



F2 BRIEFING



THE HSCC HISTORIC FORMULA 2 INTERNATIONAL SERIES

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Gentlemen,

Following the success of national vaccination campaigns in UK and Europe we have the exciting prospect of returning to racing again on the Continent.

All travel restrictions for triple vaccinated people into UK and into Europe have been lifted so the way is now open again for HSCC Historic Formula 2 drivers and teams to participate in our International Series.

While UK Historic Formula 2 drivers have been able to race in the last two seasons, that opportunity has largely been denied to our continental friends with the exception of our visit to Motors Cup at Dijon last year. That meeting attracted a modest entry but it was especially significant for two reasons. It introduced two new drivers to the Series. Martin Friedl (A) Brabham BT40B and Michel Arbeit (F) March 77B and seven UK drivers entered, all with UK Carnet.

Possibly as equally significant, certainly for Maureen and I, was returning to Europe, rediscovering the sheer pleasure of freedom to travel in Europe and returning to the historic Circuit Dijon-Prenois. There can be few better circuits to rekindle the passion for racing in Europe.

That visit was a one off trip to Europe for Formula 2 in 2021. Now in 2022 we have the opportunity to visit and to race at four top Class mainland European circuits all with Formula 2 history and three of which are current Formula One tracks.

The ATA Carnet is required for travel to the EU and likely to remain so for the foreseeable future. Comments on the Carnet topic made to me at Dijon might be summed up by quoting one driver who said, "Roger, its two hours paperwork, no big deal".

It is more involved for professional teams transporting multiple race cars and team equipment but I understand those Carnets can be issued within hours of the submission of the application. I hope you will not let Carnet dissuade you from travelling to Europe this year or indeed EU based friends travelling to the UK. For those based in the UK there is plenty of experience based advice available. Please contact me for more information or call David Harris at Birmingham Chamber of Commerce on 01 212 743 218. David is ready to help.

After two seasons away from Europe, your support of Historic Formula 2 is needed in 2022 more than ever. Indeed it is vital if our Series is to survive to run in 2023. Your support is vital if the value of your car is to be maintained, if the time and investment you have made are not to be wasted.

Low grid numbers will cause financial difficulties for your club and cause damage to HSCC Historic Formula 2's image abroad. You, the competitor, have made our Series a headline event in Europe and UK. Superbly presented period cars, close, competitive but safe racing has won the plaudits of Press and

spectators. In 2019 your Series won the RAC 'Race Series of the Year'.

Surely it cannot be allowed to wither and die?

The 2022 Calendar

The planning of a race calendar for this year has been more difficult than ever before. I know the importance of having a variation of circuits and of the need to consider new event and circuits. That is reflected in the 2022 calendar but old favourites are missing, not by design but for what might be described as 'chaos in the market'.

Frankly, there is just too much historic racing now. The racing year is now full to the extent that favourite regular events and circuit dates overlap leaving reduced or even no alternatives. The GP L'Age d'Or at Dijon is two weeks after the Spa Classic and ten days before the HGPdF at Ricard and so on.

There are races available at circuits a considerable distance from the UK. Few drivers are able or willing to travel to Portugal or to southern Spain or to Italy. Autodromo di Monza no longer holds events like Coppa Inter-Europa. There are historic meetings at Imola and Mugello. Would you commit to these events?

Our UK events have proved similarly difficult. I am frequently accused of not listening to drivers. I listened last year and as a result I told the Club that HF2 did not want to go to the Silverstone Classic. Now, unsurprisingly, I am asked, 'Why are we not going to the Classic?' That decision may well prove to be a mistake on my part. The Classic has been moved to the August Bank Holiday date. Our remaining option was the now revamped Gold Cup Meeting at Oulton 'curated' by MSV with race administration by HSCC, a sort of 'Historic Festival of the North'.

The Brands Hatch GP circuit remains high on the list of many drivers' favourite circuits. It's

a proper period circuit, ideal for a fast and nimble Formula 2 and Formula Atlantic cars. The HSCC Legends of Brands Hatch Super Prix will stage an interesting mix of Club and invited Series historic cars.

At times it seems that organising a racing calendar is a never-ending series of curved balls thrown to confuse and frustrate.

Two years ago the promoter of the Oldtimer GP invited HF2 to his event. Fortuitously the Oldtimer was the only suitable overseas event available in August this year. That's a good idea I thought and arrangements were put in hand. Then I learned there is a major social event planned for the same weekend in the UK that will inevitably impact the UK entry for the 'Ring.

Not being invited to Zandvoort was a body blow. We have supported the Netherlands HGP for all but one of the meetings since it began. Formula 2 was the favourite for many at the event. We had an understanding HF2 would be welcomed again in 2022. Then, only one month later, a brief note to say HF2 would not be invited. That's the way it is. We can only 'keep on keeping on' as I like to say.

