



The HSCC Historic Formula 2 International Series Championship

F2 Briefing Vol.8 No.2

Ladies and Gentlemen,

Welcome to this belated and reduced edition of F2 Briefing.

The 2020 Season

In a previous life now seemingly ended by a virus, I always found the end-of-season newsletter difficult to begin. Where to start? Six months of Formula 2 racing spent with racing friends and colleagues, multiple circuit visits involving travel around northern Europe all generated a wealth of memories too numerous to recall instantly. How very different 2020 has been but it has not made my task easier. No HSCC Historic Formula 2 International Championship rounds, absent friends and no race travel. Our 2020 race calendar rich in prospect, arguably the best yet, was rendered defunct as 'lockdowns' and travel bans caused international travel and competition to be largely abandoned. A pretty gloomy start to a newsletter I know so I will try as the song says, to 'look on the Bright side of Life'.

Of course I hope you and those dear to you have stayed well. That is a good base from which to begin to look forward to a resumption of 'normal' life. Indeed I think there are some positives to be taken from our 2020 season that may indicate a way forward for 2021. The HSCC has demonstrated that it is possible to stage a race meeting safely.

The HSCC has also successfully organised four

meetings for members in the UK. Strict Covid protocols were applied without one report of virus transmission. If similar protocols and procedures were to be adopted at our scheduled circuits then it may be possible to consider a return to international racing next year. That is of course if cross border travel is allowed. There is the potential of the not inconsiderable problem of possible post Brexit chaos but we won't go there! Optimism must be the watchword. Optimism tinged ever so slightly with realism is to be my motivation I think.

What was a real positive this season was the support for HSCC by HF2 drivers who were able to race in dedicated Historic Formula 2 races at the Brands Hatch GP Super Prix and Silverstone Finals meetings and those drivers that entered the HSCC Aurora Series races at the Oulton Park Gold Cup meeting. Grids of twenty five cars were the feature of both dedicated races. Somewhat fewer cars entered at the Gold Cup meeting for understandable reasons. What was evident was the interest generated by the presence of Formula 2 cars at these meetings. Club members do not get many opportunities to share track time with our cars. It does not take anything away from regular club meetings to say HF2 has a certain 'wow' factor. I know, I feel it when I am watching on the pit wall!

Andrew Smith's entry speed into Copse Corner was a breath taking example!

For me the downside to these events was the



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absence of friends from Europe, Australia and the United States. The absence of European languages being spoken, Aussie wit and humour, and an occasional American drawl was striking. All ingredients of international racing hitherto taken for granted. As if the excitement of Formula 2 and Formula Atlantic cars, the speed and the noise, were not enough, factor in these additional ingredients and you have the reason for why international racing is so enjoyable. And I haven't mentioned the circuits!

One particular highlight of our races was being able to welcome so many new drivers. At Brands Hatch John Harrison March 742 BDG, Clive Wood Formula Atlantic Chevron B34, Rob Weldon ex-Alex Ribeiro March 762 BMW, John Evans March 782 BMW and Ian Rowley March 79B, all in beautifully prepared cars were having their first outing HF2. For some it was on the pace quickly, others were new to their cars and learning, all acquitted themselves splendidly and despite various maladies all seemed to enjoy the experience.

At the Oulton Park Gold Cup Meeting eight F2 drivers entered for the Aurora Series races were joined by new to HF2 Callum Grant March 79B making the big step-up to Formula Atlantic from HSCC Historic FF1600 Championship and Tom Smith having his first outing in Richard Evans' very impressive March 742 BDG. If the March was impressive it was matched by Tom's runaway wins in both races!

There was a strong demand for a 'dedicated' Historic Formula 2 race at the traditional HSCC Championship Finals Meeting at Silverstone. Fortunately the HSCC office team were able to accommodate my request and track time was found in an already pretty busy timetable. The demand was reflected in an excellent twenty six car entry. A remarkable indication of the pent up demand for races and was a very welcome and much appreciated show of support for our club. New drivers for this event were Chris Porritt ex-Alo Lawler Chevron B29 Formula Atlantic,

Brian Morris ex-Pier Carlo Ghinzani March 782 BMW, beautifully presented in a striking period orange livery, Simon Langman ex Rolf Stommelen Brabham BT30 and Cameron Jackson in the ex-Hannelore Werner Eiffelland March 712, now there's a find!

