



Supplementary Regulations

1. **All HSCC race meetings are organised by the HSCC Ltd.** Meetings will be held under the General Regulations of MotorSport UK (MSUK) (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the Organising Club may issue for the event.
2. **Applicable dates, venues and Permit Numbers.** To be advised in the Final Instructions for each Race Meeting and on the HSCC Website www.hsc.org.uk.
3. **Officials of the Meeting:** To be advised in the Final Instructions for each Race Meeting.
4. **Permit:** All events to be run under an Interclub permit. All race meetings will be inscribed with the FIA as an NCAFP.
5. **Championships:** Championships incorporated in these meetings are as detailed in Championship or invited Series regulations. Vehicles must comply with the eligibility regulations as stated in the Championship or invited series regulations.
6. **Eligibility:** All HSCC race meetings are open to fully paid up members of the HSCC and invited Clubs and drivers. Interclub or above status licence is required for all races unless otherwise notified on Championship/Series Regulations. 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).
7. **Entries** Opening and Closing dates will be released to registered competitors via e-mail. Competitors are required to enter online and will receive an automatic acknowledgement upon completion of their entry. Entry fees will not be taken from competitors until after the closing date of the entry. Reserves will be accepted in accordance to circuit grid capacity. Reserves who practice but are not allowed to race will receive a refund of entry fee less £25.00. Reserves who are not allowed to practice will receive a full refund of their entry fee. The maximum number of starters for the meeting will be the maximum allowed per race plus 20% by the circuit licence and the minimum 120. The maximum number of starters per race will be as advised by the MSUK track licence and the minimum is 15. If these numbers are not reached the organisers reserve the right to amalgamate or cancel races. Withdrawals must be notified in writing to the HSCC office by 12.00 midday on the Thursday immediately prior to the race meeting in order to be entitled to any refund, the refund will be the entry fee less £25 administration fee. Any withdrawal made prior to the closing date will not be charged.
8. **Force Majeure.** The HSCC shall not be responsible to its Members or other Clubs and competitors for any abandonment, delay or cancellation of an event or the performance of its obligations under any contract or agreement with a circuit as a result of any cause beyond its reasonable control. In such cases the HSCC will revert to the agreement with the circuit owner on refunds.





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9. **Refusal of Entries:** Entries may be refused if; the competitor is not a member of the HSCC, or invited to compete in the event. If the vehicle entered does not conform to the regulations of the race entered. If the competitor has not submitted a valid entry or made payment for the entry. If the competitor has currently been refused membership to the HSCC or is temporarily suspended following judicial process, or for reasons where the HSCC acting in its absolute discretion decide otherwise.
10. **Races & Entry Fee:** Competitors must register and enter online and will receive an e-mail notifying them when entries open for an event. Any guest Competitor not registered with the HSCC should contact the HSCC Office. The opening and closing dates of entries will be published on the website. For anyone not registered for the Championship/Series will be requested to submit evidence their car is eligible for that event. Anyone not registered for the Championship/Series will be requested to submit evidence that their car is eligible for that event. If in the case of a race being oversubscribed at the time entries close, they will automatically be placed on a reserve list with their place in the reserve listing being to follow all registered drivers in the Championship/Series.
11. **Drivers Briefings:** The time and place of drivers briefings will be notified in the Final Instructions.
12. **Scrutineering and Sign On** will take place at the time and locations as specified in the meeting timetable. Dependent on MSUK Guidance this may be conducted Pre-Event by Pre-Event Declaration.
13. **Numbers:** All vehicles must display numbers and roundels in accordance with MSUK regulations J4 (see also drawing 4 in the MSUK Yearbook).
14. **Decals.** Competitors are reminded that HSCC decals (one each side of the car) and, if supplied, race sponsor's decals must be prominently displayed on competing vehicles. Competitors may not display any decal other than those proven to be used in period without the express permission of the HSCC and must remove any decal promoting any other Club or organisation on request. Failure to display or remove decals may result in exclusion.
15. **Pits:** Cars entering the pits during practice or racing must use the pit entry road. Failure to observe Officials instructions or speeding may lead to exclusion from the meeting.
16. **Practice:** There will be a minimum of one practice session for each category of race. Drivers who have not previously raced in its current layout within the last 12 Months must complete at least 3 laps to qualify for a place on the grid MSUK Regulation Q12.4. Drivers who are allowed to qualify out of session will start from the back of the grid. The fastest time set by each car will determine grid position (MSUK rule Q12.9.3 will apply. The maximum number of starters for each race are as shown in the MSUK Year Book for the circuit configuration used. For qualifying the maximum number of cars on the circuit may increase up to a maximum





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of 20%, subject to the conditions of the track licence, to allow notified reserves to qualify. Reserves: Subject to qualification, reserves will be admitted to the races if spaces are available in the order published in the entry list.

