consideration of the matter;
- i) 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 Race Committee whose decision shall be final;
- j) 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.

## 6. Minimum weights

The following sets out the MINIMUM weight requirements for cars in the series, by class:

- a) Class A - minimum weight
  - i. Mini (all types) 570kg
  - ii. Saga (all types) 800kg
  - iii. Other Type 1 cars 750kg
  
- b) Class B - minimum weight
  - Type 1 cars 860kg
  
- c) Class O - minimum weight
  - Type 1 cars 850kg

**d) If a Class A, B or O Type 1: “Classic Car” vehicle is a period correct Race Car, period Homologation weight MAY apply.**

*This is to be confirmed with the Race Committee on a case-by-case basis. The required weight may be higher or lower than the Class weight, and will be based on period specification, period homologation, Class, and specific car.*

- e) Class MC9 - minimum weight
  - i. Type 2 cars - Per period homologation requirements
  
- f) Class SL - minimum weight
  - i. All types - Per period homologation requirements
  
- g) Class X - minimum weight
  - i. All types - Per period homologation requirements

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.

## 7. General technical requirements

- a) Electrical System
  - i. Brake light(s) must be fitted and be operational at all times;
  
  - ii. If a generator or alternator was fitted to the original car in period, it must be fitted and be fully operational;
  
  - iii. Windscreen wipers if fitted must be functional; and
  
  - iv. A bright rain light (LED recommended) 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.

b) Safety

- i. A roll cage, complying with FIA Appendix J. Full welded-in roll cages with side protection are recommended;
- ii. A safety harness and racing seat must be fitted and must comply with FIA specifications;
- iii. 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;
- iv. 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;
- v. The windshield, side and rear windows (if fitted) must be made of laminated glass or FIA grade Polycarbonate or Lexan;
- vi. 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;
- vii. 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;
- viii. 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;
- ix. Approved drivers clothing and equipment must be worn during all practice and race sessions must comply with FIA specifications for circuit car categories;
- x. In accordance with FIA Annexe L, it is strongly recommended for historic racing to use an FIA approved head-and-neck restraint system.
- xi. Race Suits, Helmets, gloves and any other safety clothing made for go- korting and motorcycles are specifically prohibited from being used at any time;
- xii. 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.

- xiii. 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:
1. 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;
  2. M15.2 Fuel pump(s), fuel filter(s) and fuel lines are free. Aviation quality steel braided hose or equivalent is highly recommended;
  3. 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;
  4. 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;
  5. 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.
- xiv. 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.
- xv. DO NOT ASSUME that out-of-date equipment will be accepted by Circuit scrutineering.
- c) Tyres
- i. Tyres are free (i.e. Race slicks and race intermediate and full wets are permitted). All manufacturers' data must be clearly visible;
  - ii. 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
  - iii. All competitors must have available a complete set of wet race-tyres (which includes treaded road legal tyres) for use in wet races
- d) Fuel
- i. 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
  - ii. Specially prepared fuels are specifically prohibited unless authorised by the Racing Committee due to prevailing local fuel conditions.

**8. Class-specific allowable modifications - CLASSES A, B & O ONLY**

a) Chassis

- i. Must remain of standard dimension in its entirety;
- ii. Material may be added. Material may only be removed providing there is no reduction in structural integrity and safety; and
- iii. If ballast is required to be added to the car, it must be secured in a manner to satisfy safety 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) Suspension

- i. The suspension must be of the manufacturer's standard configuration (e.g. 'double wishbone, trailing link, McPherson strut, leaf springs, etc.);
- ii. Pick up points must not be altered or moved; and
- iii. Springs and dampers are free.

c) Engine

- i. The original, Period Specification engine may be used, or may be replaced by a more modern, car-derived engine;
- ii. Engines up to 31-12-1999 are permitted as replacements for period correct engines for Type 1: "Classic Cars" cars;
- iii. Positioning (front-, mid-, rear-) and orientation (longitudinal, transverse) of the engine must be as per original;
- iv. Over-boring and/or stroking are permitted but must be declared on the race application form. Other internal parts are free;
- v. 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;
- vi. Cars must be silenced to comply with any noise level regulation applicable at the circuit(s) where races are held;
- vii. Fuel injection systems may be replaced with carburetors. Mechanical Fuel Injection may be replaced with Electronic Fuel Injection;
- viii. If the vehicle or engine was originally fitted with and an ECU system as standard by the manufacturer, the ECU system may be replaced by an aftermarket programmable ECU;