Matthew Watts entered his rare and very interesting Martini MK19/22 for its race debut. From the same stable Chris Lillingston-Price was driving his newly restored Techno 71 now in striking period livery reminiscent of the psychedelic period. You have to be pretty old to remember that!

SEE PICTURE GALLERIES AT THE END

Race results and analysis can be found at the HSCC website:-

<https://hsc.org.uk/results-archive>

So despite the many disappointments of the 2020 racing season there are some positives. The interest in HSCC Historic Formula 2 remains at a very high level. New cars and drivers have joined us this year despite the many difficulties. There are new cars in preparation that will join us next year and of course HF2 is privileged to have so many loyal and enthusiastic drivers who have supported the club and the Series for so long.

Many will remember the 'dark days' when HF2 grids numbered twelve or thirteen cars dropping on one occasion to nine cars! I recall one race promoter asking me why I insulted his meeting by bringing only twelve cars. Those times are long gone. Now we have great people, great cars, great racing and full grids. Good Folk, thank you. I salute you!

The 2021 Historic Formula 2 Race Calendar.

I have attached a very Provisional 2021 Calendar. I say very provisional because it is likely to be subjected to much change. Last week I held off

publishing it because of rumours of a change to the date of the Jim Clark Revival Meeting. Those rumours were subsequently confirmed as false. Then over the recent weekend HSCC was informed of a date change for the Zandvoort HGP because of Formula 1 scheduling. The F1 Dutch GP will now be staged over what was to have been the HGP weekend. It does not take too much imagination to ask what happens to the traditional Spa GP at that time and its knock on effect.

You will see the new date for the Zandvoort HGP is now close to the Silverstone Classic date. I would welcome your comments please. I think it is 'do-able' if you are as keen as I am to see our Series steal the headlines again at these two most prestigious events.

Whatever calendar changes may occur you can be assured that HSCC will be using its best endeavours to secure the best HF2 calendar we can.

If that were not enough there is the looming shadow of FIA Appendix 'S'. This recently published set of Covid-19 regulations and protocols for FIA Championships and International Series, while possibly well meaning, are so draconian they render the participation of organising clubs like HSCC impossible.

Encouragingly there has been a collective response to the FIA by organisers of historic club motor sport so we must hope that common sense prevails. The club, has demonstrated to our ASN it can organise racing meetings with safe and practical regulations, procedures and protocols.

Rules and Regulations

No alterations to our existing Regulations are planned. HSCC will apply for our FIA International Permit as usual. We will be ready to respond as the FIA Appendix 'S' situation develops.

In the meantime Series Eligibility Scrutineer Nigel Edwards has some important and timely reminders for you. As always if you have any questions or concerns about your car's eligibility or it's compliance please do not hesitate to contact Nigel. He is always ready to help you.

If you are planning an over winter engine build Nigel will be happy to visit you or your engine builder and check and seal your engine. The cost is only that of the seals and Nigel's travel cost. Well worth it!

Nigel Says: -

"I suggest as everyone settles into their workshops for winter rebuilds that you check (and correct if necessary) some items now that would be a problem or impossible to fix in the paddock when next season starts:"

Fire Extinguishers

The recent regulations in MSUK Yearbook p195 K Appendix 3 do not become mandatory for all cars until 2022. However, any system that is new next year (2021) should still be in use in 2022 – so make sure anything you buy complies with everything in those seven regulations. Most of the regulations are common-sense (but mandatory) mounting requirements. However, the key issue to check is that the system has been approved by the FIA. That can be verified easily just by checking that your chosen system is in **FIA's Technical list 16 or 52**.

To download those lists, navigate to FIA's Webpage
www.fia.com/regulation/category/761

and then select the two lists.

