



The International Historic Formula 2 Championship

In Memorium Jim Clark 1936 - 1968



Welcome to this first edition of
F2 Briefing March 2018.

Gazing from my office window on a white snow covered landscape with the outside thermometer reading minus 2 degrees C. it is hard to believe that there are just over five weeks until our first championship round at Hockenheimring. Winter refuses to make a dignified exit forcing more than just myself I am sure, to retreat to the warm indoors from a garage that feels more like a deep freeze cold store. So the winter rebuild jobs pile up. Never mind, it would not be motor racing without pressures of some sort.

While the weather may have restricted my garage activity it has enabled me to devote more time to replying to the seemingly ever increasing numbers of very welcome enquiries from new drivers planning to join our grids. Rebuilds and the HTP process take time but I

am confident that IHF2 will enjoy a steady trickle of new cars and their driver's throughout the new season.

The 2018 Season

There is little doubt in my mind that our 2018 Race Calendar is one of the best we have had in recent years. Every round is at a 'proper' Grand Prix circuit. Our two 'home' rounds are at the UK's best known and most appropriate Grand Prix circuits, Brands Hatch, very much a favourite of mine, and Silverstone, perhaps no longer the fastest GP circuit on the F1 calendar but evocative of a glorious past. Those of you who, like me, were privileged to stand at the wicket fencing at Woodcote corner in the '60s '70s and '80s before its 'emasculatation' into Brooklands and watched the likes of Jackie Stewart, Jochen Rindt, Jack Brabham etc. in pre-ground effect era cars cornering at 160mph will know what I mean.

Roger Bevan
HSCC International Historic Formula 2
Championship Chairman and
Drivers Representative

Email : roger919@btinternet.com
Mobile : 44 (0)7926 770820
Website : www.HSCC.org.uk

HSCC Office
Silverstone Circuit,
Silverstone,
Northants, NN12 8TN

Tel : 00 44 1327 858400
Fax : 00 44 1327 858500
Email : office@HSCC.org.uk



Never mind, as they say, it is what it is, and many will enjoy what remains of the earlier circuit, Copse Corner, Stowe Corner and possibly the new Abbey Corner, all guaranteed to get your attention! What of the remainder of the new layout? Well it is modern and will be to some tastes. What matters most is that IHF2 has a round there, unsilenced of course. It is the first opportunity we have had to race at Silverstone for some time, so don't miss this one. The optimistic among us might think of it as an opportunity to get a 'set-up' for a certain very large meeting likely to be held there in July 2019. Keep your fingers crossed for that one!

The three Continental European rounds will take IHF2 to the Hockenheimring and the Jim Clark Revival meeting for our first event, a very welcome return to a favourite of many, the Zandvoort Historic Grand Prix in the Netherlands and long-time favourite season closing event, the HVM Masters Cup at Dijon.

Hockenheimring was of course the scene of Jim Clark's fatal crash on April 7th 1968. It is entirely appropriate that we pay tribute to an outstanding racing driver, and a very fine sportsman, by attending this commemorative event. Jim Clark will forever rank amongst the very best Grand Prix drivers of all time. During the weekend there will be a ceremony of remembrance at the memorial located at the scene of the disaster.

What is particularly exciting about this season's calendar is that at three of our events, Brands Hatch, Zandvoort and Dijon we will be sharing track time with the Masters Racing organisation. This will be an ideal opportunity to showcase our Series to a wider audience with whom IHF2 has a deal of synergy.

The 2018 Calendar is very much a result of HSCC listening to you, the driver. Many, including me, believe we should be, when possible, co-located with Historic Formula One and senior level Sports and GT cars. This then is our opportunity to put the theory to the test. HSCC has delivered, but it requires your commitment and support to make it happen.

Rules and Regulations

Please be aware of the new Regulation requiring 5 cm minimum clearance between the top of the driver's helmet and the top of the roll-over bar. See MSA 'Blue Book' page 287 Section Q Circuit Racing Drawing Number 19.17. See also Section K, page 162, para. 1.6.4 (a)'....not less than 5 cm above the helmet.....'. FIA Appendix K also refers.

I make no apology for repeating from earlier additions of *F2 Briefing* the following.

