



HISTORIC SPORTS CAR CLUB

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HSCC Oulton Park Gold Cup Oulton Park International Circuit Friday 25th July – Sunday 27th July

Final Instructions V3

Issue Date:21.07.25

These Final Instructions carry the same force as the ASR's for this Meeting. Thank you very much for your entry.

This Meeting will be held on the Oulton Park International circuit, length 2.69 Miles (4.33km) and has been inscribed with the FIA as an NEAFP.

MSUK Permit No. 202288 Interclub

MSUK Steward: Rod Parkin

Club Stewards: Fergus Whatling, Henry Woodgate

Race Director: Andy Dee-Crowne

Clerks of the Course: Julian Floyd (Snr) Nick Fielding, Ken Tyrer, Annie Goodyear, Bob Lentell, Andy Dee-Crowne, Glynn Lee (HRDC Races)

Assistant Clerk of the Course: Julie Fielding,

Secretary of the Meeting: , Donna Peters, Fiona Dee Crowne

Assistant Secretary of the Meeting: Myra Whatling,

Chief Medical Officer: TBC

Chief Scrutineer: Sue Bateman

Chief Timekeeper: Nick Palmer

Startline Judges: Graham Battersby, Peter Farley, Chris Towler

REMINDER PRE-EVENT:

Electronic declaration. Unless otherwise provided by your Race Grid organiser this must be returned prior to the event by using the link supplied in the e-mail sent to you. No documentation, no racing.

Transponders: If you need to hire a transponder you will need to order and pay for the hire in advance from Timing Solutions Ltd (TSL). www.tsl-timing.com, Phone: +44 (0)1827 285666. They will be available for collection on the day in race admin.

Admission to the Circuit: will be via Main Entrance from noon on Thursday 25th July . All admissions will close at 11.00pm. Friday, Saturday and Sunday entry into the Paddock will be from 7.00 a.m. each morning. All paddocks must be vacated by 9.00pm Sunday evening

Tickets and Paddock Access: You will be sent via e-mail four e-tickets for single driver cars 6 for a double driven car, which will admit you and your vehicle to the circuit. Tickets are required for all individuals aged 12 or over. Please note Paddock space is at a premium for the Gold Cup. Please ensure all private cars and trailers are place in the areas designated on the Paddock plan

Garage Allocation: Will be circulated, those who don't have a garage space please park in areas designated.

Signing-on and Documentation: You must still complete and return your signing on Declaration.

Non UK Competitors: Competitors who plan to race with a competition license not issued by Motorsport UK must provide the following: details of their license which shows that they may compete abroad or a letter from their FIA-approved ASN. This letter should confirm the status of their license and grant permission to race in the UK at a National Event with NCAFP approval, in accordance with NCR 6.3.1.6 Article 2.3.7.b.

Scrutineering: The HSCC has a policy for 100% scrutineering it is the competitors responsibility to make sure this is done and that they have a scrutineering ticket before qualifying. We do have a limited team of scrutineers at this event. Competitors in the Garages will be scrutineered in situ at the time shown below. Please take your vehicle to the scrutineering bay to be scrutineered at the times shown below. Please queue in an orderly fashion if attending the Scrutineering Bay. **There will be pre-event checks available from 3.00pm – 6.00pm on Thursday 24th July.** For all HSCC Races FIA papers or HSCC VIF's are required for all cars. For all other races any paperwork will be as per series or Championship Regulations. Scrutineering times for grids will be as per below: **Please note if you are taking part in any of the untimed Practice Sessions you must have your car Scrutineered before going on Track and collect your Session Wristband from Race Admin.**

Friday 25th July

07:30 – Practice 1 Open Wheel
08.00 – Practice 2 Closed Wheel
08.30 – Practice 3 Open Wheel
09.00 – Practice 4 Closed Wheel
09.30 – Practice 5 Open Wheel
10.00 – Practice 6 Closed Wheel
10.30 – Historic Formula 3
11.00 – Derek Bell Trophy
11.30 – Guards Trophy
12.00 – 70s & Historic Roadsports
14.00 – Ferrari Classic
14.30 – Historic Formula Junior

Saturday 26th July:

07.00 – HRDC Jack Sears Trophy
07.30 – Historic Grand Prix Cars Association
08.00 – HRDC Dunlop Allstars with Classic Alfa Challenge
12.00 – VSCC 1 & 2
13.00 – HRDC Gerry Marshal Trophy
13.30 – CSCC JMC Racing Special Saloons & Modsports

Drivers Briefings:

Mandatory briefings will be held for those who have not previously competed on the Oulton Park International Circuit. If you fall into this category, please report to the Clerk of the Course for your briefing.

Please note that any driver who does not attend the briefing may be subject to a fine.

