



HISTORIC SPORTS CAR CLUB LTD

Silverstone Circuit. Silverstone. Nr Towcester. Northamptonshire. NN12 8TN

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HSCC GT & SR Championship For the Guards Trophy Regulations 2021

Eligible Cars:

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC GT & Sports Racing Championship is organised and administered by The Historic Sports Car Club [HSCC] in accordance with the General Regulations of the Motor Sports Association [Motorsport UK] (incorporating the provisions of the International Sporting Code of the FIA) and these Championship regulations.

Motorsport UK **Championship Permit No. CH2021/R079**

Race Status: Interclub

Motorsport UK **Championship Grade: D**

1.2 Officials:

1.2.1 Co-ordinator: Mr. A. Dee-Crowne, HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.2.2 Eligibility Scrutineers: Mr. Dallas Smith, 268 Lea Rd, Gainsborough, Lincs. DN21 1AP Tel. 01427 611734
Mr Matthew Lambkin Smith

1.2.3 Championship Stewards: Mr. Chris Alford, Mr. Alan Morgan, Mr Keith Messer
All C/O HSCC, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- (a) be fully paid-up valid membership card-holding members of the HSCC and
- (b) in possession of a valid 2021 Motorsport UK Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be fully paid-up valid membership card-holding members of the HSCC and,
- (b) be registered for the Championship and
- (c) be in possession of a valid 2021 Motorsport UK Competition (Racing) **Interclub minimum with the exception of Classes SRA – SRE where a National status Licence applies** (Motorsport UK Regulation Q 9.1.2.)
- (d) *Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)

1.3.3 All necessary documentation, including FIA Identity documents, must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.

1.4.2 The registration fee is £195 to include membership of the HSCC. Cheques made payable to the HSCC.

1.4.3 Registrations will be accepted from 1st January 2021.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

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1.5 Championship Events:

The HSCC GT & Sports Racing Championship will be contested over 5 race meetings; if there are two races at any race meeting both will count as championship rounds.

Date	Circuit	Status	Org. Club
22 nd May	Silverstone Grand Prix Circuit	Interclub	HSCC
27 th June	Donington Park	Interclub	HSCC
11 th July	Brands Hatch Grand Prix Circuit	Interclub	HSCC
28 th – 29 th August	Oulton Park International Circuit	Interclub	HSCC
17 th October	Silverstone National Circuit	Interclub	HSCC

1.6 Scoring:

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results as follows:-

Position	Number of starters in class		
	3 or over	2	1
1 st	9	6	4
2 nd	6	4	
3 rd	4		
4 th	3		
5 th	2		
6 th	1		

Starting driver to be notified to organisers before the race. This to appear in the Final Instructions.

Full points will be awarded to each driver in a car, drivers may only drive one car in any race.

1.6.2 The totals from all qualifying rounds will determine final championship points and positions.

1.6.3 Ties shall be resolved using the formula in Section W1.3.4 of the current Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points-scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- be deemed "Guest Competitors"
- not score points and for the purpose of points scoring will be ignored
- qualify for Event awards
- comply with the eligibility criteria as prescribed in Article 1.3 above with the exception of 1.3.1 (b) and 1.3.2. (b), as appropriate.

1.7 Awards:

1.7.1 All awards are to be provided by the race organisers.

1.7.2 Per Event: A Trophy to be presented to the first three sports racing cars & also to the first three GT cars and trophies to first and second in each class subject to three and five starters in class.

1.7.3 **Championship:** Championship winner 2nd and 3rd overall will receive a trophy and each 1st, 2nd and 3rd in class a trophy, subject to 4, 6 and over 6 in class. To qualify for a position in the championship results a competitor must have competed in at least 4 rounds. Other awards may be given at the Championship Organisers' discretion.

1.7.4 **Presentations:** Winners trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class trophies will be available from the paddock office one hour after the official results have been published.

1.7.5 Entertainment Tax Liability:

Prize Money and Bonuses not applicable.

In accordance with current government legislation, the HSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the organiser, the HSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

- 1.7.6 Title to all trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the HSCC in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Parts often have to be manufactured as they are not available 'off the shelf'. These cars require respect as do your fellow competitors. You will be expected to race within those parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

2.1 Entries:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing D25.1.12 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice:

- 2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q12.4).

