



Historic Sports Car Club Ltd

Silverstone Circuit, Silverstone, Northants. NN12 8TN.
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The Geoff Lees Trophy Race Series for Single Seater Cars up to 2000cc Regulations 2022

Eligible Cars:

The Geoff Lees Trophy Race series is open to F2, F Atlantic, Formula 3, Formula Ford 2000 and Formula Super Vee (Water Cooled) cars built and raced between 1/1/79 and 31/12/89. Cars must be in original specification with only the addition of current safety requirements. Cars should have current FIA papers or an HSCC Vehicle Detail Forms as proof of conformity.

Class Structure

Class A - Trophy for Formula 2 cars which as a model competed 01/01/1979 - 31/12/1984.

Class B - Trophy for Formula Atlantic cars which as a model competed between 01/01/1979 - 31/12/1989

Class C - Trophy for Formula 3 Cars which as a model competed between 01/01/1985 - 31/12/89

Class D - Trophy for Formula Ford 2000 which as a model competed between 01/01/1983 - 31/12/1989

Class E - Trophy for Formula Super Vee 01/01/1979 - 31/12/1989

Class F - Trophy for Vauxhall (Opel) 01/01/1988 - 31/12/1989
later build accepted but must retain MK1 Bodywork and specification.

Class I - Invitation Class. For Period Single Seater cars, of engine capacity up to 2 litre, built between 01/01/79 - 31/12/89 not included in the above classes or not complying fully with the period specification for the above classes. Earlier period single seater cars up to 2 litre, that maybe accepted at the organisers discretion.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The Geoff Lees Trophy Race Series is organised and administered by The Historic Sports Car Club Ltd [HSCC Ltd] 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 Trophy regulations.

Motorsport UK Series Permit No. (TBA)

Race Status: National /

Interclub

1.2 Officials:

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

1.2.2 Eligibility Scrutineer: Matthew Lambkin Smith

1.3 Competitor Eligibility:

1.3.1 Drivers and Entrant/Drivers must:

(a) be fully paid-up valid membership card-holding members of the HSCC and, be in possession of a valid 2022 **Motorsport UK** Competition (Racing) Licence of *minimum* National (for Formula 2) or Interclub Licence *as a minimum* for all other categories

(b) 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).

1.4 Registration:

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

1.4.2 The registration fee is £210 to include membership of the HSCC.

DRAFT REGULATIONS

1.4.3 Registrations will be accepted from 1st January 2022.

1.4.4 Registration numbers will be the permanent competition numbers for the Series.

1.5 Series Events:

The Geoff Lees Trophy Series will be held at the following race meetings.

Date	Circuit	Status	Org. Club
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1.6.1 All awards are to be provided by the race organisers.

1.6.2 Per race: A trophy to the overall winner and trophies to first and second in each class subject to five starters in class. Trophies to first in each class will be awarded subject to three starters in each class.

Presentations: Winners' trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony.

2. SERIES 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. Often parts have to be manufactured and 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 Series 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 (Motorsport UK Regulation Q12.15)

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.

2.5.2 The start will be via a 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. There is no overtaking or changing direction of any cars 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 pitlane and may start the race after the last car has passed the startline or pitlane 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.

6. **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' signalling 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.

7. **Pits, Paddock & Pitlane 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 **Pitlane:** 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.

1. **Refueling:** May only be carried out in accordance with the Motorsport UK Q12.25.1 - Q12.25.4 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit / Meeting.

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 circuits or in the pitlane.

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 its 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 General 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 SERIES REGULATIONS

Nil

4. SPECIFIC SERIES 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.).
- 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 Series 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 has been obtained (whether inadvertently or not), may impose a Time Penalty in accordance with Motorsport UK Regulation C2.3 (Judicial)

5. TECHNICAL REGULATIONS:

Organising Club:

The Historic Sports Car Club Ltd, Silverstone Circuit, Silverstone, Nr. Towcester, Northants, NN12 8TN.

- 5.1 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 Eligible Cars:

As described in series introductory paragraph.

5.3 SAFETY REQUIREMENTS:

All **Motorsport UK** Section K safety criteria regulations apply as relevant. Items K4, K6 & 7 and K12 are not mandatory.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 All vehicles must comply with their HSCC Identity Documents and with National or International Formula regulations of period (proof of period specifications will be required). Competitors are encouraged to race their cars in as close to period specification as reasonably possible.
Only models with a National or International Competition history in period are eligible.
Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section J and K
- 5.4.2 Competitors are requested to contact the registrar or any member of the Series Technical Committee if they have any questions regarding the acceptable specification of their car.
- 5.4.3 In any issues relating to the acceptability of cars presented for a race, the Series Eligibility Scrutineer will be the Arbiter. Any such decisions shall be final.
- 5.5 **CHASSIS:** As the cars HSCC or FIA Identity document, or as per FIA regulations of the period. Any variation is at the discretion of the Series Technical Committee.
- 5.6 **BODYWORK:** As the car's HSCC or FIA Identity document.
 - 5.6.1 Bodywork must be as originally fitted in period.
Bodywork **MUST** be of a type with proven competition history for that type of car. Competitors are strongly encouraged to retain a period livery/colour scheme.
 - 5.6.2 Wings **MUST** be of a proven period design and **MUST** respect period dimensions for the chassis type in question. Any aerodynamic aids used on cars raced in the Series must be to dimensions and method / position(s) of fixing must be as the car type raced in period. Any deviation from such (standard arrangements for the car type) must be supported by (period) photographic evidence accompanied by submissions from manufacturer or team personnel from the period in which the car raced.
 - 5.6.3 No part of the car maybe lower than the main monocoque floor.