Friday 25th July

13.00: Historic Formula Junior (Media Room)
13.45: 70s & Historic Roadsports (Media Room)
14.45: Superformance Ferrari (Superformance Race Centre)

Saturday 26th July:

10.00:HGPCA

10.30:Jack Sears Trophy & Dunlop Allstars racing with Classic Alfa Challenge

14.00 VSCC Egerton Cup 1 & 2

15.00:CSCC Special Saloons and Modsports

15.30:Gerry Marshall Trophy

Engines & Silencing. All competitors where applicable should ensure that their car complies with NCR 7.8.2 which will be either 105 dba GT & Touring Cars or 108dba for all other classes. **At this meeting** Historic Grand Prix Cars Association, Historic Formula Junior, Historic Formula 3, Derek Bell Trophy Classes F50A, F50B, F2A, F2B,FAA, FAB and Guards Trophy SRD and Griffith Haig Trophy, and all HRDC race cars will be able to run without noise restriction.

Important: Please note that there can be no racing engines run before 08.15 on Friday and Saturday or 12.00 noon on Sunday or after 17.00 on Friday or 18.30 Saturday and Sunday.

Paddock Allocation: The Paddock Plan is available on the HSCC App & Website so please park in your allocated area and give consideration to your fellow competitors by not using unnecessary space.

Roadways within the Paddock area must be kept clear of all vehicles at all times.

Pit Wall & Grid Safety: Entrants must limit team members on the Pit Wall to a maximum of two personnel per competing car. All team members are required to follow officials instructions without dispute. The Pit Wall must be clear of all personnel during all race starts, and no personnel are allowed on the grid.

Practice Sessions and Races: All drivers with the exception of **Derek Bell Trophy** which will assemble for Qualifying and Race sessions in the Pit Lane should go to the Assembly Area 15 minutes before their published session time or when called by marshals or paddock announcement, and then proceed onto the circuit as directed. **Historic Formula Ford and Historic Formula Ford 2000 will be assembled in their pre-allocated seeding positions prior to release.** N.B. Sessions may begin before the published time so please be ready and listen for paddock announcements. After the chequered flag, drivers should slow down and return to the Paddock as directed by the marshals.

Qualification: For NCR Ch.12 App.6 Art 3.1, all drivers participating in a race must complete a minimum of three laps during the official practice sessions to qualify. The fastest lap time set by each car will determine its grid position.

Drivers are required to practice in the designated session for every race they enter. If drivers wish to practice outside of these sessions, they must inform the Clerk of the Course. If permission is granted, they will start the relevant race from the back of the grid.

Reserves: Subject to qualification, reserves will be admitted to the races in the order published in the entry list if spaces are available.

Grid Formation: Will be as per the series regulations or as directed by the Clerk of the Course.

Race Start Procedure: All Races unless notified will be a standing start. With the exception of the **Derek Bell Trophy, HGPCA, Guards Trophy. CSCC Special Saloons and Modsports** who will have a rolling start.

All drivers must proceed to the assembly area 15 minutes before the scheduled start time of their race or when called by marshals or paddock announcement. Pre-gridding and the 1 minute and 30 second countdown will take place in the Assembly Area following which drivers will be released onto the circuit, at the discretion of the Clerk of the Course cars will do one complete lap and then proceed to the Grid. This will constitute the 'green flag lap'. Should there be a change in weather conditions which would necessitate an additional green flag/formation lap the race duration will commence once the last car starts the additional green flag/formation lap.

Please make sure you know which line on the grid to stop at. Upon arrival at the Grid, drivers should take up their positions as quickly as possible and, as soon as the last car is in position, 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.

Rolling Start:

Drivers must arrive at the Assembly Area 15 minutes before their race is scheduled to start. Pre-gridding will occur in the Assembly Area, and drivers will be released onto the circuit behind a Pace Car for a green flag lap, followed by the start procedure.

Once the conditions are clear, the Pace Car will turn off its yellow flashing lights and enter the Pit Lane. Competing cars must maintain their position and speed as the front row of the grid approaches the starting line. When the red lights on the starting gantry go out, the race begins. However, there is to be no overtaking or changes in direction for any cars before they cross the starting line with the exception of CSCC JMC Racing Special Saloons & Modsports where they will not be required to wait until crossing the control line.

If a car falls more than six car lengths behind the row in front during the Pace Car Lap(s), it may be considered as penalising all cars behind it at the starting line. Drivers may face a penalty unless the situation is due to a mechanical issue; in that case, the driver should raise an arm. Only under these circumstances may following cars overtake that car before the starting line.

Any violations of the race start procedure may result in a time penalty of up to 60 seconds.

