



HISTORIC SPORTS CAR CLUB

Established 1966

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Historic Sports Car Club Ltd - A company limited by guarantee - Registered in England - 04448259

Standard Regulations (SR's) 2024

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 and venues.** The following Standard Regulations are applicable to the following events: 21/22 April Snetterton 200, 18-19 May Cadwell Park, 8/9 June Donington National, 13/14 July Brands Hatch GP, 26/28 July Oulton Park International, 10/11 August Croft Circuit, 12/13 October Silverstone National.
3. **Officials of the Meeting:** To be advised in the Final Instructions for each Race Meeting.
4. **Permit:** All events to be run under a Club 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 for 2024. 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. Club or above status licence are 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)25.2.1 and FIA ISC Article 2.3.7.b applies).
7. **Entries** Opening and Closing dates will be available to view to registered competitors via the online portal. 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 the closing date.
 - Upon payment an entry becomes confirmed.
 - If the race is oversubscribed the following conditions apply.
 - i. If you are listed as a reserve. Reserves will be accepted in accordance with circuit grid capacity. Reserves who practice but are not allowed to race will receive a refund of entry fee less £50.00.
 - ii. Reserves who are not allowed to practice will receive a full refund of their entry fee.
 - iii. Qualifying will be the maximum number of cars allowed by the circuit licence plus 20%
 - iv. The maximum number of starters per race will be that allowed by the circuit licence.
 - v. Prior to the confirmation of an entry, the organisers in their absolute discretion reserve the right to change the format, timetable, race duration and amalgamate or cancel races or the event
 - For events where the HSCC are the permit holders, withdrawals must be notified in writing or by email to the HSCC office by 12.00 midday on the Thursday immediately prior to the race meeting. Refunds will be the entry fee less £50 administration fee.

- For events where the HSCC are not the permit holder (including but not limited to foreign events) refunds after the closing date are at the discretion of the HSCC and if made will be minus any charges levied by the organisers or costs incurred.
8. **Force Majeure.** The Organisers, MSUK Steward or the HSCC reserve the right to postpone, abandon, amend or cancel a meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Organisers, MSUK and HSCC will not be liable for any loss or expense incurred by entrants or drivers. Further, the HSCC shall not be responsible to its Members, other entities, or competitors for any delay or cancellation of an event, part of an event, race duration or the performance of its obligations under any contract or agreement with a circuit or other entity as a result of any cause beyond its reasonable control. Where incidents on track outside of the control of the Club cause delays to the published programme the HSCC and Clerks of the Course in their absolute discretion may vary the timetable order and race duration without financial penalty. Any race stopped after the leader has completed 75% of its duration may be considered to have finished. (Q.12.15.4).
 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. A car presented at scrutineering which does not comply with the regulations and is refused entry will not be entitled to a refund.
 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 appear at the top of the Entry Form. For anyone not registered for the Championship/Series will be requested to submit evidence their car is eligible for that event. If in the case of the race being oversubscribed at the time entries close be automatically placed on a reserve list their place in the listing being to follow all registered drivers in the Championship/Series. In the case of more than one registered competitor the order will be decided by the earliest date and time of entry.
 11. **Drivers Briefings:** The time and place of drivers briefings will be notified in the meeting Final Instructions. Failure to attend without prior permission will incur a penalty.
 12. **Scrutineering and Sign On** will take place at the time and locations as specified in the meeting timetable. Driver sign on and self declaration must be completed before attending the race meeting.
 13. **Numbers:** All vehicles must display numbers and roundels in accordance with MSUK regulations J4 (see also drawing 4 in the MSUK Yearbook). Numbers are allocated by the Club and wherever possible we will try to accommodate the wishes of the Member. However should any driver not renew their current membership for 2 consecutive years, their allocated race numbers may be re-allocated.
 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 Failure to display or remove decals may result in exclusion.
 15. **Pits & Paddock:** Cars entering the pits during practice or racing must use the pit entry road. There is a 60KPH or 37 MPH maximum speed limit in pit lane. A time penalty of 5 seconds plus 1 second per KPH may be imposed. There is a maximum speed limit of 10 MPH in the Paddock and all other areas under the control of the organiser. Failure to observe Officials instructions or speeding may lead to exclusion from the meeting.
 16. The Clerk may impose **Stop/Go** or **Drive Through** penalties. These may be altered to a time penalty of not less than 30 seconds and not more than 60 seconds for operational reasons Q.12.26 (h)