Would all Competitors please: -

1. Check the dates on all safety items with a fixed time-expiry date - namely harnesses, fire extinguisher bottles, helmets and FIA bag-tanks.
2. Of particular concern is the last service date and weight of fire extinguishers labels, as they are sometimes difficult to see. Nonetheless they will be checked which may involve the competitor having to extract the bottle for inspection if the label cannot be seen directly or with a mirror.

There is of course no leeway permitted on these Safety Related items.

3. A further item of interest to Scrutineers and worth reminding everybody of is FIA Appx. J p5/35 Art.253 7.2.2, "A plumbed-in extinguisher container must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25 g."

For those UK drivers who may be making their first racing foray into Europe, safety scrutineering at overseas events is strongly focussed on driver safety equipment. Be sure that all items of your race wear, that is helmet, suit, boots, socks, gloves, balaclava and underwear, are of the correct specification and in good condition. There are many horror stories of European Safety Scrutineers but that has not been my experience as long as you follow the above.

Be sure to have with you at every round the original copy of your HTP.

Nigel Edwards, Chief Eligibility Scrutineer will be on hand to assist and will be responsible for Eligibility.

The eagle eyed among you will have noticed important changes to the Championship structure by the addition of another Trophy Class and the number of Championship points awarded. **Sporting Regulations, Section 6.2 Eligible Cars, para 6.3 Categories and Class Structure** refers.

As many of you will know I am a great fan of Formula B and Formula Atlantic cars so following discussions with drivers, welcome suggestions received from supporters and very much in-line with the Club's ambition to attract more of these important cars, a new Trophy Class, Class B - Vern Schuppan Trophy, has been created.

The new class will be for, 'Cars built with engines conforming to an original Formula Atlantic or Formula B



specification of no more than 1600cc manufactured and raced before '31st December1975'.

Australian Vern Schuppan was, of course, the winner of the inaugural British Yellow Pages

Formula Atlantic Championship in 1971. Schuppan went on to careers in Formula 1 and Sports cars. He was particularly successful in the latter winning amongst many top races the Le Mans 24 Hrs for Porsche in 1983.

With the addition of this Trophy Class the existing Classes now become: -

Class A – Jochen Rindt Trophy: no change.

Class B – Vern Schuppan Trophy: Cars built with engines conforming to an original Formula Atlantic or Formula B specification of no more than 1600cc manufactured and raced before 31st December1975.

Class C – Gilles Villeneuve Trophy: now for cars built and raced between 1st January 1976 and 31st December 1978 **but excluding Ground Effect** cars.

Class D – Bruno Giacomelli Trophy: no change.

Class E – Jim Clark Trophy: no change In line with the Class changes the Championship points allocation has been revised, see para 7.1.

So to sum it up, our Championship is a Class based Championship comprising five Championship Trophy Classes with no overall Series champion.

The regulations were a little muddled last year so I am grateful to Alan Jones and the office team for clarifying the Class structure rules.

For our Jim Clark Trophy Class competitors the 2018 Technical Regulations, see Section - Permitted Tyres 20.10 - [For the Jim Clark Trophy Class Only 20.10.2](#), there are now additional tyre options. Permitted Treaded tyres are defined and may be ordered using the Avon code. Competitors may continue to use the A11 Slick and A15 Wet specified in 20.10 – 20.10.1. yres if they wish.

For all other Trophy Classes the permitted tyre regulations are unchanged.

Formula B and Formula Atlantic

Because Formula B and Formula Atlantic engine specification was fixed throughout the period, the cut-off date for the new class was decided after consideration of year-on-year chassis development. The Committee have kept an open mind and will review the regulations in line with subsequent experience if necessary. The Club wants to work with owners and drivers of these fine cars to provide a balanced, fair and competitive Championship trophy class.

Unlike our F2 categories the Formula B and Formula Atlantic engine specifications are somewhat vague and some confusion or even doubt exists about exactly what the specifications are. I hope to be able to circulate the specifications as per the original period regulations shortly. Surprisingly they have proved difficult to track down so far as

Formula B was an SCCA formula and Formula Atlantic was originally a UK sanctioned series defined by the period MSA. Unlike the FIA there does not seem to be appropriate archive material available.

If anybody has access to period regulations please contact me.

Social

Mo is recovering very well from recent surgery and hopes to have tea/coffee and cakes for all. Please feel free to contribute. A variety of local or national 'goodies' would be welcomed!

