



Bosch Hockenheim Historic (BHH), 7- 9 May 2021. Group C/GTP Racing Ltd. 2021 Regulations

SECTION 1 - ORGANISATION

The organising Club is Group C/GTP Racing Ltd. Group C/GTP Racing is organised in conformity with the provisions of the FIA's International Sporting Code and its appendices (the Code), the FIA's General Prescriptions and the National Sporting Regulations of the DMSB. It will be run in conformity with the Series' sporting and technical regulations, particularly to Appendix K for cars from 1982 to 1990, the latter being in conformity with the safety prescriptions of the FIA's Appendix J for eligible cars from 1991 to 1993.

The name of the race is Group C Super Cup, organized by Hockenheimring GmbH, the sporting organizer is the BMC (Badischer Motorsportclub).

Official Language German/English

Organisation

A. Promoter / organiser / Committee

Group C/GTP Racing Ltd. Contact: Zoë Copas +44 (0) 7824 393839 Email: zoe@groupcracing.com. Jon Bunston +44 (0) 7740 432021. Website: www.groupcracing.com.

B. Officials

There will be no permanent stewards, the following officials will be proposed by the ASN and selected by Group C/GTP Racing Ltd in conjunction with the request to organise a race:

- A Steward will be chosen from the licensed members of the ASN of the country hosting the race.
- A Clerk of the Course
- A Chief timekeeper

C. Scrutineers

The chief scrutineer will be in charge of the scrutineering and will have full authority over the national scrutineers (Under National ASN approval). Therefore the chief scrutineer may check and scrutineer a car/entrant at any time during the event.

SECTION 2 - ENTRIES

○ Race entry fee

(Entries must be sent to the Organisers at the least one month before each race

Entry fee paid until February 28, 2021 £ 1650 tbc

Entry fee paid March 01, 2021 - April, 09, 2021 £ 1950 tbc

○ Membership fees (only due for the first participation in the season) £ 100 tbc

○ To be considered, entries must:

- include the entry fee,
- include the full colour copy of the Technical Passport issued by the Organisation or valid FIA International HTP papers, If the car has not run in the Group C/GTP Racing series before, the Technical Passport will only be validate by the Technical Scrutineer after the inspection of the car prior to its first participation of the season.
- include a copy of the drivers' licences.
- Race invitation request to be sent to zoe@groupcracing.com

- The Organisation reserves the right to reject any application for an invitation to race without giving reason. No refunds of the entry fee will be made.

The selection of cars is at the Organisers sole discretion. Drivers must demonstrate to the Organisation that have enough circuit raving experience to be deemed capable to compete in Group C/GRP Racing events. The spirit of historic racing and the principles of gentleman drivers should be respected both on and off track. Disrespectful behaviour will not be tolerated and may result in driver/team being excluded from the event and future events.

SECTION 3 - ELIGIBLE CARS

All cars from 1982 to 1990 shall conform to the 2017 FIA Appendix K requirements and have a valid FIA Historic Technical Passport (HTP) or a valid Technical Passport issued by the Organization checked by the technical scrutineer.

All cars from 1990 to 1993 shall conform to Appendices J of periods and have a valid Technical Passport issued by the Organization checked by the technical scrutineer.

A/ Are accepted:

- Group C/GTP race events are open to all Group C, IMSA and GTP cars running to 1982-1993 specifications
- Group C/GTP racing should comprise of the following car types:
 - Group C Cars,
 - IMSA GTP Cars,
 - Special Invitation Cars.

B/ Classes:

Group C/GTP Racing event will be contested in the following classes:

- Class 1 a: For all Group C C1, IMSA, GTP cars 1987-1990 specification cars.
- Class 1 b: For all Group C C1, IMSA, GTP cars pre '87 specification cars (i.e '82-'86).
- Class 2 a: For all Group C C2, Junior, IMSA Light cars 1986-1990 specification cars.
- Class 2 b: For all Group C C2, Junior, IMSA Light cars pre '86 specification (i.e '82-'85)
- Class 3 a: For Japanese sportscars, IMSA, Group C cars running in '91-'93 specification.
- Class 3 b: 'Special Invitation' - An invitation to run in this class is entirely at the discretion of The Organisation.

The Special Invitation Class will be for any Group C/GTP car or any other car considered by the Organisation to be of:

- a) Special Historical interest to the Organisation or Promoters of any of the races,
- b) be of particular benefit to the Organisation.

NB: All classes with the exception of the Class 3 b 'Special Invitation' will be eligible to score points as per the current regulations.

If a car's eligibility has not been appraised or a request for proof of eligibility has not been produced, the car's entry could be refused or allocated to C3b class until proof of eligibility has been made to the Organisation.

