



# HISTORIC SPORTS CAR CLUB

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## **HSCC Oulton Park Gold Cup Friday 26<sup>th</sup> July – Sunday 28<sup>th</sup> July Final Instructions Issued 23.07.24**

These Final Instructions carry the same force as the ASR's for this Meeting. Thank you very much for your entry. Your competition number is shown on the attached entry list.

This Meeting will be held on the Oulton Park International Circuit, length 2.69 miles (4.33 km), Post Code CW6 9BW and has been inscribed with the FIA as an NEAFP.

**MSUK Permit No. 134909**

**MSUK Steward:** Eric Cowcill

**Club Stewards:** Fergus Whatling & Henry Woodgate

**Race Director:** Andy Dee-Crowne

**Senior Clerk of the Course:** Julian Floyd

**Clerks of the Course:** Nick Fielding, Ken Tyrer, Claire Wood, Andy Dee-Crowne

**Assistant Clerk of the Course:** Claire Wood

**Secretary of the Meeting:** Donna Skipworth-Michell

**Assistant Secretary of the Meeting:** Myra Whatling

**Startline Judges:** Graham Battersby, Chris Towler, Steve Elder, Peter Farley

**Chief Medical Officer:** Aruni Sen

**Chief Scrutineer:** Sue Bateman

**Deputy Chief Scrutineer:** Howard Corbally

**Chief Timekeeper:** Nick Palmer

### REMINDER PRE-EVENT:

**Electronic declaration.** This must be returned prior to the event 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](http://www.tsl-timing.com) Phone: +44 (0)1827 285666. They will be available for collection on the day in race admin. There is no physical access to timekeepers during the event.

**Admission to the Circuit:** Admission to the circuit will be via the Main gate access from Noon on Thursday 25<sup>th</sup> 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.

**Please be aware NO RACING ENGINES CAN BE STARTED until 08.15 hours on Friday & Saturday morning and 12.00 (noon) on Sunday. No racing engines can be run after 18.30 each evening. All vehicles must leave the paddock by 9.00 p.m. on the last day of the event.**

**Tickets and Paddock Access:** You will be sent via e-mail four e-tickets. There will be a vehicle paddock pass which will be distributed by your co-ordinator. The Vehicle pass Admits only one working vehicle. Any additional vehicles must park in the area shown as Private Parking on the Paddock plan. You are advised that children of 12 years and over must be in possession of a valid ticket to attend a race meeting. By entering this Meeting you accept that no claim shall be brought against the Club, MSV or its agents in the event of damage being caused to a vehicle as part of an incident recovery process.

**Garage Allocation:** Derek Bell Trophy and Historic Formula 3 have been allocated Garages, for those not wishing to take up a garage allocation there will be space in the outer paddock.

**Signing-on and Documentation:** You must still complete and return your signing on Declaration. This signs you in for your races.

**Non UK Competitors:** Competitors intending to race with a competition licence which is NOT issued by Motorsport UK should provide details of their licence (preferably a photocopy) plus a letter from their FIA approved ASN confirming their licence status and giving permission to race in the UK at a National Event with NCAFP approval (Art 2.3 of the FIA ISC).

**Scrutineering:** Competitors cars allocated Pit Garages can be scrutineered within the Garage. Please do not try to get scrutineered before your allocated time. Drivers are reminded that FIA papers or HSCC VIF's are required for all HSCC cars. These must be available for presentation, do not leave them at home. **If you are taking part in the Free Practice Sessions you must make sure your car is scrutineered before taking part.**

Scrutineering will be available on Thursday 25<sup>th</sup> July from 3.00p.m. – 6.00 p.m. In the Scrutineering Bay only

Friday 26<sup>th</sup> July & Saturday 27<sup>th</sup> July Scrutineering will commence at 07.30.

**Friday 26<sup>th</sup> 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  
10.15 – Practice 7 Open Wheel  
10.45 – Historic Formula 3  
11.15 – Derek Bell Trophy  
11.45 – Historic FF2000  
12.15 – 500 OA  
12.45 – Ferrari Classic  
14.00 – Historic Formula Junior

**Saturday 27<sup>th</sup> July:**

07.30 – CSCC Special Modsports & Saloons  
08.00 – Historic Touring Cars, Roadsports & 70s Roadsports  
08.30 – HGPCA  
12.00 – VSCC 1 & 2  
13.00 – MRL Touring Cars

**Drivers Briefings:** The following Mandatory Briefings have been requested by the Race Group organisers:

**Friday 26<sup>th</sup> July:**

15.00 Superformance Ferrari Club Classic Series Location Superformance Ferrari Club Classic Race Centre,

15.00 Historic Formula Junior Race Control level 2 (Media Room)

**Saturday 27<sup>th</sup> July:**

09.30 CSCC JMC Racing Special Saloons & Modsports Race Control Level 2 (Media Room)

11.30 Historic Grand Prix Cars Association Race Control Level 2 (Media Room)

15.30 MRL Historic Touring Car Challenge with Tony Dron Trophy Race control level 2 (Media Room)

Drivers who have not previously competed on the Oulton Park International Circuit must report to the Clerk of the Course for a briefing. Any driver who does not participate in a briefing will need to see the Clerk and will be subject to a fine.

