



CLASSIC SPORTS CAR CLUB

GT World Challenge Meeting
Brands Hatch Grand Prix Circuit, 28/29 August 2021
CSCC Additional Final Instructions Issued 20/08/21 at 17:00



These regulations are specific to those races promoted by the Classic Sports Car Club, at this MSVR run meeting. The meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), including Covid-19 specific guidelines, the meeting Supplementary Regulations, CSCC Terms Of Booking, Meeting Final Instructions, these additional regulations and any written instructions the organising Club (MSVR) may issue for the event. All documents must be read by entered drivers and can be found here: <https://www.classicsportscarclub.co.uk/brands> and <https://www.msvracing.com/cars/calendar/2021/aug-28-29-bh-gtwc/>

Motorsport UK permit number 120509 (International) and 120516 (Interclub). This event is NCAFP inscribed.

Please also read the MSVR issued Final Instructions (<https://www.classicsportscarclub.co.uk/brands>)

Their will be a 1 Minute Silence in remembrance of Ricky Parker-Morris at 09:50 on Sunday morning.

1 ACCESS:

Access to the venue and paddock is by personnel passes sent by email: 1st Drivers - 4, 2nd Drivers - 2. There are no paddock vehicle passes. This event is open to the public who are now able to enter the outer paddock, those with competitor tickets are also able to access spectator areas.

Wrist bands are no longer needed for the assembly area or pit lane, but access here is subject to the usual Motorsport UK rules. Coloured, race specific wrist bands are however required for anyone accessing the pit wall, for the purposes of signalling or timing only (Q12.25.5a). Single driver teams will be given two pit wall wrist bands, two driver teams will be given three pit wall wrist bands, please do not ask for more.

Pit wall wrist bands will be given at the drivers briefing, held at the outer paddock scrutineering bay before your practice session, see below.

No wrist band or the wrong colour band = no access to the pit wall for any person, sorry. In the interests of safety, the Club and Motorsport UK officials reserve the right to further restrict, or remove wrist bands at any time. For the benefit of doubt, you no longer need a wrist band for the Assembly Area or Pit Lane (only for the Pit Wall), subject to usual MSUK regulations. Your team members must only access the inner paddock and race control buildings during your session.

Due to the international nature of this event, face coverings are compulsory for all personnel in the inner paddock, assembly area, pit lane and race control building, there are no exceptions.

2 DRIVER BRIEFINGS:

Saturday, Scrutineering Bay, Outer Paddock.

09:00 Adams & Page Swinging 60s Group 1/Mintex Classic K **Blue Wristbands**

09:40 Adams & Page Swinging 60s Group 2/Advantage Motorsport Future Classics **Orange Wristbands**

10:20 Cartek Motorsport Modern Classics/Motorsports School Turbo Tin Tops **Yellow Wristbands**

12:40 Liqui Moly New Millennium/Verum Builders Open/Liqui Moly Slicks **White (White) Wristbands**

13:25 Gold Arts Magnificent Sevens **Pink Wristbands**

Sunday, Scrutineering Bay, Outer Paddock.

08:50 Ricky Parker-Morris JMC Racing Special Saloons and Modsports **Blue Wristbands**

Drivers briefings are mandatory for all drivers and will be held in the Scrutineering bay. Every driver, regardless of experience must attend a briefing before they practice. Please arrive early, to allow time to receive wrist bands, to register and (where relevant) let us know which driver is racing first. If you miss your series briefing you will be asked to attend the next scheduled briefing before you are allowed to practice. This could leave you short of time, therefore don't be late in the first place!

If you do not attend a briefing you may be liable for a Motorsport UK Fine of £205 (G.5.3.8)

3 DRIVER CONTACT NUMBER:

All drivers must have a working mobile phone at the event so that officials can contact them in the paddock. Please ensure that your mobile number is correct within your ProSolve account and you are ready for a call from an unknown mobile number at any time during the event. You can change your mobile number yourself within your ProSolve account. Please note Q.11.3.1. Mobile phones are prohibited from being carried in the competing vehicle whilst on the circuit.

4 ENTRY AMENDMENTS:

Please inform us immediately on 01225 810655 or e-mail: info@classicssportscarclub.co.uk if you know that you will be **unable to take part in your race, this is important**, as a reserve may be able to take your place and it ensures the race grid is correct. On Friday afternoon and on race days please call 07305 094376 and we will pass information directly to the Secretary Of The Meeting.