Looking on the positive side our 2022 race calendar is a mix of new and familiar circuits and events. New for Historic Formula 2 this season is Circuit Paul Ricard now hosting HVM's promotion of the Historique Grand Prix du France. In previous years this has been a biennial event staged at the Magny-Cours circuit. Now to be an annual event and re-located in the South of France region there is every prospect of a warm and sunny weekend. You can expect excellent organisation and hospitality from Laurent Vallery-Masson's HVM team. This event will be one not to be missed.

Similarly the Oldtimer GP at Nurburgring will be the first visit of HF2 to this, the largest historic race meeting in Germany. Located deep in the lovely Eifel Mountains region

famous for its scenery, the current GP circuit is overlooked by the ruins of the Nurburg Castle, guardian of the awe-inspiring Nordschleife circuit. Plenty here to stir the memories that are for many of us the motivation for our love of historic motorsport.

Our '22 European race travel begins by a visit to Hockenheimring for the Historic Jim Clark meeting and concludes at Dijon for the HVM Motors Cup.

The Hockenheimring of course has a very special association for Formula 2. Jim Clark, beloved of racing fans around the world, lost his life in April 1968 in a crash in his F2 Lotus 48. We may no longer race on the exactly the same circuit but the memories remain.

For this season opening round we have our usual Qualifying and two Races programme with an additional twenty five minutes untimed practice. HF2 will be in 'pit-boxes'. The timetable, die Zeitplan, is attached.

The 2022 season finale at the Dijon-Prenois GP circuit needs little introduction. HF2 has regularly visited this largely unaltered period circuit that is a favourite with many. A great circuit, in a lovely location, a well organised meeting. All in all an excellent event to wind up our European season.

For drivers seeking an extra challenge in their 2022 season HVM are staging The Legends of Grand Prix Pau event, an Invitation race on the historic Pau street circuit. The races will be run to HSCC Aurora regulations. Already there is an eclectic mix of F1-F5000-F2 cars. It should be spectacular. If you want to go do get your entry in soon. Entries are filling fast, as the grid is limited to twenty seven cars.

* Hockenheim Update

Tyres. In the event BMTR do not attend Hockenheimring Historic F2 tyres will be available from the Avon factory support team which will be present. Please be sure to place

your order for tyres with BMTR in good time so arrangements may be made for transport to Hockenheimring. Please contact BMTR for confirmation and delivery arrangement details.

Fuel. The fuel station inside the circuit has 'Super Plus' 98 oct. Outside of the circuit and close by the Aral station has 100 oct.

Rules and Regulations

I have attached the draft 2022 HSCC Historic Formula 2 Regulations. The Regulations presently have draft status as they are awaiting approval from the FIA World Council in accordance with the International Series status of HF2.

The amendments to the Regulations for 2022 are few but I would ask you to familiarize yourself with them. If you have any questions please don't hesitate to contact me or, if appropriate, our Series Scrutineer Nigel Edwards.

Amendments

Sporting Regulations:

- 1. Officials 2.1 Andy Dee-Crowne is now an International Race Director. It should prove beneficial to HF2 to have its own Race Director at our meetings.*
- 2. The HTP 6.2. If your HTP application has been submitted but not yet approved, your temporary acceptance will be for a maximum of one year only. If you are having difficulties progressing your HTP application please consult our Series Scrutineer Nigel Edwards.*

Technical Regulations:

- 1. Engine 20.4.1 Engine Compliance by internal Dimension Checking.*
- 2. Engine 20.4.2 Formula Atlantic and Formula B specific Engine Dimension Compliance Checking.*

3. *Data Logging 20.15 Changes in accordance with new FIA requirements.*

4. *Tyres 20.10.3 All Classes. The existing and long standing tyre use Regulations now have provision for tyre coding and registration. It is has been agreed with our tyre supplier BMTR, that we will work together to understand the problems some competitors are having complying with the one set per two meetings use rule.*

It is freely acknowledged that a small number of drivers experience problems. Limiting tyre use is a very important part of the ethos of HF2. Unlimited use of tyres can seriously impact the competitiveness of racing and have a damaging effect on the Series.

Of course there is no wish to exclude anyone so we are determined to work with drivers to find solutions. Cost reduction wherever possible and the maintenance of a 'level playing field' are the prime objectives of this regulation amendment. Initially the data gained by tyre registration will be used to understand the problems.

Fire Extinguishers in 2022 By Nigel Edwards

I have recently been asked numerous questions about "the new rules / sizes for Fire Extinguishers this year". Please note that for HF2 cars with "plumbed-in" systems, there are no new rules or sizes – as the current regulations have been in the MSUK Yearbook for the last two years in Section K Appendix 3 (and you all read your MSUK Yearbook, don't you...?). Nevertheless, for the avoidance of concern, please read below the verbatim guidance sent to scrutineers by MSUK in February's Scrutineers' Bulletin (always a thrilling read J).