We look forward to meeting up again with our many friends and colleagues in the IHF2 'Family' and meeting and welcoming new drivers and teams to our championship.

I wish you all a happy, successful and above all a very safe 2018 season.

I look forward to seeing you all at Hockenheim. Let's put on a really good show worthy of both HSCC International Historic Formula 2 and the occasion.

I have attached the Timetable – Zeitplan. We will be in the 'Pit Boxes'

Have a safe journey. See you there!

Kind Regards,

Roger

Attached:
Press Release and
Hockenheim Jim Clark Revival
Timetable.

News from the Historic Sports Car Club

Thursday 22 March 2018

Major interest in HSCC Historic Formula 2

Interest in the HSCC Historic Formula 2 FIA-sanctioned International Series is booming with a number of fresh cars and drivers due to join the grid this season.

With many existing competitors planning to return to the category once more, they will be joined by a gaggle of new faces as various rebuild and restoration projects come to fruition.

Daniel Clayfield has completed his first test runs in his March 722, now superbly finished in period Elf livery. This is the ex-John Calvert car that was a top ten runner in the Yellow Pages UK Formula Atlantic Championship.

Australian Steve Weller also has a March 722, which is the famous ex-Niki Lauda Formula 2 car and it is hoped that the ex-pat will bring the car to Europe this summer. In the meantime, he will race his Australian-built Elfin 600B. Meanwhile, Historic FF2000 racer Jeremy Caine is making progress getting his ex-Frank Williams/Mike Campbell-Cole March 712 ready to race.

Historic Formula Ford front-runner James Buckton plans to be racing a Lola T240 in Formula Atlantic trim, Ghislain Genecand has a March 76B currently with a 2-litre engine and long-time Formula Junior racer Steve Futter has acquired a Ralt RT1. Meanwhile, Tecno racer Julian Stokes has a Chevron B42 being readied, which was raced when new by US racer John David Briggs, and Classic F3 racer Paul Tonkin will step up to the F2 series with the ex-Richard Morgan/Wheatcroft Racing Chevron B29.

Aiming to join the grid later in the season is Hansueli Christen from Switzerland with the ex-Pescarolo/Frank Williams Racing Politoys March 712. The car is complete and is currently being prepared to race ahead of a full programme in 2019. When ready, his car will join the Jeremy Caine car to make two Frank Williams Racing cars on the grid.

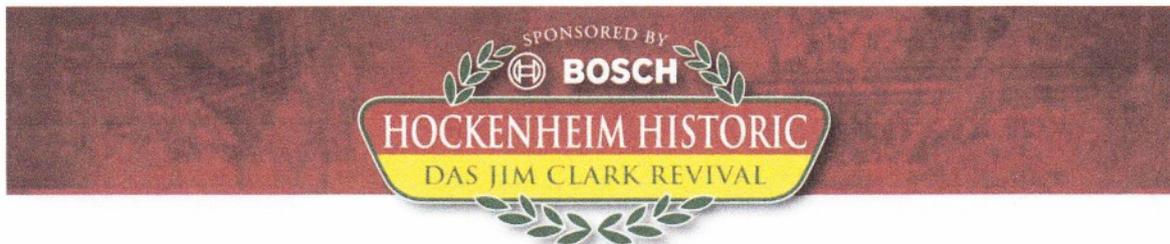
Another car coming from Australia is the March 76B of Peter Brennan, a respected member of the Australian racing fraternity. The March is liveried as it raced with success in the USA and Peter brings experience of racing period Formula 1 and Formula 5000s.

The crop of newcomers will build on a very successful 2017 season, when 45 cars raced in the series. The 2018 series will cover 10 races at five race meetings, taking in some of Europe's finest tracks, and includes the Grand Prix tracks at Silverstone and Brands Hatch as well as the hugely popular Zandvoort Historic Grand Prix and the Dijon Motors Cup in October. The season will start at Hockenheim on 21/22 April.

Historic F2 co-ordinator Roger Bevan said: "I'm very excited about the prospect of these important cars joining our grids. It seems almost daily that I learn of new drivers and fresh cars being prepared to race in HSCC Historic Formula 2. We have an excellent 2018 calendar of races at some of the best Grand Prix circuits in the UK and Europe. I look forward welcoming the new cars and drivers in the coming season."