Double check that every aspect of your entry is correct in the entry list NOW. Is your car in the correct class? Is your car number what you expected, in all the races you are entered? **With many races being combined you may find we have changed your usual race number.** Has your second driver entered and are they showing in the entry list? If you need to make a substitution (either car or driver but not both) before the start of competition, please speak to us at the earliest opportunity. Please refer to D25.1.12.

The latest entry list can be found at: <https://www.classicssportscarclub.co.uk/brands>

You may not change the series you have entered, after the published closing date.

5 TYRES:

A reminder that competitors must only use the tyres that are permitted for the series they have entered at this meeting. For example, if you are shown as entered as a Verum Builders Open Series competitor you may not use full racing wets or slicks that others are using in the Liqui Moly Slicks Series, regardless of the weather conditions. Therefore, as per 4. please ensure your entry is correct now. You may not change the series you have entered, after the published closing date.

Please see the updated point 6 of the CSCC pit-stop regulations regarding tyre changes.

https://68403ce7-faa5-44b9-9ba0-313b6d9859a7.filesusr.com/ugd/838e83_c13508de3c9e4c7badb19735fc4ca5be.pdf

6 RESERVES AND NON-QUALIFYING RESERVES:

If you are currently showing on the entry list as a reserve or non-qualifying reserve please read section 10 of the CSCC Terms Of Entry: https://68403ce7-faa5-44b9-9ba0-313b6d9859a7.filesusr.com/ugd/838e83_1f299f771b0340fdb7ba1d6ce4cc5285.pdf

Once practice has started a non-qualifying reserve is unable to take any part in that practice session or that race, even if withdrawals take place.

7 SIGNING ON and RACE LICENCE:

Signing on MUST be done in advance, from Thursday 19th August, there is no signing on at the meeting. Any competitor not digitally signed-on and scrutineered by 17:30 Wednesday 25th August, may have their e-tickets revoked, be issued with a Motorsport UK fine and may not be allowed to compete.

<https://csccrm.prosolvehosting.co.uk:485/login.aspx>

Once you have accessed your account details you must ensure that your mobile number is correct, if not, please change this within your ProSolve account.

Any driver who has NOT previously sent a copy of their 2021 licence must scan or photograph a copy of their licence and either:

1. Email it to info@classicssportscarclub.co.uk, by 17:30 Wednesday 25th August.

OR

2. Upload your licence within your ProSolve account, by 17:30, Wednesday 25th August.

You will not be allowed to compete until we have received your race licence this season. For the benefit of doubt this means **if you have already sent us your 2021 licence this season, you don't need to do this again.**

8 TIMING:

A link to live timing will be available on the official noticeboard: <https://www.msvracing.com/cars/calendar/2021/aug-28-29-bh-gtwc/>

9 BULLETINS AND AMENDMENTS:

Competitors must regularly check the electronic notice board throughout the event. This is where amendments, official bulletins and other documents will be listed.

<https://www.msvracing.com/cars/calendar/2021/aug-28-29-bh-gtwc/>

10 SCRUTINEERING, VIDEO and RADIOS:

On Saturday all Gold Arts Magnificent Sevens cars will be scrutineered during the day, either before or after practice, in the outer paddock. The Scrutineers will come to you.

On Sunday all JMC Racing Special Saloons and Modsports cars will be scrutineered during the day, either before or after practice, in the outer paddock. The Scrutineers will come to you.

All cars in other series will have basic checks after they enter the assembly area. A more thorough, random inspection could take place on any car at any time.

Pre-event self-declaration via the Prosolve link on the previous page, is mandatory for all cars and drivers. You must complete this information in full before 17:30, Wednesday 25th August.

11 PITS / PIT LANE:

Please read and understand the two-minute pit stop regulations on the CSCC website.

The pit lane speed limit is **60kph**. The pit-in timing line is at the same location as the 60 kph speed limit board, whilst the pit-out timing line is where the 60kph limit ends.

When stopping in the Pit Lane, cars will remain parallel to the pit lane.

A wheel/tyre change will only be permitted during a race if it is to replace a damaged wheel/tyre.

No person under the age of 16 is allowed in the pit lane. No smoking or vaping and no refuelling may take place in the pit lane and the riding of motorcycles is forbidden. The Penalty Box is towards the end of the pit lane.

- Be flexible about where you stop in the pit lane. Ask your mechanics/driver to come to you in an area of space.
- Be prepared to change your plans: don't impede a rival or create an unsafe situation.
- Park behind a car already stopped in the pit lane, not in front of it, they should be gone before you.
- If you are impeded, please contact the Clerks within 30 minutes of race end, with video evidence.
- Do not short stop, it is a 2 minute minimum pit stop. Any less and you will receive a penalty.