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Q12.15 (1.6.4. above applies)

2.5 Starts:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. The start will be either via a Standing or Rolling start unless otherwise stated in the event Final Instructions.

Standing Start

- 2.5.2 The minimum Countdown procedures/audible warning sequence shall be:-
- I. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
 - II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.

Rolling start.

The minimum Countdown procedures for a rolling start /audible warning sequence shall be:

- I. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
 - II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
 - III. The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.
 - IV. If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will be extinguished and the red lights at the start line will be turned on.
 - V. Competing cars must then hold their position and speed until the red lights at the Start Line are extinguished denoting the start of the race. No overtaking or changing direction of any cars is allowed prior to crossing the Start Line.
- 2.5.3 Any cars removed from the grid after the one minute stage or driven into pits on Green Flag Lap shall be held in the pit lane and may start the race after the last car has passed the startline or pit lane exit, whichever is the later.
- 2.5.4 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK Regulation **Q 12.11.2**. In addition, any driver unable to maintain grid positions on Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain

at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

2.6.1 **SESSION RED FLAG**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signaling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials

Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

2.7 **Pits, Paddock & Pit Lane Safety:**

2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.

2.7.2 **Pit Lane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars, the onus shall be on all drivers to take all due care and respect the pit lane speed limits.

2.7.3 **Refuelling:** May only be carried out in accordance with the Motorsport UK Q13 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit / Meeting.

2.7.4 **Speed Limit:** Pit Lane Speed Limit will be 60 Km/h (37.2Mph)

2.8 **Race Finishes:**

Cars may either cross the Finishing Line or take the chequered flag in the pit lane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pit lane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down,
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep helmets on and harnesses done up while on the circuit or in the pit lane.

2.9 **Results:**

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3).

2.10 **Timing Modules:**

All cars must be fitted with a working HSCC approved transponder. Failure may result in competitors not being accredited with a qualifying time or excluded from the result as per Motorsport UK Q12.8.1

2.11 **Qualification Races:** -If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12 **Operation of Safety Car:** The safety car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK Circuit Racing Regulations.

2.13 **Onboard Cameras:** The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event.

2.13.1 **Data Logging**

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in cockpit is not permitted

3. **SPECIFIC CHAMPIONSHIP REGULATIONS**

Nil

4. **SPECIFIC CHAMPIONSHIP PENALTIES:**

In accordance with Section C of the current Motorsport UK Yearbook.

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK regulations: (C3.3). The Competitor has the chance to make the car comply, but if this is not possible the car will be placed into the invitation class; in either case the competitor must start the race at the back of the grid.
- 4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty: The provisions of Motorsport UK regulations: C3.5.1(a) & (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

4.2 Additional specific championship penalties as set out in the Supplementary Regulations:

- 4.2.1 The Clerk of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with Motorsport UK Regulation Q12.26
- 4.2.2 The Clerk of the Course or the Stewards of the Meeting where a unfair advantage (whether inadvertently or not) may impose a Time Penalty in accordance with Motorsport UK Regulation C2.3 (Judicial)
- 4.3 Any competitor who is penalised under the Motorsport UK Sporting Regulations at any stage of an event may at the Clerk of the Course Instruction incur the following Championship penalty: -
The event will be counted as one of the events contributing to their Championship score and they will be excluded from the event. Additionally, the competitor will forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.
- 4.4 Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following technical regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The HSCC GT & SR Championship is open to sports racing, sports, and GT, GTS & GTP cars from FIA Period E1 and F1 GT and GT Prototype cars built prior to the specification Pre'66, which have, as a model, International competition history in period. Regulations are as FIA Appendix K, namely full period racing specification in accordance with manufacturers' homologation forms. There is also a Championship class for sports-racing, and sports prototype cars from FIA Period G1 and F1 built to the specification Pre'69. All vehicles must have an FIA HTP Technical Passport to be eligible for Championship points. There is also an Invitation Class, not eligible for the Championship points for GT and GT Prototype cars built prior to 31/12/73. Any period cars of Historic interest that fall within the date specification of the Championship but do not have FIA Historic Technical Passports may be accepted by the invitation of the Championship organisers but will not be eligible for Championship points.