For more details about the HSCC, please visit www.hsc.org.uk

-ends-



ZEITPLAN - TIMETABLE

Version 4

BOSCH HOCKENHEIM HISTORIC 2018

Grand Prix Kurs Hockenheimring

Samstag, 21. April 2018

| Start | Klasse | Lauf | Fahrzeit | Ende |
|-------|--------------------------------------|--------------|----------|-------|
| 09:00 | STT H&R Cup | Qualifying 2 | 00:20 | 09:20 |
| 09:25 | Lotus Cup Europe | Qualifying | 00:30 | 09:55 |
| 10:00 | Tourenwagen Revival | Race 1 (GLP) | 00:25 | 10:25 |
| 10:35 | BOSS GP | Qualifying | 00:30 | 11:05 |
| 11:15 | FIA Lurani Trophy | Race 1 | 00:25 | 11:40 |
| 11:50 | Triumph Comp. & British GT's | Race 1 | 00:30 | 12:20 |
| 12:25 | Eleven Classics - Porsche Sonderlauf | Presentation | 00:20 | 12:45 |
| 12:45 | Pause Markenclub | Pause | 00:30 | 13:15 |
| 13:15 | Canadian-American Challenge Cup | Race 1 | 00:30 | 13:45 |
| 13:50 | Passionata Maserati | Presentation | 00:20 | 14:10 |
| 14:20 | Historic Formula 2 | Race 1 | 00:20 | 14:40 |
| 14:45 | Raceclub Germany powered by FNT | Presentation | 00:20 | 15:05 |
| 15:15 | Lotus Cup Europe | Race 1 | 00:30 | 15:45 |
| 15:55 | STT H&R Cup | Race 1 | 00:30 | 16:25 |
| 16:30 | Tourenwagen Classics | Qualifying 2 | 00:20 | 16:50 |
| 17:00 | BOSS GP | Race 1 | 00:20 | 17:20 |
| 17:25 | Raceclub Germany | Presentation | 00:20 | 17:45 |
| 17:55 | Youngtimer Touring Car Challenge | Race 2 | 00:30 | 18:25 |
| 18:35 | Historic Racecar Association | Race 1 | 00:25 | 19:00 |



BOSCH
Technik fürs Leben

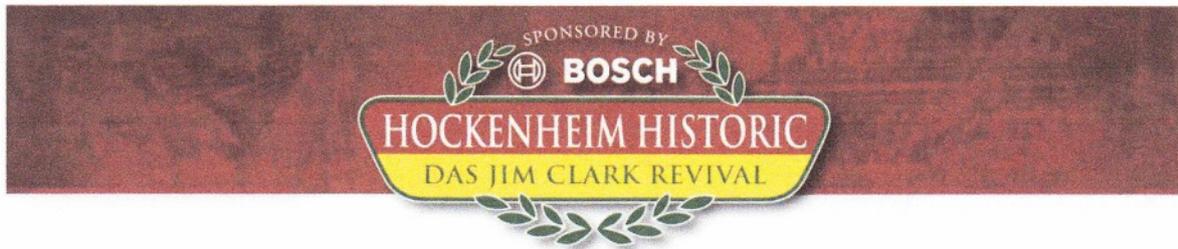


GALLET
PRO-TIMEKEEPING SINCE 1466

RAVENOL

FUCHS
Group





ZEITPLAN - TIMETABLE

Version 4

BOSCH HOCKENHEIM HISTORIC 2018

Grand Prix Kurs Hockenheimring

Sonntag, 22. April 2018

| Start | Klasse | Lauf | Fahrzeit | Ende |
|-------|--------------------------------------|--------------|----------|-------|
| 09:00 | Historic Racecar Association | Race 2 | 00:25 | 09:25 |
| 09:35 | Youngtimer Touring Car Challenge | Race 3 | 00:30 | 10:05 |
| 10:15 | Lotus Cup Europe | Race 2 | 00:30 | 10:45 |
| 10:55 | Tourenwagen Revival | Race 2 (GLP) | 00:25 | 11:20 |
| 11:30 | STT H&R Cup | Race 2 | 00:30 | 12:00 |
| 12:05 | Raceclub Germany powered by FNT | Presentation | 00:20 | 12:25 |
| 12:30 | Passionata Maserati | Presentation | 00:20 | 12:50 |
| 12:50 | Pause Markenclub | Pause | 00:30 | 13:20 |
| 13:20 | BOSS GP | Race 2 | 00:25 | 13:45 |
| 13:55 | FIA Lurani Trophy | Race 2 | 00:25 | 14:20 |
| 14:25 | Eleven Classics - Porsche Sonderlauf | Presentation | 00:20 | 14:45 |
| 14:50 | Historic Formula 2 | Race 2 | 00:20 | 15:10 |
| 15:20 | Tourenwagen Classics | Race | 00:40 | 16:00 |
| 16:05 | Canadian-American Challenge Cup | Race 2 | 00:30 | 16:35 |
| 16:40 | Raceclub Germany | Presentation | 00:15 | 16:55 |
| 17:00 | Triumph Comp. & British GT's | Race 2 | 01:00 | 18:00 |



