

11. LICENCES

Competitors must hold an appropriate valid competition race licence. Any grade of International race licence is acceptable. A MSA National A race licence, or European equivalent, is usually sufficient for members racing in HGPCA organised grids in the United Kingdom and Europe.

12. FIA HISTORIC TECHNICAL PASSPORT

Except by specific dispensation granted by the Board, all competing cars are required to have been issued with an FIA Historic Technical Passport which should be available for inspection at all HGPCA supported events. The HTP determines the correct technical specification for the competing car; it is the responsibility of the owner/driver to ensure that the car complies with the form.

By allowing the Association to arrange the scrutineering of our cars at some events, it is the presumption of the organisers that we will have complied with the rule requiring all our cars to have been issued with these forms. Any member planning to race a car for which an HTP has not been issued should contact the ASN of the country issuing their competition licence; for United Kingdom members, this is the Motor Sports Association.

13. CLASSES

Cars competing in events supported by the HGPCA must be of the type that competed in Grand Epreuve races on or before 31st December 1965 and will be categorized into one of the classes below. The Association reserves the right to amalgamate classes as required.

FRONT ENGINE CARS

- Class 1 1925 - 1934 Grand Prix cars running on 18" or 19" wheels
- Class 2 1935 - 1951 Grand Prix cars running on 18" or 19" wheels (cars running with smaller wheels must show period evidence)
- Class 3 Pre 1939 1.5 litre Voiturette cars on 16" wheels
- Class 4 1930 -1951 Grand Prix & Voiturette cars over 1.5 litres on 16" wheels
- Class 5 1952/53 2 litre Grand Prix cars
- Class 6 1954 -1958 Grand Prix cars on 16" wheels

- Class 7a Pre 1961 front engine Grand Prix cars on 15" wheels
- Class 8 Formula Libre, Indianapolis & Intercontinental cars
- Invitation Class

REAR ENGINE CARS

- Class 7b Pre 1961 Grand Prix cars on 15" wheels
- Class 7c* Pre 1961 Formula 2 cars of not more than 1.5 litres
- Class 9 Pre 1961 Grand Prix/Formula 2 cars of not more than 2 litres
- Class 10 Pre 1966 1.5 litre 4 cylinder Formula 1 cars and 1964/66 Formula 2 cars of not more than 1000cc
- Class 11 Pre 1966 1.5 litre multi-cylinder Formula 1 cars
- Class 12 Pre 1966 Tasman and Intercontinental 4 cylinder cars of not more than 2.7 litres

Invitation Class

** Class 7c - 1.5 litre Formula 2 cars may be included in front engine races*



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Information correct at time of printing



2018 RACE SPORTING & TECHNICAL GUIDELINES

1. GENERAL PROVISIONS

The HGPCA supported races are reserved for member-owner drivers with invited cars. The prescriptions of the International Sporting Code must be observed unless otherwise stated hereafter as well as the prescriptions of Appendix K of the code. Every car entered must have been issued with an FIA Historic Technical Passport (HTP).

2. OVERALL PRINCIPLE

Historic racing essentially provides the opportunity for drivers to race historic cars in an atmosphere somewhat similar to that enjoyed in the various historic periods. The two major guiding principles of the activity must be authenticity and amateur sport. The appropriate exercise, preservation and restoration of historic cars, in that order, must be keynotes.

The members are reminded that they only race by invitation of the HGPCA Board who have set out the following guidelines that are used when inviting members and their cars to race. The selection of invitees is intended to ensure that all members are catered for by giving opportunities for all to race whilst providing a variety of race and spectator appeal for both sponsors and promoters.

3. ENTRANTS AND DRIVERS

Priority in the invitation process will be given to Full member owner/drivers and those who lend or share their cars to or with other Members. 'Professional' and 'non member' drivers may be invited, but only on a one-off basis. Should they wish to race with the Association a second time, they will be required

to join as a member. Other important factors in the selection process will be: consistent support of the Association; driving standard; reliability; and cars in - as close as possible - their original specification.

4. SAFETY AND DRIVING STANDARDS

The Board is very conscious of the need for a consistently high standard of driver discipline.

The cars we drive have few inherent safety features. Accidents not only destroy originality but also put at risk the Appendix K period concessions under which we are allowed to race. Members are therefore required by the Association to drive in a sportsmanlike and considerate fashion, in particular avoiding contact and not indulging in aggressive driving tactics. A Driving Standards sub committee is in place to review all accidents as a matter of course and incidents and causes for complaint as they arise. Offenders will be warned and may not be invited to future HGPCA races.