Class Structure of the HSCC GT & SR Championship

The classes will cover the following FIA periods -

Period E1	1947-1961
Period F1	1962-1965
Period G1	1966-1971
Period H1	1972-1973

- A Standard, Competition GT & GT Prototype cars up to - 2500cc (excluding Metal Bodied)
- B Metal Bodied Standard & Competition GT cars up to 2000cc
- C All Standard Competition GT and GT Prototype cars 2001cc - 4000cc
- D All Standard Competition GT & GT Prototype cars over 4000cc
- SRA For sports racing cars unlimited engine capacity built to FIA Period E1 Specification Pre'60.
- SRB For sports racing cars under 1600cc built to FIA Period E1 and F1 Specification 01/01/60 – 31/12/65
- SRC For sports racing cars 1601cc – 2000cc built to FIA Period E1 and F1 Specification 01/01/60 – 31/12/65
- SRD For Sports Racing, Sports Prototype and competition GT up to 1601cc to 2000cc built to FIA Period G1 Specification 01/01/66 – 31/12/68
- SRE For Sports Racing, Sports Prototype and competition GT up to 1600cc built to FIA Period G1 Specification 01/01/60 – 31/12/68
- INV. For cars built to period specification GT Cars Pre'66 and Sports Racing Cars Pre'69 not in possession of a current Historic Technical Passport. Additionally GT & GTP cars built to FIA Period G1 and H1 Specification 01/01/69 – 31/12/73 all cars accepted at the discretion of the Championship Organisers

5.3 SAFETY REQUIREMENTS:

Vehicles must meet the higher of the minimum safety standards specified in FIA Appendix K or Motorsport UK Yearbook Section K (except K4; K6; K7 and K12 which are not mandatory).

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with their FIA Historic Technical Passport and with the technical requirements of FIA Appendix K except in respect of:-

5.5 **CHASSIS:** As the car's FIA Historic Technical Passport

5.6 **BODYWORK:** Ground clearance for all GT cars periods E – F will be 100mm as per FIA Appendix K Reg.
Ground clearance for two seat racing cars periods E –F 60mm as per FIA Appendix K Reg
Ground clearance for cars periods G – H as per their homologation listed on the FIA Technical Passport.

5.7 **ENGINE:** As the car's FIA Historic Technical Passport

5.7.1 Ignition Systems

Ignition Systems must be to period specification, or in the interests of reliability an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and the mechanical parts within that distributor are the sole means of determining the timing of the ignition.

5.8 **SUSPENSION:** As the car's FIA Historic Technical Passport

5.9 **TRANSMISSION:** As the car's FIA Historic Technical Passport

5.10 **ELECTRICS:** As the car's FIA Historic Technical Passport

5.11 **BRAKES:** As the car's FIA Historic Technical Passport

5.12 **WHEELS/STEERING:** As the car's FIA Historic Technical Passport

5.13 TYRES:

All Championship Classes Dunlop L or M 204 compound

SRD & SRE:

DRY: Dunlop CR 65/82 Post Historic 484 Compound

WET: Dunlop CR 65/82 Post Historic 484 Compound with additional hand cut grooves permitted.

5.14 **WEIGHTS:** As per the car's homologated weight as stated in FIA document. The minimum weight for standard Lotus Elans will be set at 1527lbs/692 kilograms.

5.15 FUEL TANK/FUEL

5.15.1 Fuel Tank - As the car's FIA Identity Document and/or in accordance with FIA Appendix K.

5.15.2 Fuel must be in accordance with Motorsport UK regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b),

5.16 **SILENCING:** All vehicles must comply with Motorsport UK Regulation (J5.17) i.e. for GT cars 105db and for Sports Racers 108db and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.17 NUMBERS AND CHAMPIONSHIP DECALS:

5.17.1 Positions

As per Motorsport UK Yearbook. Section J4 and Drawing 4 Individual sponsors' decals are limited to two per vehicle. All competing cars must display at least two HSCC badges one on each side of the car. If at any time the Championship has a sponsor – sponsor's decals, when provided, must be displayed (one each side of car) failure to comply may result in championship points being deducted for any round where no decals were applied. Individual advertising as per Motorsport UK Regulations H28.1.1 – H28.1.6

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK /MSC.

6.1 Race Organising Clubs and Contacts

HISTORIC SPORTS CAR CLUB – Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN

(T) 01327 858400 (F) 01327 858500 email: office@hsc.org.uk

website: www.hsc.org.uk

CHAMPIONSHIP COMMITTEE

Hugh Colman Chairman

Contact through HSCC Office.