

FINAL INSTRUCTIONS

HSCC Oulton Park Gold Cup

Oulton Park International Circuit

Saturday 29 – Monday 31 August 2026

Issue Date: 20th August (Version 2)- **changes in RED**

Thank you very much for your entry. These Final Instructions carry the same force as the ASRs for this Meeting. The Meeting will be held on the 2.69-mile (4.33 km) Oulton Park International Circuit and has been inscribed with the FIA as an NEAFP.

MSUK Permit No. 206522, Interclub

MSUK Steward: Esmor Jones

Club Stewards: Fergus Whatling, Andrew Warner

Race Director: Andy Dee-Crowne

Clerks of the Course: Andy Dee-Crowne, Julian Floyd (Snr), Claire Wood, Nick Fielding, Annie Goodyear (DBT), Ken Tyrer

Assistant Clerk of the Course: Julie Fielding

Secretary of the Event: Donna Peters

Assistant Secretary of the Event: Myra Whatling

Chief Medical Officer: TBC

Chief Scrutineer: Sue Bateman

Chief Timekeeper: Nick Palmer

Safeguarding Officer: Julie Fielding

REMINDER PRE-EVENT

Transponders

If you need to hire a transponder, you must order and pay for it in advance through Timing Solutions Ltd (TSL): www.tsl-timing.com; telephone: +44 (0)1827 285666. Transponders will be available for collection from Race Admin on the day. There is no physical access to the timekeepers during the event.

- Admission to the Circuit**
Admission is from noon on Friday. The gates will close at 23.00 and reopen at 07.00 on Saturday. The paddock must be vacated by 21.00 on Monday.
- Tickets and Paddock Access**
You will be sent four e-tickets by email for a single-driver entry, or six e-tickets for a two-driver entry. These will admit you and your vehicle to the circuit. Please note that paddock space is at a premium for the Gold Cup. Ensure that all private cars and trailers are placed in the areas designated on the paddock plan. Under MSV's ticket policy, children aged 12 and over must have 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 if a vehicle is damaged during an incident-recovery process.
- Paddock and Garage Allocation**
As per the Paddock Plan available on the HSCC App and Website. Please park in your allocated area and give consideration to your fellow competitors by not using unnecessary space.

- Signing-on and Documentation**
You must complete and submit the electronic declaration to the office prior to the event.
- Non-UK Competitors**
Competitors intending to race with a competition licence that was not issued by Motorsport UK must hold the highest grade of National Race Licence or a valid FIA International Licence. They must also provide confirmation of valid medical certification and their ASN's written consent. FIA ISC Article 2.3.7 applies.
- Scrutineering**
The HSCC has a policy of 100% scrutineering. It is each competitor's responsibility to ensure that their car has been scrutineered and that they have a scrutineering ticket before qualifying. Please queue in an orderly manner when attending the Scrutineering Bay. Pre-event checks will be available from 15.00 to 18.00 on Friday 28 August for anyone concerned that they may miss their Saturday slot. FIA papers or HSCC VIFs are required for all cars. If you are taking part in the practice session, your car must be scrutineered before you go on track, and you must collect your session wristband from Race Admin.
- Scrutineering times for each grid are listed below:**

Saturday 29 August

07.30	Open Wheel – Testing Session 1
08.00	Closed Wheel – Testing Session 2
08.30	Open Wheel – Testing Session 3
09.00	Open Wheel – Testing Session 4 – DBT only
09.30	Closed Wheel – Testing Session 5
10.00	Open Wheel – Testing Session 6
10.30	Alfa Romeo & Italian Intermarque
11.00	500cc Formula 3
11.30	Historic Formula 3
12.00	Derek Bell Trophy (DBT)
12.30	Historic Grand Prix Cars Association
13.00	70s Roadsports and 105 Cup
13.30	Historic Roadsports and Historic Saloons
14.00	VSCC Vintage and Historic Seaman Trophies
14.30	Historic Formula Junior

Sunday 30 August

15.00	CSCC R-Werks Special Saloons and Modsports
16.00	Historic Formula Ford
16.30	Guards Trophy

Monday 31 August

08.00	Thundersports
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8. Drivers' Briefings

Drivers who have not previously competed on the Oulton Park International Circuit must report to the Clerk of the Course at their briefing. All briefings will be held in the Media Room.