17. **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 Yearbook for the circuit configuration used. For qualifying the maximum number of cars on the circuit may increase up to a maximum of 20%, subject to the conditions of the track Licence, to allow notified reserves to qualify.
18. **Reserves:** Subject to qualification, reserves will be admitted to the races if spaces are available in the order published in the entry list.
19. **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.
20. **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 as follows. 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.
21. **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.
22. **Rolling Start:** cars will be pre-gridded, and the 1 minute and 30 second countdown will take place in the assembly area The cars will then be led round for a minimum one lap behind a pace car and will form up into either their 2 x 2 or 1 x 1 grid positions.
 - The pace car will then turn into the pit lane and it will be the responsibility of the front row cars to hold their position and speed.
 - As the front row of the grid approaches the start line, the red lights 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.** (n.b. should a competitor suffer a mechanical problem they should 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's strictly forbidden for cars to 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.
 - Drivers who are judged to have performed practice starts or excessive weaving during the warmup/green flag laps will be reported to the Clerks of the Course.
 - 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.
 - Should the red lights remain on, the start is aborted, and cars should complete the lap and return to the starting grid.

- 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.
23. **Pit garage allocation.** Will be notified in the meeting Final Instructions.
 24. **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. No person under the age of 16 may be allowed in pit lane and additionally any person or official under the age of 18 must either be supervised by an official of the meeting or a responsible adult.
 25. **Paddock Parking.** A plan showing the allocation of Paddock space will accompany the event Final Instructions. The organisers reserve the right to ask a competitor to move if they are not parked in the allocated area or reallocate on safety grounds. Refusal may result in disqualification from the event.
 26. **Judges,** Judges of fact, will be appointed to adjudicate on track limits, noise, false/jump starts, finishing order, crossing a penalty line and flag contraventions. A Driving Standards Observer will be appointed and notified in the event Final Instructions.
 27. **Awards:** There will be an award for each overall race winner plus second and third overall. Subject to a minimum of three starters in there will be an award for each class winner. Race winners' awards will be presented on the podium or in accordance with the Championship/Series Chairs wishes. Class awards will be presented as detailed in Event Final Instruction. All those not collected at the meeting will be forfeited.
 28. **Silencing.** Unless specified within the Series/Championship Regulations 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.
 29. **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
 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 posted 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. **Cameras:** It is recommended to have forward and rear facing cameras. Any cameras fitted should be approved as part of the scrutineering process
 33. The Club may allocate specific areas other than the garages or pit lane for refueling and the storage of fuel.
 34. The Club may allow at specific events the storage of fuel in excess of the 5 gallons allowed. This will be highlighted in the Final Instructions.

35. The Club reserves the right to disqualify in addition to any MSUK regulation any competitor or entrant who allows any team member or invited guest to act in contravention of any law or statute in force, or what in its absolute discretion it views as being anti social behavior. The Club may also require that such a team member or invited guest be asked to leave the venue immediately.

36. 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.



The Vintage Sports-Car Club Team Race

Oulton Park 27th – 28th July 2024



The Oulton Park Gold Cup Race Meeting is run by HSCC Ltd. its Standard and Supplementary Regulations apply to all competitors.

Rules for the VSCC Team Race

The entry fee is £320 per driver.

Each Team will consist of two drivers who will share a car.

The named first driver will compete in the first VSCC Team Race qualifying session on Saturday and the first VSCC Team Race on Sunday.

The named second driver will compete in the second VSCC Team Race qualifying session on Saturday and the second VSCC Team Race on Sunday.

The grid for each driver's race on Sunday will be based on their fastest lap in their qualifying session on Saturday in the usual way.

Team Qualification Time

The qualification time for each driver in a Team will be added together to create a Team Qualification Time.

Next the team with the fastest Team Qualification Time will be paired with the team with the slowest Team Qualification Time – to form a Team of Teams.

The team with the next fastest Team Qualification Time will be paired with the second slowest Team Qualification Time – and so on.

If a driver fails to set a Qualification Time but, with the Clerk of the Course's permission is still allowed to race the following day, s/he will be allocated a time equivalent to the slowest qualification time in his / her session.

Team Race Time

Race Results will be calculated by adding the total race time for each Team of Teams – the fastest overall will be the Team of Teams winner.

If a driver fails to set a Race Time s/he will be allocated a time equivalent to the slowest Race time in his / her session.

If there is an odd number of teams – the unpaired Team Time (whether Qualification or Race) will be doubled.

There will be a Team Social on Saturday evening which all competitors are encouraged to attend – please bring your own beverages.