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. The procedure will be (unless otherwise advised): Cars will be released from the assembly to do one (or more) rolling laps behind the Pace Car, forming into their grid positions towards the end of the lap in preparation for the Pace Car to turn off its lights and pull into the Pit Lane after which drivers should hold their grid positions until the red lights are extinguished at the Startline. There must be no overtaking until your car has crossed the Startline.

Practice Starts/Weaving: Notwithstanding any provision in the National Competition Rules If in the opinion of the Judges of Fact or the Clerk of the Course drivers who indulge in practice starts or excessive weaving during the warm up/green flag laps will render themselves liable to a penalty.

Suspension of Race. The Clerk of the Course may suspend a race under safety car conditions by bringing the race to a stop and stopping the race duration clock. The restart of the race will be under safety the car where the race duration clock will be restarted.

Race Stops: Should any race be 'red flagged', notwithstanding the provisions of NCR 12.9.9.1-9.3, it may be restarted at the discretion of the Clerk of the Course and if time permits, for the remaining scheduled distance. Only cars running at competitive racing speed when the red flag is displayed, will be allowed to take part in the restarted race and 'Parc Fermé' conditions will apply between the red flag being shown and the start of the restarted race. 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. If a red flag is used twice in the same race, the restart will be put to the end of the normal timetable and will run if time allows.

Deployment of Safety Car

If a race or qualifying session needs to be neutralised whilst a vehicle or obstacle needs to be moved to a safe place. There will be a safety car board displayed at the start/finish line, there will also be waved yellow flags waved from the Marshals points on the circuit as well as SC being displayed on light panels around the circuit.

All competing Vehicles, when notified of the Safety Car intervention (by the flag Signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car no more than 5 car lengths apart and maintaining the same speed as it. Overtaking or overlapping of any other competing Vehicle during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular Competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car. Any overtaking or overlapping during the Safety Car intervention will be deemed a breach of signals, Ch.2 App.12 Art.1.2.b

The Safety car will enter the circuit from the pit lane with its yellow/amber lights illuminated and where ever possible attempt to pick up the lead car.

Whilst the Safety Car is in operation cars are permitted to enter the Pits and will be released at the end of the line when the safety car has passed.

It is important that everyone stays in the safety car and does not hang back creating a gap which would impede the work of the Marshals. There must be no erratic acceleration or deceleration that could risk a further incident

When the circuit is deemed safe the Safety will extinguish its lights and accelerate away to enter the pit lane. At this point the lead car becomes the control car ensuring that the Safety car has been able to pull clear to a safe position. As the Safety Car is entering the pit entry road the green Signal will be displayed at the Start/Finish line and the "SC" board withdrawn. Following this display of the start Signal yellow Signal and "SC" boards at the Signalling Posts will be withdrawn and be replaced with a 'waved green' Signal for one lap. The 'waved' green Signal will be displayed simultaneously by Race Control where light panels are installed or will flow around the Circuit in both directions as an adjacent post displays their 'waved' green Signal where there are no panels.

Overtaking or overlapping remains strictly forbidden until the start Signal at the Start/Finish line is passed. Any overtaking or overlapping after the Safety Car signals have been withdrawn and before passing the Green Signal at the Control Line will be deemed to be gaining an advantage (Ch.2 Annexe A Art.1.3)

Judicial: At the discretion of the Judicial officials, Judicial Hearings may be recorded. If a Judicial hearing subject objects, then the Clerk of the Course or Stewards of the meeting may appoint a person to be present and whose sole function in the hearing is to take a contemporaneous note including all questions and replies. Competitors or Entrants are not allowed to record the proceedings.

Disposal of Waste: Would all competitors please be aware that it is prohibited to leave or abandon empty fuel/oil containers, batteries and tyres behind when leaving a venue. Where it can be identified that a certain competitor or championship is responsible, charges will be passed on.

Use of Video Equipment: It is only permissible for competitors to use vehicle mounted video recording equipment with prior approval and any such equipment must be securely mounted, and in place, prior to vehicle scrutineering taking place.

Decals: Competitors are reminded that HSCC decals must be displayed (one on each side of the car) and, if supplied, race sponsor's decals must be prominently displayed on competing vehicles. Failure to display decals may result in exclusion.

Fuel: Sunoco (Anglo American Oil Company Ltd) will be in attendance and they will be situated in the Paddock by the Fuel Station. If you would like to place a Fuel Order for Sunoco Contact them on 01929 551557. The circuit fuel station will be open on request, by calling at circuit reception and asking for fuel. Please remember to check your Championship regulations before purchasing fuel. At this meeting only fuel in accordance with NCR 8.1.1.7 & 8.1.1.8 are allowed to be used.

Animals: Animals are not permitted at the venue.