Saturday 29 August:

- 11.15 Alfa Romeo & Italian Intermarque
- 11.45 500cc Formula 3
- 12.15 Historic Formula 3
- 12.45 Derek Bell Trophy
- 13.15 HGPCA
- 14.15 70s and Historic Roadsports combined
- 14.45 VSCC Seaman Trophy
- 15.15 Historic Formula Junior

Sunday 30 August:

- 16.00 CSCC R-Werks Special Saloons and Modsports
- 16.30 Historic Formula Ford
- 17.00 Guards Trophy

Monday 31 August

- 08.30 Thundersports

9. Engines and Silencing

All competitors must ensure that their car complies with the NCR 7.8.2 silencing regulations: 105 dB for GT and Touring Cars, or 108 dB for all other classes. At this Meeting, cars in the Historic Grand Prix Cars Association, Historic Formula Junior, Historic Formula 3, **VSCC, Thundersports, 500cc F3** and Derek Bell Trophy classes F50A, F50B, F2A, F2B, FAA and FAB may run without a noise restriction.

Important: Racing engines must not be run before 08.15 on Saturday or Monday, or before 12.00 noon on Sunday. They must not be run after 17.00 on Saturday or after 18.30 on Monday.

10. Roadways

Within the Paddock area, the roadways must be kept clear of all vehicles at all times.

11. Pit Wall and Grid Safety

Entrants must confine team members using Pit Wall to a maximum of two personnel per competing car.

12. Practice Sessions and Races

All drivers, except those in the Derek Bell Trophy and Thundersports, must go to the Assembly Area 15 minutes before their published session time, or when called by the marshals or a paddock announcement. Derek Bell Trophy and Thundersports drivers will assemble in the Pit Lane. Drivers must 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 must slow down and return to the paddock as directed by the marshals.

13. Qualification

For the purposes of NCR Ch. 12, App. 6, Art. 3.2, all drivers entered for a race must complete at least three laps in official practice to qualify. Drivers must practise in the relevant session for every race entered. Drivers wishing to practise 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 its grid position for Race one.**

14. Reserves

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

15. Grid Formation

Will be as per the Championship/Series regulations or as directed by the Clerk of the Course.

16. Race Start Procedure

All Races unless notified will be a standing start with the Exception of CSCC Special Saloons and Modsports Derek Bell Trophy, Guards Trophy HGPCA, Thundersports and F3 500 who will have a rolling start. (See note. 31).

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.

If conditions at the event change, such as track conditions or weather, the Clerk of the Course may change a standing start to a rolling start. All affected competitors will be informed by Bulletin as soon as possible and will also be told how many Pace Car laps will take place. Unless advised otherwise, cars will leave the Assembly Area and complete the allocated laps behind the Pace Car while maintaining their grid positions. The normal rolling start procedure will then be employed. The Pace Car will turn off its lights and enter the Pit Lane, after which drivers must keep their grid positions until the red lights at the start line go out. No overtaking is allowed until your car has crossed the start line.

Rolling Start:

Drivers should proceed to the Assembly Area 15 minutes before the scheduled start of their race. Pre-gridding will take place in the Assembly Area (which for the Derek Bell Trophy and Thundersports only will be the Pit Lane) 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 will 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 are not subject to this requirement.**

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.

17. Practice Starts/Weaving

Notwithstanding any provision in the National Competition Rules, drivers who, in the opinion of the Judges of Fact or the Clerk of the Course, make practice starts or weave excessively during the warm-up or green-flag laps may receive a penalty up to and including exclusion.

18. 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 behind the safety car where the race duration clock will be restarted.