5.7 ENGINE: As the car's HSCC or FIA Identity Document.

For Formula 2 Cars

5.7.1 Engines fitted should be of the same type, make and swept volume as that originally fitted. However,

Cosworth BDG or FVC engines are permissible substitutes for certain engines (e.g. BMW and Hart F2 engines), by individual application to the HSCC Office.

5.7.2 Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.

5.7.10 The organisers may permit, by individual application, the substitution of various original engines by another more readily available type, however, competitors should note that the acceptance of a particular engine/chassis combination for this particular Series does not guarantee acceptance for international events.

5.7.11 An increase of engine capacity up to 1% over the original maximum limit to the relevant class/formula will be permitted, subject to an individual application, and approval from the HSCC Office

For Formula Atlantic Cars

Either Ford BDA or BDD engines will be accepted.

For Formula 3 Cars

2000cc: The only engines permitted are units having a maximum capacity of 2000cc and of a type used in period and in a chassis permitted to be used.

All cars will have an induction system which must be of original specification and can be either mechanical or electronic injection. All air feeding the engine must pass through a throttling flange of 3mm minimum length, and having a parallel hole of 24mm diameter maximum. The airbox must be of the original pattern as used in the period and be constructed of material as used in period. A jig will be used to fit over the existing airbox. It is prescribed that the entire inlet system, including manifolds, injectors or carburettors, airbox and restrictor must fit into a box of 1m long by 110mm wide by 150mm high. The total airbox system must be capable of sustaining a vacuum of 5" Hg (mercury) when using a pump drawing a maximum of .9cfm of free air.

Formula Ford 2000

The only permitted engine is the Ford NE series 2 Litre SOHC with 2 Venturi carburettors with nominal bore 90.84mm + 0.5mm rebore allowance and stroke 76.95mm Production tolerances are permitted providing the total swept volume does not exceed 2025cc. Engines will be mounted upright and aligned fore and aft in the chassis.

Formula Super Vee

The permitted engine must have a maximum displacement of 1600cc made from standard VW components of series production in the VW Golf, Scirocco or Passat.

5.8 SUSPENSION: As the car's HSCC or FIA Identity document.

5.8.1 Ground Clearance:

The minimum ride height for all cars applies at all times through a Competition and testing for compliance may take place at any time during a Competition, including when the Competitor is seated, stationary in the

car, with fuel and fluids. All cars must pass a simple ground clearance test to show a minimum ride height of 40mm at all times during a Competition. No entirely sprung part of the car may be less than 40mm from the ground with the car stationary, in its normal racing trim, and with the Competitor on-board.

Apart from the complete front and rear wheels, no part of the car shall systematically or continuously touch the ground when the car is in motion. Any device bridging the space between the bodywork and the

ground is prohibited. Any device fitted to the car to lower its ground clearance whilst in motion, and/or any component which has that same effect is forbidden.

5.8.2 Suspension mountings and pick-up points shall be in original positions as when the car was manufactured or the car type's competition period.

5.8.3 Suspension should be as originally fitted to the car or of a type for which there is proven competition use in period. Remote reservoir dampers to period specification are permitted. Variable rate springs may only be used where there is proven competition use on that type of chassis in period.

- 5.9 TRANSMISSION:** As the car's HSCC or FIA Identity document, and to period regulations.
- 5.10 ELECTRICS:** As the car's HSCC or FIA Identity document, and to period regulations.
- 5.10.1 Original production specification with only assisted electronic aids allowed to a retained original distributor. Electronic ignition is acceptable, ignition systems must be of the period or to a manufacturer's replacement specification.
- 5.10.2 A red warning light must be fitted (K5.)
- 5.11 BRAKES:** As the car's HSCC or FIA Identity document.
- 5.11.1 Hydraulic pipes may be replaced with Aeroquip or similar.
- 5.11.2 Friction material shall be free provided on steel rotors.
- 5.12 WHEELS/STEERING:** As the car's HSCC or FIA identity document, and to comply with period regulations. Wheel manufacture is free provided that wheel dimensions are as per original fitment for car type / model.
- 5.13 TYRES:** The preferred suppliers will be either Avon or Dunlop dependent on availability. Either Radial or CrossPly dependent on availability and period specification. Other Race Tyre manufacturers will be accepted if a reliable supply is not available. Tyre dimensions should not exceed the period specification.
- 5.14 WEIGHTS:** As the car's identity document, and to comply with period regulations.
- FUEL TANK/FUEL:**
- (a) **Tank:** As per the FIA Regulations to comply with period regulations.
- (b) **Fuel:** - As FIA Regulation Appendix J Art 252. Art 9
- 5.15 SILENCING:** Maximum permitted noise levels are not defined in these series regulations. However, some circuits/venue owners/meeting organisers may impose restrictions in the Supplementary Regulations. The HSCC will give as much advanced warning as possible of the need for cars to comply with any noise restriction.
- 5.17 NUMBERS AND DECALS:**
- 5.17.1 **Positions**
- As per Motorsport UK Yearbook Section J4 and drawing 4. Individual sponsor's 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 Series has a sponsor - sponsors decals when provided must be displayed (one each side of car) failure to comply may result in grid or race penalties being 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 Series 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

Please address all correspondence through the HSCC office

Chairman

TBC

Co-ordinator

Andy Dee-Crowne