It is the nature of our Association that we have members and cars of widely differing ability and performance. A degree of tolerance is expected from faster drivers. Any behaviour that brings or is likely to bring the Association into disrepute, including abusive language and/or gestures to other competitors or officials, will not be tolerated.

Owners and drivers should understand that they race by invitation of the Association. This requires that the declaration on the Season Entry Form is signed by the owner (and driver if different) of any car entered in a race supported by the HGPCA. This constitutes an agreement to abide by the Association's rules and guidelines and an undertaking to conduct themselves in a considerate and sporting manner at all times both on and off the track.

5. COMPLAINTS PROCEDURE

Should you feel strongly about anything relating to the conduct of the HGPCA, please address it in writing to the Board where it can be properly discussed and any appropriate action taken. Where, after an HGPCA race, a Member feels that they have just cause to complain they should approach the Driving Standards Observer or any Board Member for the incident to be discussed at the earliest opportunity, preferably at the event. Director Rod Jolley has volunteered to act as Member/Competitor liaison and his contact details - if you are unable to meet and discuss at the circuit - can be obtained from the Head Office.

6. EVENTS

The Board's aim is to feature different eras of cars in races throughout the year putting the emphasis on eligible Grand Prix cars according to our overall principles. Each event will stand alone from previous and subsequent events.

As was the custom in period, standing starts will be used with the cars positioned in a one-by-one staggered layout. By prior agreement, where circuit safety prescriptions require or the number of cars exceeds the practicality of a standing start, rolling starts may be used.

When two races are held at one event, the grid positions for race 1 will be set using the fastest lap time achieved in qualifying. The grid positions for race 2 will be set using the finishing positions from race 1.

7. CARS

Owners are required to maintain the original configuration and specification of their cars in accordance with its HTP papers, copies of which are held by the Association.

Declared details of all cars entered must be accurate, especially with respect to permitted engine size, wheel size, and weight. Cars competing in HGPCA supported races must be shown, to the reasonable satisfaction of the Board, to have competed in an International event in a particular historic period and to be preserved in as close a form to original specification as practicable.

Cars not endowed with period competition history but representative of the specification and period, and considered suitable additions to historic racing, will be considered for inclusion in HGPCA races at the sole discretion of the Board.

The Board will consider the merits of all cars members propose, even where they do not naturally fall into the established classes described. The Board reserves the right to place cars in the class it considers most suitable.

8. FUEL

Alcohol-based fuel may only be used in Pre-1958 cars in Classes 1-6 and Pre-1961 Indianapolis cars of Class 8. Cars that require special fuels to enable their engines to be run in original configuration are permitted to use fuels other than pump fuel.

However the precise make up of the alternative fuel must be available, on demand at any time, from the entrant for the Safety or Environmental Scrutineer. Cars which use fuel other than petrol, e.g. methanol, must display a fluorescent orange disc 75mm in diameter on the background of each competition number. All fuel must be transported, stored and handled in line with the promoter's instructions, the circuit's regulations and the national rules of the country in which the event is being held.

9. WHEELS & TYRES

FIA rules for historic events restrict competitors to a 'control' tyre - namely Dunlop. Only Dunlop R5 or earlier pattern tyres in 204 compound will be accepted in HGPCA supported Pre 1961 races (L section tyres are not accepted). Other tyre types offered for sale as road tyres with an aspect ratio of 75% or more having a speed rating of 'S' or above may be used only when such Dunlop tyres are not available in a suitable specification.

R6 CR48L section tyres and R7 CR65L section tyres in 204 compound may be used in HGPCA supported Pre 1966 races (M section tyres are not accepted) but Pre 1961 rear engine cars must be fitted with R5s to run in Classes 7 or 9. If they are fitted with L section tyres, they will run in Class 12.

However, until the Board are satisfied that Dunlop can supply R5 pattern tyres when requested and that the performance of these tyres is satisfactory, a waiver is given to owners of pre 1961 cars allowing L section tyres without change of class. When it is decided to withdraw the waiver, adequate notice will be given to competitors.

Unless period evidence is produced to support a larger dimension, the largest wheel rim width that may be fitted to cars manufactured before 1.1.1961 is 5.5"; for cars manufactured between 1.1.1961 and 31.12.1965, 6.5" is accepted.

At its discretion, the Board can determine that certain cars may only run with a prescribed wheel rim width.

10. SCRUTINEERING

Whenever possible the Association will arrange for cars to be checked for safety by scrutineers with experience of HGPCA cars. Eligibility to race will be the responsibility of the HGPCA Eligibility Scrutineer. In addition, 'parc ferme' will not be used unless demanded by the specific event organiser.