19. Race Stops

Should any race be 'red flagged', notwithstanding the provisions of NCR Ch.12.App.9Art App.9.1- App.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.

20. Judicial

At the discretion of the judicial officials, judicial hearings may be recorded. If the subject of a judicial hearing objects, the Clerk of the Course or Stewards of the Meeting may appoint a person to attend solely to make a contemporaneous note of all questions and replies. Competitors and entrants are not permitted to record the proceedings.

21. Disposal of Waste

Competitors and teams must not leave empty fuel or oil containers, batteries or tyres behind when leaving the venue.

22. Use of Video Equipment

Competitors may use only vehicle-mounted video-recording equipment. Any such equipment must be securely mounted and in place before the vehicle is scrutineered.

23. 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.

24. 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 Telephone No. 01929 551557. The circuit fuel station will be open on request, by calling at circuit reception and asking for fuel.

25. Please remember to check your Championship regulations **before purchasing fuel. At this meeting only fuel in accordance with NCR 8.1.1.7 and 8.1.1.8 are allowed to be used.**

26. Animals

Animals are not permitted at the venue.

27. Managing Fire Risks during periods of hot, dry weather

Please refer to MSUK Notice, which is located on the HSCC Event notice board:

<https://racecontrol.gtapps.co.uk/hssc/noticeboard/main>

28. BBQs

Disposable barbecues are not permitted.

29. Food & Refreshments

The café at the circuit remains closed. Food is available from the Fogarty Moss Centre, located down the hill near the edge of the circuit.

SPECIAL NOTES

Timing Modules

Please ensure you have fitted a fully charged and working transponder on your car as per the NCR Ch.12.App.6 Art.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

May incur time penalties - Judges of Fact may also be appointed.

Speeding in Pit Lane

The maximum speed limit is 60 km/h (37.2 mph).

Testing

Testing is available on the Circuit on 21 August. Please book online at: <https://testing-v4.msv.com/Calendar/List> or telephone to 0344 225 4423.

Safety Car:

A safety car will be deployed in all sessions, including practice and qualifying.

F3 500 Procedures

Qualifying

Qualifying results set the grid for both races.

Rolling start procedure

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.

It is permissible for cars out of grid position to overtake to assume their correct grid place whilst under control of the Pace Car. The Pace Car will, if clear, turn off its yellow flashing lights and will then

turn into the Pit Lane. Competing cars must then hold their position and speed approaching the start line in second gear. 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. Competitors are not required to reach the control line before overtaking.

If the Clerk of the Course is not happy with the pack formation the Red Lights will stay and the pack must complete a second circuit under the green flag.

Guards Trophy Races

This will be a 50-minute race. There will be a mandatory pit stop 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.

Oulton Park: the Pit Lane will be open for driver changes between the 15th and 35th minutes. All cars, including those not changing drivers, must come to 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 Admin 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.

Guards 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.

- i. Seat Belt violations: the Clerk of the Course may impose a 'Stop-Go' or 'Drive Through' penalty.
- ii. 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.
- iii. 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.
- iv. 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.
- v. Failure to take the mandatory pit stop: the Clerk of the Course will 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.

Fire Extinguishers

All competitors should make sure they have access to a suitable, fully charged and serviceable fire extinguisher readily accessible within their paddock or garage area at all times. It should be appropriate for use on fuel and electrical fires, clearly marked, securely positioned and maintained in accordance with the manufacturer's instructions. All team members should know its location and how to operate it.

Fuel Drain Valves

Competitors should ensure that all fuel drain valves, outlets and associated pipework are securely fitted and suitably sited so that, in the event of a leak or malfunction, fuel cannot be discharged or pumped into the cockpit area or towards any combustion or ignition source. The system should be inspected before each session.

Overalls

Although scrutineers will inspect competitors' overalls for validity, condition, tears and holes, competitors should also examine them carefully before each session. Even a small tear or hole may allow flame or heat to penetrate the suit and ignite clothing or other material beneath it, significantly reducing the protection provided. Damaged overalls should not be used.