12 WINNERS PENALTIES:

Winners penalties are published in the printed programme and overleaf. A reminder that they apply to the driver and/or the car, within that series only.

13 PRACTICE:

A competitor must either complete three laps or have raced over the course during the previous 12 months. If the 3 laps are not completed in the allocated session, they may, with the consent of the Clerk of the Course, be completed in a suitable alternative session (if space is available and suitable) but only the times recorded in the proper session will be used to determine grid position.

Time is VERY tight at this event, it may be unlikely that you will get the chance to complete 3 laps out of session, therefore please can all drivers get their 3 'banker' laps in before trying to set a fast time. Cars practising wholly out of session will complete 3 laps only, will not be timed and will be required to strike out their number with tape and will be required to start from the back of the grid (**and where relevant the back of the reserve list**).

Q.12.4.2

Grid positions are determined by times recorded in official practice, except:

In the Ricky Parker-Morris JMC Racing Special Saloons and Modsports second race, where the grid for the second race will be determined by the finishing order of the first race.

WINNERS PENALTIES 2021

	<p>Group 1 Class C, 106, Chris Watkinson (Oulton) – 30 second pit stop penalty Class E, 77, Richard Merrell (Thrupton) – 30 second pit stop penalty Class F, 341, Tom Bell/Joe Ferguson (Donington) - 30 second pit stop penalty Class B, 16, Ian Staines (Cadwell) – 30 second pit stop penalty Class B, 99, Simon Benoy (Knockhill x2) - 60 second pit stop penalty Class C, 59, Sam Polley (Snetterton) - 30 second pit stop penalty</p>
	<p>Group 2 Class G, 15, Mark Campbell (Oulton & Knockhill x2) – 90 second pit stop penalty Class V, 47, Oliver Reuben (Thrupton) – 30 second pit stop penalty Class L, 149, Malcolm Johnson (Donington) – 30 second pit stop penalty Class L, 9, Jamie Keevill (Cadwell) – 30 second pit stop penalty Class L, 43, Steve Hodges (Snetterton) - 30 second pit stop penalty</p>
	<p>Class A, 48, Paul Tooms (Thrupton) - 30 second pit stop penalty Class B, 72, Jamie Boot (Donington) – 30 second pit stop penalty Class A, 262, Jon Wolfe (Cadwell) – 30 second pit stop penalty Class A, 50, Richard Bateman (Knockhill) - 30 second pit stop penalty Class D, 61, Joe Ward (Knockhill) - 30 second pit stop penalty Class B, 20, Charlie Allison/Peter Thompson - 30 second pit stop penalty</p>
	<p>Class A, 62, Colin Simpson/Steve Simpson (Oulton) – 30 second pit stop penalty Class A, 68, Eric Boulton (Brands GP) – 30 second pit stop penalty Class A, 888, Andrew Windmill (Thrupton + Donington) - 60 second pit stop penalty Class B, 15, Russell Thomson (Cadwell & Knockhill) – 60 second pit stop penalty Class A, 27, James Slater/Richard Harman (Knockhill) - 30 second pit stop penalty Class A, 56, Adam Brown (Snetterton) - 30 second pit stop penalty</p>
	<p>1970's Class B70, 37, Matthew Irons/Jake Severs (Oulton) – 30 second pit stop penalty Class B70, 4, Martyn Ellis/Matthew Ellis (Thrupton & Cadwell) - 60 second pit stop penalty Class B70, 63, Geoff Beale (Donington) - 30 second pit stop penalty Class A70, 144, Willy Toye (Knockhill) – 30 second pit stop penalty Class A70, 46, Miles Masarati (Snetterton) - 30 second pit stop penalty</p> <p>1980's Class C80, 21, Paul Dolan, (Oulton) – 30 second pit stop penalty Class A80, 22, Bill Lancashire (Thrupton) - 30 second pit stop penalty Class A80, 79, Mark Chilton (Donington) - 30 second pit stop penalty Class D80, 30, Sam Smith (Cadwell) – 30 second pit stop penalty Class C80, 56, John Hammersley/Adam Brown (Knockhill) - 30 second pit stop penalty Class A80, 111, Jason Kennedy (Knockhill) – 30 second pit stop penalty Class A80, 70, Stuart Dabum (Snetterton) - 30 second pit stop penalty</p>
	<p>Group 1 Class B, 16, Simon Griffiths (Cadwell) – 5 place grid penalty Class B, 72, Ian Haire/Andrew Greenwood (Knockhill) - 5 place grid penalty Class C, 70, Kevin Cooper (Snetterton) – 5 place grid penalty</p> <p>Group 2 Class G, 14, Ben Simonds (Snetterton) – 5 place grid penalty</p>
	<p>Class A, 70, Stuart Daburn (Snetterton) – 20 second pit stop penalty Class A, 67, Colin Philpott (Snetterton) – 15 second pit stop penalty Class B, 63, Roland Jones (Snetterton) – 10 second pit stop penalty</p>
	<p>Class B, 2, Maxwell Petch/Chris Petch (Snetterton) – 20 second pit stop penalty Class M1, 48, Stephen Scott-Dunwoodie (Snetterton) – 15 second pit stop penalty Class M1, 61, Tom Houlbrook (Snetterton) – 10 second pit stop penalty</p>
	<p>Class C, 12, Charlie Newton-Darby (Oulton & Thrupton) – 60 second pit stop penalty Class D, 72, Carl Chambers (Donington & Knockhill) – 60 second pit stop penalty Class A, 5, Phill Briggs (Cadwell & Snetterton) – 60 second pit stop penalty Class D, 63, Alex Tait (Knockhill) - 30 second pit stop penalty</p>
	<p>Class R, 75, Simon Evans (Thrupton) - 10 second pit stop penalty Class R, 47, Simon Hands/Joseph Roche (Snetterton) – 10 second pit stop penalty</p>
	<p>Class A1, 54, Nigel Jenkins (Snetterton) - 20 second pit stop penalty Class B, 147, David Fielder (Snetterton) - 15 second pit stop penalty Class A2, 11, Peter Challis (Snetterton) - 10 second pit stop penalty</p>