**Instructions from Officials and Marshals**

Competitors and their service/pit assistants must at all times obey the instructions of an authorised official of the meeting. (H.32.1.4 ) It is a condition of your presence that you will obey the instructions of Marshals in relation to the Safety of yourself and others (D.32.2). Penalty points may be imposed under C.2.1.5.

**Engines & Silencing.** All competitors should ensure that their car complies with Motorsport UK silencing regulations (C(b)23 & 24) which will be either 105db GT and Touring cars or 108db for all other classes, with the exception of Derek Bell Trophy classes 50A, 50B, F2A F2B, FAA, Historic Formula 3, Historic Formula Juniors, MRL Touring Cars and HGPCA, which will be unrestricted.

**Paddock Allocation:** Please park in your allocated area. Those parked in the wrong position will be required to move. Failure to move a vehicle when requested by an official of the meeting may result in judicial proceedings.

**Roadways** within the Paddock area must be kept clear of all vehicles at all times and a 5mph speed limit is in force.

**Pit Wall & Grid Safety:** No persons under the age of 16 will be admitted in the pit lane or on the pit wall. Entrants must confine team members using Pit Wall to a maximum of two personnel per competing car and advise all personnel to follow Pit marshal's instructions without argument. The Pit Wall must be clear of all personnel for all race starts. No personnel are allowed on grid unless directed by the Clerk of the Course.

**Practice Sessions and Races:** All drivers 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. 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. **Derek Bell Trophy and Historic Formula 3 will be assembled and released from the Pit Lane.**

**Qualification:** For the purposes of MSUK Q12.4. All drivers entered for a race must complete three laps in official practice to qualify. Drivers must practice in the relevant session for every race entered. Drivers wishing to practice out of session must obtain written permission from the Clerk of the Course and will start the relevant race from the back of the grid. The fastest time set by each car will determine grid position. As additional practice sessions under permit are available in exceptional circumstances, the requirement of Q12.4 in terms of the three minimum laps may be counted in these sessions. If qualified under these sessions the driver will start at 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 1 x 1 for all single seater races and for 2 x 2 closed wheel race and for all races with a rolling start.

**Race Start Procedure:** All Races unless notified will be a standing start apart from **Derek Bell Trophy, MRL HGPCA, 500 OA and CSCC**, who will have rolling starts.

#### Standing 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 upon instruction will Pre-grid and assemble 15 minutes before the scheduled start of their race. Pre-gridding will take place in the Assembly Area and drivers will be released onto the circuit behind a Pace Car for a green flag lap and then into the start procedure. The Pace Car will if clear turn off its yellow flashing lights and then turn into the Pit Lane. Competing cars must then hold their position and speed, 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, but there is no overtaking or changing of direction for any cars prior to crossing the start line (**CSCC regulations allow overtaking when the red lights are extinguished**). Any car which falls more than 6 car lengths behind the row in front during the Pace Car Lap(s) thus being judged as penalising all following cars at the startline will be subject to a penalty, unless it is the result of mechanical problem in which case the driver should raise an arm. Only under these circumstances may following cars overtake that car before the start line. Any infringements of the race start procedure may result in a time penalty of up to 60 seconds.

**Derek Bell Trophy**, cars will have the same procedure but will pre-grid in pit lane where the 1 minute and 30 second countdown will take place. The distance from the pit lane to the start line will constitute the Green Flag/Formation lap whether a standing or rolling start.

Where a second green flag lap is introduced the race start will be from the completion of the first green flag lap.

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 MSUK yearbook if in the opinion of the Judges of Fact or the Clerk of the Course drivers indulge in practice starts or excessive weaving during the warm up/green flag laps, may receive a 'Drive Through' or Stop & Go' Penalty.

**Race Stops:**

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 the 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.

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.

**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.

**Stop-Go & Drive-Through Penalties:** Notwithstanding those penalties prescribed in the Motorsport UK 2024 Yearbook and Championship/Series regulations, the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty for speeding in the pit lane, excessive weaving and practice starts. The Duration of Stop/Go Penalties will be at the discretion of the Clerk of the Course. 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. For those drivers competing in the races with a Mandatory Pit Stop, the penalty for not taking a stop means the time added will be equivalent to the full duration of the Pit Stop.