50mm Helmet Clearance (FIA Appx.K p60 Sub-Appx.VI Art.3.4 and MSUK Yearbook p160 K 1.6.4(a))

The requirement for a 50mm vertical clearance between the top of the helmet and the top of the roll-hoop has been around since our cars were new, and yet there is always someone who feigns surprise when I mention it to them in the collection area! Please be aware that this will be enforced rigorously next year – no 50mm clearance, no race.

Please also note that this clearance cannot be achieved simply by adding an extension to the top of the existing hoop, which is specifically prohibited by:-

FIA Appx.K Art.3.5

“Extensions added above the main structure to increase the height are forbidden unless covered by an ASN or FIA ROPS certificate.”

Compliance with HTP

For the avoidance of doubt, all cars must agree exactly as per the specifications and photographs in their HTPs. In particular, there must be no additional Gurney-flaps, wing end-plates, nose-tabs or whatever that are not in the relevant photos on HTP pages 1, 2, 15 and 16. Similarly, period components such as air-intake cowls, radiator orifices, windscreens, dampers, engines, gearboxes and brakes must be exactly as per the HTP photographs. It is not acceptable to present a valid or “in progress” HTP and then a car that differs from that HTP, as the process to have an HTP formally updated with any changes is quite straightforward – just ask **Ted Walker** or myself.

It is surely obvious that scrutineers can only check cars against their HTP if the complete document is physically available at every meeting, rather than back in the workshop or wherever. Online documents are of little use unless you are prepared to loan at your risk your tablet or laptop to the scrutineer and let him walk around the paddock with it...

Note Technical Regulation 20.1 Eligible Cars....'A valid FIA Historic Technical

Passport (HTP) must be presented by the Competitor at scrutineering at each round of the Series'

The HTP

It is timely that I add a reminder about the FIA HTP.

Sporting Regulation 6.2.2 and Technical Regulation 20.1 make provision for possible temporary acceptance of cars where an FIA HTP GB or EU equivalent number is produced and the car has a survey bar code attached. Any such temporary acceptance will be for a maximum of one year, extensions will be considered but the applicant must submit all unresolved FIA queries to the HSCC for verification that the Application is still ongoing with the designated FIA Registrar. Compliance with this regulation is most important for the credibility of the Series. If your FIA HTP application is one year or more old or close to being so please contact myself or Nigel as soon as possible. We are ready to do what we can to help you achieve the required compliance.

In Conclusion

It will have been a challenging, difficult and a disappointing 2020 season for many of our friends and colleagues in HSCC Historic Formula 2. Very few will have been untouched directly or indirectly by Covid-19. None of us can predict what the future holds or what the prospects are for a return to what we liked to call ‘normal’. But we can have hope and faith in those things we know to be true. That mankind is rising to the challenge. A medical solution to the pandemic will be found and will be available quite possibly in 2021. Racing will return. It may be within a new ‘normal’. We may have false beginnings but mankind will prevail. If we give up hope we have lost.

So Mo and I hope you all stay well and stay safe.

We will be together again sharing our passion for racing in general and Historic Formula 2 in particular.

See you all in 2021.

Kind Regards,

Roger

New Kids on the Block

A selection of photos introducing the new cars and drivers in the Series this year courtesy of resident HSCC scribe and photographer Paul Lawrence.



JOHN EVANS



CALLUM GRANT



JOHN HARRISON



SIMON LANGMAN



BRIAN MORRIS

New Kids on the Block Continued



TOM SMITH



CLIVE WOOD



ROB WELDON



CHRIS PORRITT

Scenes from Silverstone Finals



AN ECLECTIC MIX



WELCOME BACK PHIL



**BOB JUGGINS RETURNS TO THE
FRAY**



PETER WILLIAMS



The HSCC Historic Formula 2 International Series Championship

2021 Race Calendar



Donington Masters Historic

April

2-3-4



Hockenheimring Jim Clark Revival

May

7-8-9



Le Castellet HGP de France

Date TBC
 June 10-13
 (17-20)



Zandvoort **date change**

July 17-18



The Silverstone Classic

July 30-31
 Aug 1



~~Zandvoort Historic Grand Prix Netherlands~~

~~Sept 4-5-6~~



HVM Motors Cup

Oct 8-9-10