14 RACE START:

Rolling starts: Will be used for the Ricky Parker-Morris JMC Racing Special Saloons and Modsports races and the Liqui Moly Slicks/Liqui Moly New Millennium/Verum Builders Open Series race.

Standing starts: Will be used for all other races.

Standing Starts:

The countdown will start in the Assembly Area, a one-minute board and 30-second board will be shown in the assembly area and then cars will be released onto the track for the formation lap behind a Pace/Safety Car. For the avoidance of doubt you will not stop on the grid until you have completed a full formation lap.

As you approach the grid at the end of the full formation lap please slow in good time to allow Marshals to show you to your grid slot, no hard acceleration, wheelspin or practice starts. Once all cars are stationary, the 5-second board will be shown and the red lights will be displayed, at some time between 2 and 7 seconds the red lights will be switched off signalling the start of the race. In the event of any starting lights failure the Starter will revert to dropping the National Flag.

Rolling Starts:

The countdown will start in the Assembly Area, a one-minute board and 30-second board will be shown in the assembly area and then cars will be released for the formation lap behind a Pace/Safety Car. When the last car has left the assembly area and the last car has passed the Start Line for the first time the red lights will be switched on. For the avoidance of doubt, you will not stop on the grid. When the Pace/Safety Car turns off its yellow lights, cars should re-form in 2x2 grid formation behind the Pace/ Safety Car, no more than 1 car length behind the car in front, with the speed set by the Pace/Safety Car (approx. 60KPH).

Once the Pace/Safety Car is clear in the pits, with the cars approaching the Start Line the red start lights will be switched off - signalling the start of the race.

All cars are free to race when the lights are switched off. Any car holding back more than 1 car length, or any car accelerating before the red lights being switched off may be penalised. In the event of any starting lights failure the Starter will revert to dropping the National Flag.

Aborted Rolling Start:

If the start is aborted and the red lights do not go out you must maintain your 60kph speed and continue for another lap to attempt a second restart. Do not accelerate and maintain your position within the crocodile.

Race Time will start when the red start lights go out or when cars pass the start line for the second time.

If the Race Start cannot take place, red flags will be shown on all marshals' posts and Start line. Cars will reduce speed and stop on the grid and wait for further instruction from Marshals or Officials.

Reserves:

Please attend the assembly area in good time and ask the assembly area Marshals for further instructions. They are in touch with race control and will advise on whether you may join the green flag lap, proceed to the end of the pit lane, or retire back to the paddock.

15 CONSECUTIVE SESSIONS

If you are in back-to-back sessions, it is imperative that you are organised with fuel, refreshments and tyres (where relevant). You will not return to the paddock, instead please find us at the driver briefing for further instructions on where you must go.