Cars competing in C3b class will not be eligible to receive any awards. Any other type of car may be allowed to participate at the absolute discretion of the Organization. The decision of whether a car is eligible to compete and which class it is allocated to is solely at the discretion of the Organization and that decision is final.

C/ Change of car during a meeting: upon Stewards' approval.

A "Reserve car" can be accepted provided it has successfully undergone the technical scrutineering.

A written request must be submitted to the Clerk of the Course for approval from the Stewards.

This request must be made at least:

- 2 hours before the start of the first qualifying.
- 2 hours before the start of the second qualifying (the time from first qualifying will be cancelled)
- 2 hours before the start of the race (the car will start from the back of the grid).

SECTION 4 - TECHNICAL REGULATIONS

See Group C/GTP Racing Technical Regulations. (Appendix 1)

All cars presented to the scrutineers should comply with their period specification as well as their Group C Technical Passport or HTP specification. Weight, engine capacity and ride height may be checked at any time during the event at the discretion of the Chief

Scrutineer or on stewards' decision. If a car does not comply with the technical regulations or its Technical Passport (or FIA HTP), the absence of an increase in performance will not be considered as a valid argument.

SECTION 5 - TECHNICAL & ADMINISTRATIVE CHECKS

The following documents shall be presented during the verification:

- Competitor's licence
- FIA International C Licence - Minimum requirement for all classes.
- Technical Passport issued by the Organisation or FIA Historic Technical Passport (HTP):
 - The Tech Pass application should include full details of the car's history and the specification applied for, together with photographs. This should be sent to the Organisation in the first instance for the validation process to begin in good time before the car's proposed entry to the event, blank copy will be supplied by Organisation on request.
 - The Organisers are free to accept a car which HTP papers are being issued,
- *All cars and drivers accepted into the event are obligated to carry such logos and sponsorship as specified by the Organisation. The Sponsors stickers and logos will be provided by the Organisation and must be displayed on the car and clothing.*
- *Any additional private advertising (except original livery of the car) must meet the FIA requirement (FIA App K Art. 2.1.9).*
- *Scrutineering will be considered as an implicit statement of the car's conformity and eligibility to the present regulation.*
- *Safety fuel tanks are mandatory (FIA Appendix J of period).*
- *All competitors will have to provide a validity certificate of the safety fuel tank(s) at the first participation in the season.*
- *A 6KG fire extinguisher will be mandatory in the paddock for every car*
- *RFT-Hans devices are mandatory for all cars.*

SECTION 6 - CREW

- The crew can consist of one or two drivers.
 - The driver in a 2 driver's team that sets the fastest time in qualifying **must** be the starting driver of each race.
 - If a car is entered with a team of 2 drivers, both drivers will have to drive in either one of the race to score all the points. If not, the car will only get 50% of the points scored.
 - A Professional driver, regularly registered in a modern championship, and driving someone else's car alone, may be on the podium but cannot acquire points towards the final season classification.
 - A Professional driver registered in a modern championship may be excluded from the race.
 - A performance penalty of 20 seconds will be added to the mandatory pit-stop time for all cars driven by at least one pro-driver.
- In case of lack of FIA classification, the Organization will be the only authority to judge if a driver can be considered as a pro-driver or not.

Change of driver during a meeting: upon Stewards' approval.

Provided he has the proper licence and satisfied the administrative requirements, a change of the crew is authorised. A written request must be submitted to the clerk of the course for authorisation at the latest 2 hours before the start of the first qualifying.

SECTION 7 - BRIEFING

It is mandatory for all drivers and team managers to attend the Drivers' Briefing.

Any driver failing to attend the briefing could receive a penalty of €100 and could be excluded from the starting grid by decision of the Stewards.

SECTION 8 - PRACTICES - RACE

No aggressive or dangerous behaviour will be accepted on track! A driver who is judged to be dangerous, may be excluded from the race, and/or the following races by the Panel of the Stewards, with no refund of entry fees.

Any contact between two cars on track, at any time during the meeting, will be subject to a Stewards' investigation. They will have the right to determine the responsible driver(s), who might be inflicted a penalty upon decision of the Panel of the Stewards. In any case the cars should be re-inspected again by the technical scrutineer.

Only cars and drivers that have completed the Technical and Administrative Checks will be accepted in the practice sessions.

Events race Time

- ⇒ There will be one 60' mins practice/qualifying practice sessions.
- ⇒ There will be one 45' mins practice/qualifying practice sessions.
- ⇒ There will be one 20' mins warm up session.
- ⇒ There will be one 45' min race.

⇒ At some events race time may vary and will be notified in advance.