17. **Starting Grids:** Competitors are reminded of the provisions of Q 12.9.12 (iii) It is strongly recommended that competitors visit the grid, prior to their race, to acquaint themselves with the markings and other features of the grid. If a competitor is deemed to have made a false start (Q12.13) the Clerk of the Course may impose either a time penalty of a range between 5 or 10 seconds or a drive through penalty.
18. **Race Starting Procedure.** All HSCC races will be either standing start or rolling start. The type of start for each meeting will be declared in the Final Instructions. The Senior Clerk of the Course may in his absolute discretion change the start procedure if required. The HSCC quick start procedure will be used. Drivers in all races should proceed to the assembly area designated in the Final Instructions (for selected races this maybe the pit lane) 15 minutes before the scheduled start of their race or when called. Pre-gridding and the 1 minute and 30 second countdown will take place in the assembly area.
19. **Standing start** drivers will be released on to the circuit, do one complete lap and then proceed to the starting grid, this will constitute the 'green flag' lap. Upon arrival at the starting grid, drivers should take up their grid positions as quickly as possible and, as soon as the last car is

in position, only the 5 second board will be displayed before the red lights are shown, followed between 3 and 5 seconds later by the red lights being extinguished denoting the start of the race

20. **Rolling Start procedure** Cars will be pre-gridded behind the pace car in either a 2 x 2 or 1 x 1 grid formation. When instructed by the Clerk of the Course the 'Pace Car' with yellow roof lights illuminated will move off and complete one green flag lap (n.b. should the weather have changed since qualifying or for other reasons of safety the Clerk of the Course may increase this). The 'Pace Car' will dictate the speed of the green flag laps.

Competing cars should follow at a safe distance from the 'Pace Car' maintaining their grid positions. The lead cars must have the 'Pace Car' in full sight for the duration of the green flag laps, should the need arise to delay or abort the start.

The 'Pace Car' will indicate an impending Race Start by extinguishing its yellow roof lights and entering the pit lane. Competing cars must then **hold their position and speed as set by the Pace Car**, as the front row of the grid approaches the start line the red lights on the starting gantry will be extinguished denoting the start of the race.

There will be no acceleration or increase in speed before the Red Light is extinguished. There shall be No overtaking or changing of direction prior to crossing the start line. (n.b. should a competitor suffer a mechanical problem they should





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indicate this to other competitors by raising their arm and safely pulling off the circuit into the pit lane or adjacent to a Marshal post).

It is strictly forbidden for cars to deliberately back up or hold other competitors during the green flag laps in attempt to gain a competitive advantage. It is also strictly forbidden to excessively brake, weave and accelerate in an attempt to warm tyres.

Any car which in the opinion of the Clerks of the Course fails to maintain its position and speed set by the 'Pace Car' prior to crossing the start line or is guilty of any of the preceding instructions will be penalised and in addition to any offences outlined in the 'MSUK Yearbook any infringements of this race start procedure may result in a time penalty of up to 60 seconds or disqualification from the race.

21. Should the red lights remain on, the start is aborted and cars should complete the lap and return to the starting grid. PRACTICE STARTS/WEAVING: Drivers who are judged to have performed practice starts or excessive weaving during the warm up/ green flag laps will be reported to the Clerks of the Course. Should any race be 'red flagged', it may be restarted, at the discretion of the Clerk of the Course and if time permits, for the remaining scheduled distance. The grid for the restarted race will be the order in which the cars passed the finish line at the end of the lap preceding the lap on which the red flag was shown and the result of the race will be the order

in which the cars cross the finish line when the chequered flag is shown at the conclusion of the restarted race. In the interval between stopping and restarting the race cars may return to the pits for repairs. Subject to approval from a scrutineer they may rejoin the race start from the Pit Lane. Equally if approved by the Scrutineer non-running cars at the time of the Red Flag can rejoin the race from the Pit Lane in order behind those previously mentioned. For clarity see section Q12.15 - Q12.16. If there is any variation to the start procedure this will be announced at a drivers briefing. On some occasions pre gridding for some groups may take place in the pit lane, if this is the case it will be notified in the final instructions.

22. **Pit garage allocation.** Will be notified in the meeting Final Instructions.
23. **Pit Wall & Grid Safety.** Only two personnel per competing car are allowed onto the pit wall. All personnel must follow Officials instructions without argument. The pit wall must be clear of all personnel for all race starts. No personnel are allowed on grid without prior permission.
24. **Paddock Parking.** A plan showing the allocation of Paddock space will accompany the event Final Instructions.
25. **Judges.** Judges of fact, may be appointed to adjudicate on noise, false/ jump starts, finishing order, crossing a penalty line and overtaking under a yellow flag. A Driving Standards Observer will be appointed and notified with the event Final Instructions.





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26. **Awards:** There will be a trophy for each overall race winner plus second and third overall. Subject to a minimum of three starters in there will be a trophy for each class winner. Race winners' trophies will be presented on the podium or in accordance with the Championship/Series Chairs wishes. Class trophies will be presented as detailed in Event Final Instruction. All those not collected at the meeting will be forfeited.
27. **Silencing.** All cars must be fitted with a silencer and comply with their championship and MSUK Regulations J5.17.2 J5.17.8 notwithstanding, unless stated otherwise within the event Final Instructions.
28. **Nominated drivers:** Driver nominations may be deferred but under no circumstances may a driver compete without signing the appropriate indemnity declaration. MSUK regulation D 13.1.
29. **The Organisers or MSUK Steward** in their absolute discretion have the right to postpone, abandon or cancel the meeting or any part of the meeting. In the event of postponement, abandonment or cancellation, the Organisers, promoters and the HSCC will not be liable for any loss or expense incurred by entrants or drivers.
30. **Race results:** will be based on finishing order determined by the Chief Timekeeper and/or judges of fact. Competitors are reminded of MSUK Regulation Q12.8.1 'At all times throughout the event competing vehicles shall be fitted with a working Timing identification module (i.e.Transponder)'.

31. **Results:** Provisional results will be circulated via e-mail or SMS text to competitors as soon as practical after each practice or race. Protests must be made in accordance with MSUK regulations C5.1 - 5.7.
32. These regulations should be read in conjunction with the race meeting entry form. Final instructions will be issued approximately two weeks before a race meeting with race meeting and circuit specific instructions and information.