16 JUDICIAL and RACE CONTROL:

Racing with the CSCC is a non-contact sport. If you have experienced or witnessed an incident please contact the Motorsport UK Clerks within 30 minutes of the end of that track session. Please visit the ground floor reception in the inner paddock, where the Secretary Of The Meeting will give you instructions on what to do next.

17 AWARD CEREMONY:

Prize Giving takes place 30 minutes after the race ends in the outer Scrutineering Bay, please come and collect your award, your team are welcome. Awards not collected at the meeting will be recycled for future events. Trophies are awarded as per series regulations. Award winners receive a single award per entry, with an optional 2nd driver award available to purchase after each event, by using the form on the CSCC event web page.

Live Streaming

All CSCC practice sessions and all races at Brands Hatch GP are Live Streamed and can be viewed as follows:

On our Facebook page: <https://www.facebook.com/ClassicSportsCarClub>

On our YouTube channel: <https://www.youtube.com/user/ClassicSportsCarClub>

Stickers

Please ensure that your car displays the full compliment of CSCC and sponsor stickers (where relevant and available), as per [our regulations](#). We won't ask you to remove any other club stickers but we do insist you wear ours as well. Stickers can be collected from the drivers briefing during the morning.

Covid

In case you missed it on the front page: Due to the international nature of this event, face coverings must be worn by all personnel in the inner paddock, assembly area, pit lane and race control building, no exceptions.

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Adams & Page Ltd

Adams and Page are one of the oldest tyre fitting companies in the country and a family run business.

Specialists in motorsport tyres and wheel alignment.

Included in the tyre price:

Fitting and balancing at our tyre centre in High Wycombe / CSCC race meetings or delivery to the customer.

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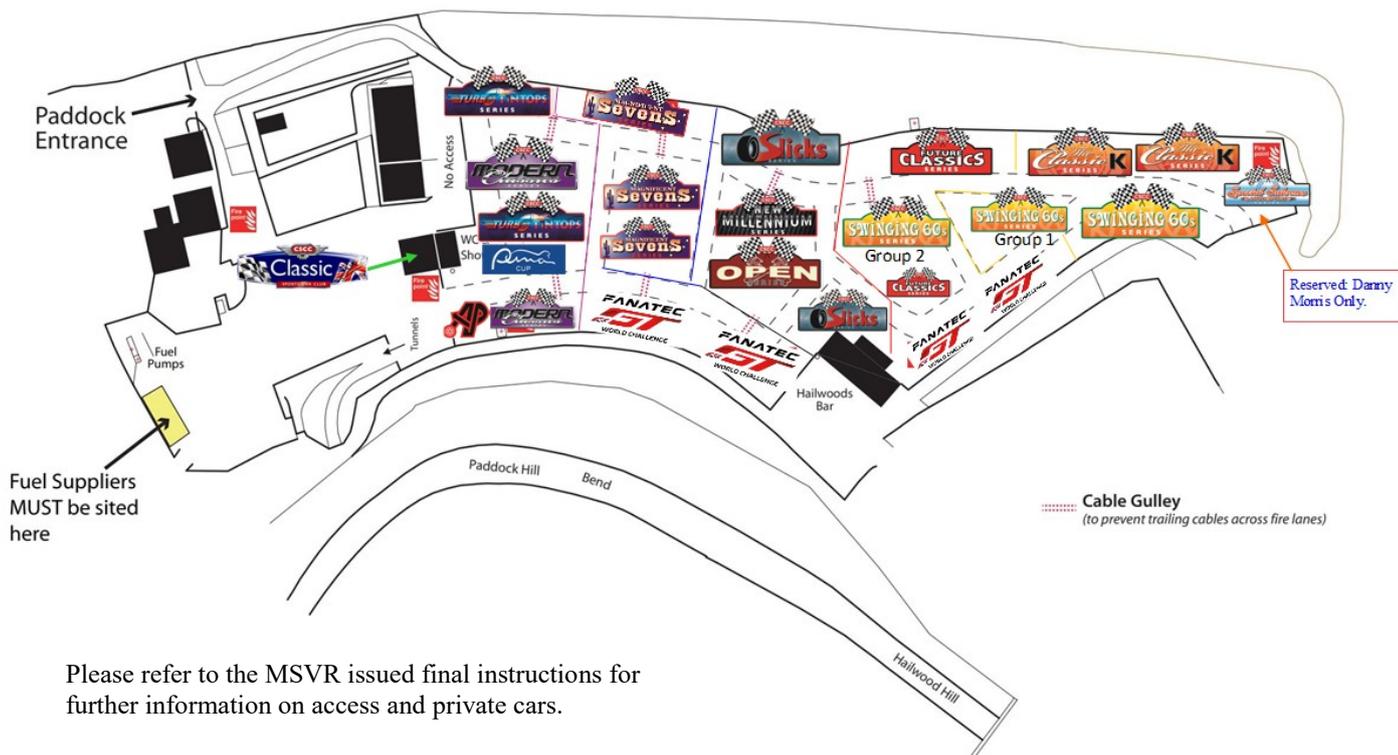
Adams & Page will be in the paddock to support you.

