



# HISTORIC SPORTS CAR CLUB

Silverstone Circuit. Silverstone. Nr Towcester. Northamptonshire. NN12 8TN

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## **HSCC Snetterton Race Meeting**

**Saturday 11<sup>th</sup> June 2011**

**Autosport 3 hour race**

**Competitors advance information**

These regulations for refueling have the same force as the HSCC standard supplementary regulations and the final instructions for the event.

Thank you very much for your entry. Final instructions and passes will be sent nearer to the event, the following information is with regard to the **3 hour race format and refueling**.

Provisional timetable Saturday 11<sup>th</sup> June:

Practice 09.35 – 10.15

Race (3 hour) 15.00 – 18.00

### **Autosport 3 Hour race general information and specific regulations:**

- The race will have a Rolling Start
- A safety car will be used to neutralise the race if necessary.
- Scrutineering will take place in the pit garages on Saturday and all refueling equipment must be available for scrutineering at the same time. There will be safety checking available on Friday 10<sup>th</sup> June from 16.00 – 18.30 in the scrutineering bay, if you wish to take advantage of this you must take all of your refueling equipment with you at the same time.
- There will be two mandatory pit stops for driver change or refueling which will have a minimum time period of 3 minutes where the car must be stationary. These pit stops must be taken between the 20<sup>th</sup> and 160<sup>th</sup> minute of the race. Any other pit stops made for Fuel must be a minimum of three minutes but pit stops for driver change or work on the car without refueling are free.
- Pit stops of less than 3 minute duration (where refueling takes place) or outside of the pit stop window may incur a time or stop/go penalty
- Pit garages will be allocated
- Tyres will be as Guards Trophy regulations - i.e.

All pre 1966 Cars must run on Dunlop L or M 204 compound GT and Sports Racing cars  
Pre 1969 Sports Racing cars may use:

DRY: Dunlop CR 65/82 Post Historic 484 Compound

WET: Dunlop CR 65/82 Post Historic 484 Compound with additional hand cut grooves permitted.

- Each competitor will be responsible for supplying their own fuel and all refueling equipment being used (strictly non pressurized). The minimum level for fuel dispensing should be by sealed fuel bottles fitted with breathers, some cars may have dry break systems with NASCAR style churns but the sealed container with a separate breather will be the minimum level accepted. For the avoidance of doubt jerry cans type fuel containers



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will not be acceptable. All refueling equipment must be available for inspection at scrutineering – this will be done at the same time as your cars in the pit garages.

- Only 50 Litres of fuel may be stored within the garage at any one time and that must be in the refueling container. No 'hot work' may be carried out within any garage or race support vehicle containing stored fuel.
- Refueling will be in the pit road outside your allocated garage as per MSA blue Book 2011 page 267, Q13.1 -13.3. Refuelling regulations are: When the car comes to a halt, the engine must be switched off before the driver gets out of the car – seat belts must not be released or helmets removed until the car has come to a complete stop – at which point the refuelling team and fuel holders must be in the garage. Once the driver has cleared the vehicle, and is within the garage area, refuelling may commence. This refuelling is to be done by a maximum of two people, and additionally each team must provide a 'fire' marshal with a suitable fire extinguisher at the ready. All three person are to wear approved flame proof clothing as required by MSA Regulation Q13.1.2. Race suits, probans with balaclava and gloves etc would suffice. The engine must not be restarted until the refuelling is completed and the driver is installed in the car with seat belts secured and helmet fastened and the fuel holders have been returned to the garage. No other work can be done on the car while refueling is taking place. The circuit fuel station sells 97 RON fuel or if required fuel can be ordered and obtained from Sunoco who can also supply fuel storage and suitable refueling containers. Contact Shaun Williams 01929 555973.
- Any contravention of the refuelling or pit lane speed regulations may incur a stop/go penalty
- Silencing – all cars must be within 108db maximum. This limit will be measured as per MSA Blue Book guidelines.
- All competitors in 'The 3 Hour Race' will be asked to produce their transponders at signing on, so that numbers can be checked. If transponders are permanently wired in the car a timekeeper must be allowed access to check the number before practice commences.
- Drivers will be allowed to drive more than one car but must practice in every car they intend to drive.
- Starting driver and driver order must be notified to race control by 13.00 on the day of the race.
- A single driver may do the whole race distance if desired
- There is a mandatory pit lane speed limit of 60kph (40mph)
- In view of the fuel being stored in the pits, the requirement for a clear fire lane at the rear of the garages will be rigidly enforced. i.e. any vehicles behind the garages must be parked far enough back for a fire tender/ambulance to drive directly behind the garages.
- Testing if required is available on Friday 10<sup>th</sup> June 2011 at £225.00 for a full day or £145.00 for half day a.m. or £165.00 for a half day p.m., tel 01953 887303 or book online <http://www.motorsportvision.co.uk/snetterton/testing/testing.asp?circuit=sn&type=Car>
- If you are not currently a member of the HSCC a membership form will be enclosed with this advance information. All drivers in the 3 Hour race must be members of the HSCC although if this is the only race you will be driving in during 2011 a £10 day membership will suffice. If more than one race is entered during 2011 you will be required to pay a full Membership of £150

If you have any further enquiries regarding this race please contact the HSCC office.