- ix. Supercharging and turbo charging is permitted. The engine capacity multiple for turbo and supercharged cars is 1.7 times; and
- x. Rotary engines will be eligible on an engine capacity multiple of 1.7 times.
- xi. Transmission
  - i. Gearbox and differential must be as specified for the car or engine used. Ratios are free;
  - ii. In case a more modern engine is fitted, a replacement gearbox, matching the replacement engine up to 31-12-1999 is permitted.
  - iii. Limited Slip Differentials are allowed;
  - iv. The transmission configuration must be standard for the car (e.g. front engine and gearbox, prop shaft, rear wheel drive);
  - v. 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;
  - vi. Replacement gearboxes and differentials of a non-original brand or type may be permitted at the discretion of the Racing Committee.
- d) Bodywork
  - i. 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.
  - ii. Spare wheel, tools etc. must be removed on the grounds of safety. Passenger seats, carpets and trim may be removed if desired;
  - iii. 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;
  - iv. Bumpers may only be removed if the International FIA Class for the car allowed it in period.
  - v. 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.

e) Brakes

- i. In the interests of safety, brakes are free and the fitting of disc brakes in place of drum brakes is highly recommended;
- ii. 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;
- iii. Twin circuit braking systems are mandatory.

f) Wheels

- i. 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;

**9. Period Regulations for Classes SL & Modern Classics**

- i. For the purpose of retaining the originality of the cars entered in Modern Classics and SL, for each specific car, the corresponding period technical regulations of the car's period FIA racing series must be followed.
- ii. No alterations to the original racing specification are allowed.
- iii. Burden of proof lies with the entrant/owner of the car (see article 3).
- iv. Engine Exception Notes on Lotus Elise/Exige and SL: For Lotus Elise/Exige, the allowable engines are Rover K-series, Toyota 1ZZ, 2ZZ, 1ZR, 2ZR, Honda K20.
- v. NO additional aerodynamic devices, which are not period or specification correct, are allowed to be added.



**APPENDIX 1 – ENTRY FORM, ENTRY FEES & VEHICLE IDENTITY CARD**

**1. ENTRY FORM**

Each entrant must complete an Entry Form, including Indemnity, and submit it to the Racing Committee or Velocity Sports Management PRIOR TO REGISTRATION for each event.

Entries for events are required to be confirmed at least **FOURTEEN (14)** days before each race event to enable class trophies, pit facilities and other event logistics to be confirmed. Entry Forms are available from Velocity Sports Management.

**2. SERIES ENTRY FEES**

For 2022, the Entry Fees are set as follows:

- i. **Series Entry Administration Fee (ALL CLASSES)**  
 - to be paid once per year, prior to the first race entered. MYR 250
- ii. **Single Event Participation Fee (ALL CLASSES)** MYR 1,850
- iii. **FULL SEASON ENTRY DISCOUNTS**  
 - Pay for Three events up front, 20% discount (MYR 1,480 each) MYR 4,440  
 - Any additional events charged at MYR 1,480
- iv. **Transponder Rental Fee (Charged by SIC per event)** TBC

**3. 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, Official Qualifying and all races. The Vehicle Identity Card is available from Velocity Sports Management.

<b>Vehicle Identity Card</b>	
<b>Competition Number</b>	
<b>Make and Model of Car</b>	
<b>Model Year</b>	
<b>Engine Make and Year</b>	
<b>Declared Engine Capacity</b>	
<b>Class Entered</b>	
<b>Minimum Weight Required</b>	

**PLEASE NOTE:**

The VID may be used by Scrutineers during pre-event scrutineering. Post-session weigh-in, post qualifying and races, as well as at other times required by the Race Committee or Race Stewards.

**APPENDIX 2 – POINTS SYSTEM, PODIUMS & CHAMPIONSHIP AWARDS**

**1. POINTS SYSTEM**

- a) The Points System of the series consists of:
  - a. Position Points;
  - b. Performance Points; and
  - c. Season Entry Bonus Points.
  