BOSCH
Technik fürs Leben

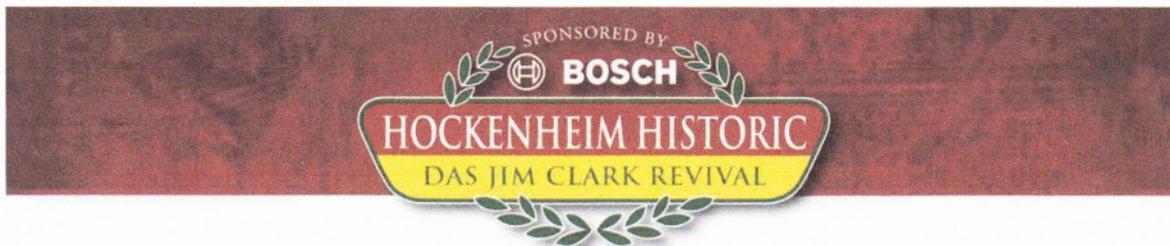


GALLET
PROTHERKEEPING • SINCE 1488

RAVENOL

FUCHS
Group





ZEITPLAN - TIMETABLE

Version 4

BOSCH HOCKENHEIM HISTORIC 2018

Grand Prix Kurs Hockenheimring

Freitag, 20. April 2018

| Start | Klasse | Lauf | Fahrzeit | Ende |
|-------|--|-----------------|----------|-------|
| 09:00 | Lotus Cup Europe | Free Practice 1 | 00:30 | 09:30 |
| 09:35 | STT H&R Cup | Free Practice | 00:20 | 09:55 |
| 10:00 | BOSS GP | Free Practice 1 | 00:25 | 10:25 |
| 10:30 | Canadian-American Challenge Cup | Free Practice | 00:30 | 11:00 |
| 11:05 | Youngtimer Touring Car Challenge | Qualifying | 00:25 | 11:30 |
| 11:35 | Tourenwagen Classics Tourenwagen Revival | Free Practice | 00:30 | 12:05 |
| 12:10 | Historic Formula 2 | Free Practice | 00:20 | 12:30 |
| 12:35 | Historic Racecar Association | Qualifying 1 | 00:20 | 12:55 |
| 12:55 | Pause | Pause | 00:30 | 13:25 |
| 13:25 | Raceclub Germany powered by FNT | Presentation | 00:20 | 13:45 |
| 13:50 | FIA Lurani Trophy | Qualifying | 00:25 | 14:15 |
| 14:20 | Raceclub Germany | Presentation | 00:20 | 14:40 |
| 14:45 | Triumph Comp. & British GT's | Qualifying | 00:25 | 15:10 |
| 15:15 | Historic Formula 2 | Qualifying | 00:20 | 15:35 |
| 15:40 | Lotus Cup Europe | Free Practice 2 | 00:30 | 16:10 |
| 16:15 | BOSS GP | Free Practice 2 | 00:25 | 16:40 |
| 16:45 | STT H&R Cup | Qualifying 1 | 00:20 | 17:05 |
| 17:10 | Canadian-American Challenge Cup | Qualifying | 00:30 | 17:40 |
| 17:45 | Tourenwagen Classics | Qualifying 1 | 00:20 | 18:05 |
| 18:10 | Historic Racecar Association | Qualifying 2 | 00:20 | 18:30 |
| 18:40 | Youngtimer Touring Car Challenge | Race 1 | 00:30 | 19:10 |



BOSCH
Technik fürs Leben



GALLET
PRO TIMEKEEPING - SINCE 1466

RAVENOL

FUCHS
Group