If you need tyres please contact

Adams & Page now so they have the required sizes loaded on the van.

BRANDS HATCH – Paddock

Saturday 28th August



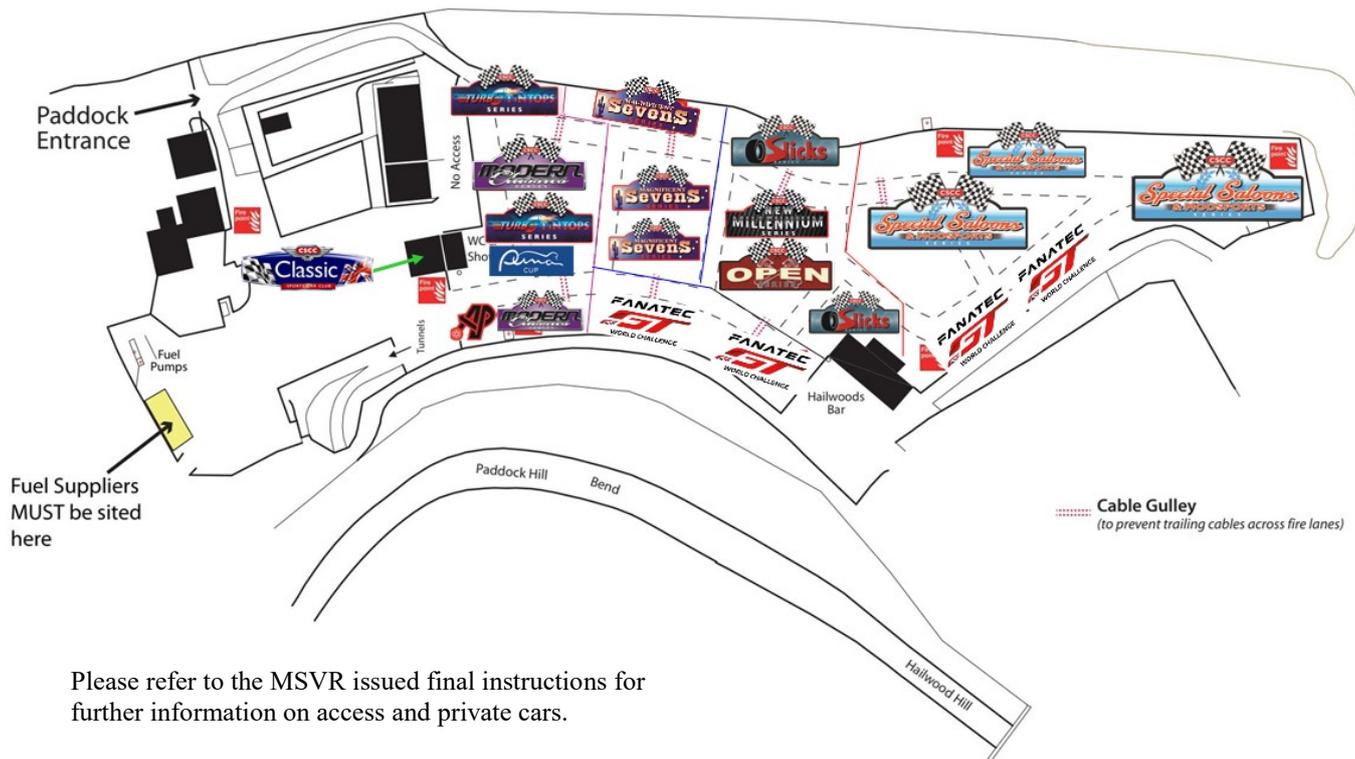
Please refer to the MSVR issued final instructions for further information on access and private cars.

www.brandshatch.co.uk

BrandsHatch

BRANDS HATCH – Paddock

Sunday 29th August



Please refer to the MSVR issued final instructions for further information on access and private cars.

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