SPECIAL NOTES

Important note to all Competitors

Please ensure you keep all valuables secure.

Especially credit cards and important travel documents. This is a very popular relaxed spectator meeting which unfortunately can attract professional thieves.

Timing Modules: Please ensure you have fitted a fully charged and working transponder on your car as per the NCR 12.6.2.2. It is vital that everyone has a working transponder. Any car without a working transponder will during qualifying receive a warning, failure to correct this will result in a time penalty of 30 seconds being added to your time for the race.

Track Limits: Judges of Fact are appointed.

Speeding in Pit Lane: The Maximum speed limit is **60kph (37.2MPH)**

Testing: Untimed practice is available on the Friday of the Race Meeting. Please see the HSCC Website for details and form

Competitors should ensure they have sufficient fuel to complete their race which should include an allowance for any restart or additional 'Green Flag' laps that may be authorised. There should also be 3 litre of fuel left available for testing as per NCR Ch.8 App2.3

Penalties:

In addition to those penalties prescribed by the National Competition Rules the Clerk of the Course may impose the following;

Speeding:

- For any infringement of the pit lane speed limit (60 KPH), the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.
- Failing to adhere to the paddock or other circuit speed limits (10mph) the Clerk of the Course may impose up to a 5 grid place penalty.

Testing of Cars:

- For safety, competitors may not, under any circumstances, test or drive cars in a manner that is considered dangerous within the paddock or circuit road infrastructure. Any contravention will result in disqualification from the meeting.

Pit Stop Race Regulations

HRDC Gerry Marshal Trophy Race and Jack Sears Trophy Race

These two races will be optional one or two driver races of 45 Minutes duration with a compulsory Pit Stop. The Pit Stop must take place between the 15th and 30th Minute.

At the stop the engine must be switched off. For a double driven car the drivers will change places. When the second driver is secure the with belts fastened the car maybe restarted and resume the race.

A single driven car. The engine must be switched off the driver must alight close the driver door stand away from the car and raise his hand to signal he is away from the car. He can then return to the drivers seat be secured with belts fastened and the car maybe restarted to resume the race

There is no minimum time for the stop.

Failure to stop the competitor will be excluded from the results

Failing to observe the pit window will incur a drive through penalty.

Guards Trophy Race

This will be a 50-minute race. There will be a mandatory pit stop in at which a driver change may take place.

Guards Trophy MANDATORY PIT STOP Procedure:

Each race will have a mandatory pit stop that must be completed (irrespective of the number of drivers in a car) within the notified pit stop window.

The Pit Lane will be open for driver changes between the 15th and 35th minute, and all cars, even those not changing drivers, must stop rest at their pit garage.

A "Pit Lane Open" board may be shown for two laps after the pit is opened, and a "Pit Lane Closed" board will be shown at the end of the "Pit Window."

All drivers must qualify, and the starting driver must be notified to Race Administration at least one hour before the start of the race.

The pit stop duration will be measured by a median target time (as advised for each circuit) plus a minimum stationary time of 60 seconds. The median target time will be calculated from the pit-in and

pit-out lines to comply with the 60 km/h speed limit in the Pit Lane plus the mandatory 60-second stationary time.

Oulton Park Pit Stop Duration = 71.9 Seconds

Engines may remain running during any pit stop, including the mandatory one.

Refuelling in the pit lane is not allowed (NCR 12.11.2.2)

Competitors driving solo may remain in the car with belts securely fastened.

Driver Changes

The driver entering the pit lane may only loosen or undo their seatbelts once the car is stationary. The new driver must securely fasten their seatbelts before the vehicle moves off.

Guards Trophy Race Penalties

Notwithstanding those penalties prescribed in the National Competition Rules, reports of non-compliance with these Mandatory Pit Stop regulations may also result in the Competitor receiving penalties as follows.

Seat Belt violations: the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.

If the car is not stationary for 60 seconds: (i.e. Time between timing loops being less than the Median time), the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.

If a car does not stop within the allocated time window: The Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.

Speeding: For any infringement of the pit lane speed limit (60 KPH), the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.

Failure to take the mandatory pit stop: the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.

There is no appeal against a 'stop-go' or 'drive through' penalty, and the driver may not complete more than three full laps without entering the pit lane to take the penalty.

The designated area for 'Stop-Go penalties' will be advised at the driver briefing. A Marshal shall also indicate to you where to stop.

Should either a 'Stop-Go' or 'Drive Through' penalty be imposed and notified during the last five laps, or after the end of the race or, depending on the case for duration races during the last 10 minutes, or cannot be imposed for operational reasons, an alternative time penalty of no less than 30 seconds and no more than one minute shall be added to any penalty period and the elapsed time of the car concerned.