



1000Km 2012

1000Km is a series aimed at attracting the fabulous cars that ran in the World Sportscar Championships between 1964 and 1971. For 2011 there will be four races, which will total 1000kms in combined race length. Each race will have a podium and trophies for overall and class winners, but the overall results and season winners will be taken from the total laps completed in the four races. Consequently all laps will be counted, even if a car did not pass the chequered flag. Two drivers are preferred, but are not obligatory, but pit stops will be compulsory.

Races will be held at the following meetings.

Donington, 5-6 May - 60-minute feature race into the dusk
Monza June 1-3 June – Four Hour Race (see separate regulations)
Portimao Algarve, October 18-21 – Two Hour Race

Entries are by invitation, (organisers reserve the right to refuse entry) from the following non-exhaustive list of eligible cars built and raced from 1966 until the end of 1971, and for WSC prototypes built between 1964 and 1966.

Ferrari - all pre-1972 cars, (no 312 PBs)

Alfa 33 - all pre-1972 cars

Matra all pre-1972 cars

Alpine all pre-1972 cars

Porsche 906, 907, 908, 910, 917

Lola GT, T70Mk1, T70 Mk3 and Mk3 B see specific Lola specs

Chevron B6, B8, B16 (BMW M10 or earlier under 2-litre, 1600 Ford twin cam. FVC 1790 with iron block – max overbore 1840, B16 – min weight 600 kg – we might add weight to FVC cars if need be. In order to align with other racing series it has been decided to allow Chevron B16's running in class 4 to run ventilated discs with 4 pot callipers on the front a solid discs with 2 pot callipers on the rear.

Lotus 47

Ford GT 40

Mirage

Abarth all pre-1972 cars running Abarth engines and Abarth gearboxes

Classes – Class 1 Pre-'66 up to 2-litres
Class 2 Pre-'66 over 2-litres
Class 3 Pre-'69 under 2-litres
Class 4 Pre-'72 up to 2-litres
Class 5 Pre-'72 up to 3-litres
Class 6 Pre-'72 over 3 litres
Class 7 – Invitation class

Tyres – Dunlop M's or Dunlop post historic (Avon wets with historic treads only if a wet race is declared by the race director)

Refuelling - Cars wishing to refuel at a particular race must inform Carol Spagg or Jason Wright prior to the meeting and they will inform the race officials who will arrange a briefing for drivers needing to refuel. Refuelling equipment must be scrutineered. Engines must be switched off and the driver must be out of the car during refuelling. All those involved in refuelling must wear fire retardant clothing including balaclava. Spilt fuel will result in a time penalty. Driver changes may be effected at the refuelling stop.

Pit Stops - Each car must make at least one pit stop during the race. Single drivers must make a pit stop during the race, stop the car, get out and run around it once. Seat belts must be fastened before leaving the spot where the car came to a stop. Penalties will apply if this is not heeded.

There is no minimum time required to effect the pit stop.

There is no pit stop window and the stop can be made any time during the race.

If a second driver has been nominated, he must take part in practice and the race and must complete at least one lap in both.

Please note: In case of a shortened race or a car not completing a race, the results will reflect one less lap for cars that have not completed a pit stop when their race ends. Cars that take the chequered flag without having made a pit stop will be excluded from the results. This applies to race results and in the 1000Kms overall end of season results without exception.

Required Paperwork - No entry can be confirmed without a fully filled-out entry form and full payment. Organisers must receive in advance of the meeting a full copy of the car's FIA HTP, or national federation issued HTP, HSCC HTP, or HTP application with proof of acceptance by a competent authority.

As in all Historic Motor Racing races, the 3 **C**'s apply: No **C**rashing, No **C**heating, No **C**omplaining. Suggestions, however, are always welcome.

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