**Multiple Entries of a Vehicle (D.17.1):** Multiple entries of the same vehicle within the same competition are not permitted.

**Car & Driver Changes (D.25.1.12.):** A change of car or driver(s) from those nominated in the Official Programme of the event on written application to the Secretary of the meeting being made by the entrant not less than half an hour before the start of practice or competition (where there is no practice) and provided that:

- A change of only one or the other and not both is permitted, unless all the entrants and drivers agree in writing to such a change of both and;
- No change of car is permitted which would prevent the participation in the event of a reserve entry.
- As an additional permit charge will be incurred the following also apply;
- The decision to allow a change is at the absolute discretion of the Secretary of the Meeting and Clerk of the Course. Should a Driver change be permitted, and they are not both full racing members they will be classified as being in the Invitation Class and start at the back of the grid.
- A change of driver is restricted to Full Racing Members and only one driver change may be granted per Full Racing Member per annum.
- Each driver will need to qualify. Reliance on 'out of session' qualification should not be assumed and is at the discretion of the Clerk of the Course and may not be granted for operational reasons.
- Single Event Members who enjoy full membership privileges will be classified as 'Invitation' class, and must start at the back of the grid.

**Invitation Classes:** Do not qualify for a Podium or Trophies and will not be awarded Championship points.

**Random Drug and Alcohol Testing:** Pursuant to regulation G.15.1.4 of the Yearbook the Anti-Doping Official in collaboration with the Clerk of the Course and Stewards may conduct random checks on both Competitors or Officials using an industry accepted oral fluid test. The foremost priority is to ensure safety both on and off of the track.

**Disposal of Waste:** Would all competitors please be aware that it is no longer acceptable to leave or abandon empty fuel/oil containers, batteries and tyres behind when leaving a venue. Such items are classified as "hazardous waste" and it costs between £10 and £25 per item for safe disposal. Please also be aware that these items MUST NOT be placed in general rubbish skips at circuits; doing so could trigger a £1000 Local Authority Fine. Where it can be identified that a certain competitor or championship is responsible, charges will be passed on. Where it is not possible these charges will have to be absorbed and will then reappear as increased entry fees for all. Your co-operation would be appreciated - take your waste home and dispose of it safely.

**Use of Video Equipment:** It is only permissible for competitors to use vehicle mounted video recording equipment 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 MSUK 'Pump Fuel' or FIA 2013/2014 fuels are allowed to be used.

**Timing Modules:** Please ensure you have fitted a fully charged and working transponder on your car as per the MotorSport UK Yearbook 2024 Q12.8.1. 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:** May incur time penalties. Judges of Fact may also be appointed and included in a bulletin.

**Last Lap Board** – This will be displayed whenever possible but it should be remembered that this is only a prediction. The race will end on the display of the Chequered Flag whether or not the board is shown correctly (or a Red Flag). The showing (or not) of the last lap board is not subject to protest or appeal.

**Speeding in Pit Lane:** The Maximum speed limit is 60kph (37.2MPH) MSUK, Championship and Series Penalties will apply which may include fines of £10 per Kph over the speed limit or a combination of all.

**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.

There will be one pit stop race.

### **MRL Historic Touring Car Challenge Race**

This will be a 50-minute race. There will be a mandatory pit stop at which a driver change may take place. Single drivers may remain seated in the car with belts securely fastened. No refueling allowed in pit lane.

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.

Oulton Park The Pit Lane will be open for driver changes between the 20th and 40th minute, and all cars, even those not changing drivers, must stop 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 = 11.9 seconds plus the stop time of 60 seconds (71.9 Seconds)

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

Refuelling in the pit lane is not allowed (Q.12.25.1)

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.

### **Pit Stop Race Penalties**

Notwithstanding those penalties prescribed in the Motorsport UK 2024 Yearbook, 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' penalty of 10 Seconds.
- If a car does not stop within the allocated time window, the Clerk of the Course may impose a '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 and a fine of £10 per KPH over the speed limit.
- Failure to take the mandatory pit stop: The Competitor will be disqualified from the result.

C.2.1.6 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.

**The Hub:** Is open to Members where Prize Giving will take place 30 minutes after each race has ended unless a different location is requested by a Series/Championship Chair. The Hub will normally open at 9 am daily until 30 minutes after the last awards are made. A selection of Tea's and Coffees plus light snacks are available. When racing has finished, Alcohol, subject to Stocks will be available. You may also book the facility if you wish. Please check the App for updates. Note: Historic Formula Ford will be using the HUB exclusively on Saturday evening.

The HSCC App: Is available from your app store and where we will try to ensure to keep you updated. This is the major means of communication throughout a race weekend.