- b) Points will be allocated on the basis of the number of entrants in each class for each race meeting and overall positions;
  
- c) An entrant is anyone who has signed on and been accepted by the Racing Committee and by the Clerk of the Course;
  
- d) The number of **“Position Points”** to be awarded in each Class, for each race, will be –

<b>Finishing Position</b>	<b>Position Points - more than one entry in Class</b>	<b>Position Points - single Entrant in Class</b>
<b>1<sup>st</sup></b>	25	10
<b>2<sup>nd</sup></b>	18	
<b>3<sup>rd</sup></b>	15	
<b>4<sup>th</sup></b>	12	
<b>5<sup>th</sup></b>	10	
<b>6<sup>th</sup></b>	8	
<b>7<sup>th</sup></b>	6	
<b>8<sup>th</sup></b>	4	
<b>9<sup>th</sup></b>	2	
<b>10<sup>th</sup></b>	1	

- e) For all entrants, additional **“Performance Points”** will be scored for each event, in each Class, regardless of entry numbers in that Class, as follows:

<b>All Entrants</b>	<b>Performance Points</b>
Pole in Class – Race 1	3
Pole in Class – Race 2	3
Fastest Race Lap in Class – Race 1	2
Fastest Race Lap in Class – Race 2	2

- f) **SEASON ENTRY BONUS POINTS – All drivers who register and participate in all races, for the full season, , and compete in ALL events for the season, regardless of finishing position in races, will be awarded TWENTY (20) SEASON ENTRY BONUS POINTS at the end of the season.**
  
- g) For the sake of clarity, position points will only be awarded if:
  - a. the car takes the chequered flag on the circuit at the official end of the race; AND
  
  - b. has completed at least 5 race laps of a 10-lap race, or at least 50% of laps of the outright lead car, if a shortened race;

- h) For good order's sake, a fastest lap point cannot be awarded for a lap completed whilst the safety car is deployed;
- i) 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 will be awarded if the leader has completed less than two laps;
  - b. half position 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 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
- j) 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;
- k) To qualify for the Overall and Class championships a driver must participate in at least 75% of the races in the season;
- l) 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;
- m) Points achieved in different classes by the same entrant will be totaled 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, as part of the Class Podium, if there are five (5) or more of the same make of car competing in Class; 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 be awarded for the first-season driver in ACCC, who scores the most points among other first-season drivers;
- c) **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;
- d) **ACCC OVERALL SERIES CHAMPION** – ALL CLASSES are eligible for the Overall Series Driver Championship. The **ACCC SERIES OVERALL SERIES CHAMPION PERPETUAL TROPHY** - 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.
- e) 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. Points accumulated for entering, starting and finishing;
  - c. Has competed in at least 75% of races in the season; and
  - d. 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.
- f) **ACCC TEAM CHAMPIONS** This is an award for teams which enter the 2021 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 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> 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 series 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.

### Appendix 3: Series Owner & Race Committee (“RC”)

#### **SERIES OWNER**

The Asia Classic Car Challenge is owned and operated by:

Crest MC Limited, trading as The Motorsport Business Collective (“TMBC”)  
Registered Address: Room 3602, Level 36, Tower 1, Enterprise Square Five, 38 Wang Chiu Road, Kowloon Bay, Kowloon, Hong Kong.

All correspondence for TMBC should be addressed to:

*Mr. Daniel Bilski,*  
*Managing Director, TMBC*  
[daniel@tmbcgroup.com](mailto:daniel@tmbcgroup.com)  
+852 9469 9034.

#### **RACE COMMITTEE**

The Race Committee, which has responsibility for promotion, operation, and management of the ACCC, will be advised prior to the commencement of the season, by the series Chairman.

#### **ACCC PRIMARY CONTACT POINTS:**

Daniel Bilski, Chairman ACCC  
[daniel@tmbcgroup.com](mailto:daniel@tmbcgroup.com)

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[www.asiaclassicarchallenge.com](http://www.asiaclassicarchallenge.com), [www.facebook.com/AsiaClassicCarChallenge](https://www.facebook.com/AsiaClassicCarChallenge)

**Appendix 4: List of eligible cars for Class 'Modern Classics' (non-exhaustive)**

Original cars from the following 1990s racing series:

- BPR GT
- DTM
- Group A Touring Car
- Ferrari 355 Challenge
- FIA GT
- FIA SuperTouring
- Japanese GT Championship
- Marcos Challenge
- Maserati Ghibli Cup
- Porsche Carrera (993) Cup
- Porsche Carrera (996) Cup
- TVR Tuscan Challenge
- V8 Supercars

Plus

- Lotus Elise/Exige (all years and all derivatives, such as 2-Eleven, 340R, etc)
- Other Series as agreed on a case-by-case basis.

END.