"Fire Extinguishers"

The updated fire extinguisher regulations are found in sections (K)3.1-3.3.3 of the 2022 Motorsport UK Yearbook. Having previously

been published, since 2018, as Appendix 3 to Section (K) as advance notice and applying to new build vehicles, they do now fully apply.

In simple terms it means that where a plumbed-in extinguisher is required by the discipline specific regulation then this must now be an FIA homologated system (to either of the two FIA homologation standards: Fire Extinguisher Systems in Competition Cars (1999) and FIA Standard 8865-2015). And for disciplines where a handheld extinguisher is required [e.g. Period E Formula Juniors] the minimum capacity has increased to 2.4 litres for AFFF, although gas and powder extinguishers are also acceptable with a 2kg minimum capacity.

Details of the plumbed-in fire extinguisher systems homologated by the FIA can be found on the relevant FIA Technical Lists. Fire Extinguisher Systems in Competition Cars (1999) systems are found in Technical List No.16 and FIA Standard 8865-2015 systems are found in Technical List No.52. These Technical Lists can also be found on the FIA Website

www.fia.com/regulation/category/761

Technical List 16

https://www.fia.com/sites/default/files/l16_approved_extinguisher_system_22.pdf

Technical List 52

https://www.fia.com/sites/default/files/l52_approved_plumbed-in_extinguisher_system_8865_33.pdf

A common question that we receive is, what is the minimum capacity? For FIA-homologated plumbed-in systems, the extinguisher capacity will be defined by the individual system's FIA homologation, so there is no minimum capacity as such. However, competitors should note that only certain Fire Extinguisher Systems in Competition Cars (1999) systems are homologated for use in Stage Rallying; these systems are indicated on FIA Technical List No.16 with a tick in the column headed

'Rally'. And these will be a minimum of 3kg for gas systems. All FIA Standard 8865-2015 homologated systems are eligible for Stage Rallying.

Another common question is regarding the number of nozzles and their location. Again, there is no mandatory requirement as such, the number of nozzles and their exact location will be defined by the individual system's FIA homologation. However, Technical List 16 extinguisher systems approved for Stage Rallying will always have nozzles in both passenger compartment and engine bay, as will all Technical List 52 extinguisher systems.

One additional thing to be aware of when looking at the FIA Technical Lists is the homologation end date detailed in the last column. It is important to understand that this date represents only the final date on which the extinguisher systems may be manufactured (as noted in the annotation at the bottom of each page of the list). It does not mean that a fire extinguisher system of this homologation number can no longer be used after this date. FIA homologated fire extinguisher systems can continue to be used beyond the 'homologation

end date' for as long as the competitor maintains the manufacturer's service schedule.

To summarise the above, as long as your extinguisher:

- is in date (i.e. not more than two years from manufacture or last service)*
 - is on Technical List 16 or 52, and*
 - is fitted in strict accordance with the manufacturer's instructions (if you've lost them, the Technical Lists have "links" to them)*
- it is OK for racing in the UK and abroad*

Finally, please also check that your harnesses and helmets are still in date and in top condition. Despite some conversations and hear-say, I have not found anything in writing from MSUK or the FIA extending the life in 2022 of belts for COVID reasons. Note - This is separate from MSUK's 5-year life extension of the very latest FIA 8853-2016 standard belts for National status events (see Yearbook p172 K2.1.7) and this MSUK extension is not granted by the FIA for its events, UK or abroad.

Social

On behalf of HSCC and Historic Formula 2 I would like to offer our best wishes for a speedy recovery to our Aussie friend Peter Brennan. 'Get well soon Pete. We look forward seeing you back on track in Aus. and back in Europe with Liz'.

Maureen (Mo) and I will be at Hockenheim as usual. We hope to be able to provide at least some basic 'life support comestibles' that is tea, coffee, a cake or two, biscuits etc. to sustain you through the day. I say 'hope to be able to' because of EU entry regulations we may need a little bit of luck to bring our usual fare, if you know what I mean.

We hope you will be able to join us at Hockenheimring. We have missed you all. Two years absence is a long time. It is time we got re-acquainted, on and off track.

If this edition of F2 Briefing seems a little sombre it is probably a reflection of my concerns for our 2022 season. Historic Formula 2 needs you!

Let's Go Racing!

*Kind Regards
Roger*

The Gallery

A selection of the excellent photographs taken by Carlo Senten at Dijon last year. Carlo has attended most of our races in UK and Europe in recent years and will be at all the HF2 rounds in 2022

For your HF2 seasons photos please contact Carlo at carlo@senten-images.nl



Michel Arbeit Dijon 2021



The Chase is On Dijon 2021



Martin Friedl Dijon 2021



2nd Race Assembly Area Dijon 2021