Non-respect of the racing line:

- ⇒ During the practice:
 - 1st breach: Warning.
 - 2nd breach: Cancellation of the best time achieved during the concerned session.
 - 3rd breach: Cancellation of all times achieved during the concerned session.
- ⇒ During the race:
 - 1st breach: Warning.
 - 2nd breach: +45 seconds to the final race time.
 - 3rd breach: +1 minute to the final race time.
- ⇒ It is forbidden to pass any car after taking the chequered flag during practice or races.
 - Practice: Cancellation of the best time achieved during the concerned session.
 - Race: +45 seconds to the final race time.
- ⇒ It is forbidden to pass twice the chequered flag during practice or races.
 - Practice: Cancellation of the best time achieved during the concerned session.
 - Race: +45 seconds to the final race time.

SECTION 9 - PARC FERME

This is an invitation series and the Organisation may or may not choose to operate Parc Ferme. Competitors will be notified in the Final Instructions/Supplementary regulations on Parc Ferme for each event. Should the Organisation choose to operate Parc Ferme, the cars will be held under Parc Ferme conditions as defined by Article 2.5 of the International Sporting Code of the FIA, after all qualifying and after all races, in a designated area specified at the discretion of the Organisation. Failure to comply may cause the car in question to be penalized. The Organisation does however reserve the right to secure any car in the event for inspection for whatever reason the Organisation sees fit.

SECTION 10 - STARTING GRID

- It will be made up according to the cumulated best times achieved during all qualifying sessions.
- It will be in a 2x2 in line position. Each driver must keep the line (inside or outside) he had in the formation lap until he passes the timekeeping line.

SECTION 11 - STARTING PROCEDURE

- The start will be a 2 x 2 rolling start behind a Pace Car
- The cars will leave the pre-grid and do a formation lap and stop on the starting grid. If needed, the Clerk of the Course is entitled to allow additional formation laps.

The countdown procedure (minutes to the start of the Pace Lap) will be as follows:

- ⇒ 12 minutes Pit Exit opens in 2 minutes. Audible warning.
- ⇒ 10 minutes Pit Exit opened. Audible warning.
- ⇒ 7 minutes Pit Exit closes in 2 minutes. Audible warning.
- ⇒ 5 minutes Pit Exit closed. Audible warning & 5 minute board shown at start line
- ⇒ 3 minutes Clear grid of non- team personnel and equipment. Audible warning & 3 minute board shown at start line
- ⇒ 2 minutes Audible warning & 2 minute board shown at start line.
- ⇒ Audible warning & 1 minute board shown at start line. Grid must be completely cleared.
- ⇒ 30 seconds Audible warning & 30 second board shown at start line.
- ⇒ Green Flag: Start of the formation lap behind the pace car; the cars shall keep to their positions and remain in single file one after the other in the two formed rows. When the lights of the pace car are switched off, it is forbidden to zigzag. Cars must stay in two rows.
- ⇒ The cars will follow the leading car at an average of 70km/h up to 90 km/h.
- ⇒ The red light will be switched on during the formation lap.
- ⇒ The start of the race will be given with the green light on.

Penalty - 60 seconds per overtaken position to be added to the race time.

SECTION 12 - PIT STOPS

12.1 Speed limit in the pitlane

The speed limit in the pitlane will be announced during the Drivers' briefing.

- Penalties
 - a) Free Practices
 - * 1st infringement: a 30-second stop in the Stop and Go zone, engine running
 - * 2nd infringement: a 2-minute stop in the Stop and Go zone, engine switched off
 - * 3rd infringement: According to the Panel of the Stewards' sole discretion (possible exclusion)
 - b) Qualifying Practices:
 - * 1st infringement: Cancellation of the best time achieved during the concerned session.
 - * 2nd infringement: Cancellation of all times achieved during the concerned session.
 - c) Race: To the Panel of the Stewards' discretion.

12.2 Refueling: Strictly prohibited during the race.

12.3 Driver change or mandatory pit stop. The driver change or mandatory pitstop must take place between 17 minutes and 30 seconds (17m:30s) and 27 minutes and 30 seconds (27m:30s) of the race for two-driver teams and solo drivers. For all cars (one or two drivers) the car must be stationary for a **minimum of 2 minutes** + the necessary time to drive through the pitlane at the authorised speed as notified at the Drivers' Briefing.

For teams composed of one pro-driver, 20 seconds will be added to the mandatory pitstop.

For teams composed of two pro-drivers, 40 seconds will be added to the mandatory pitstop.

This time will change according to the visited track (different length of the pitlane); it will be announced during the Drivers' Briefing and calculated by the timekeepers, considering the distance between the entrance loop and the exit loop.

Conditions for pitstop:

- 2 minutes stop + time to drive through the pitlane at the maximum authorised speed
- Cars are only allowed to stop in front of the garages zone.

Penalties

- pit stop out of the target window = + 2 minutes penalty to the final race time.
- no stop = + 8 minutes penalty to the final race time.
- Stop shorter than the announced pit stop timing; 3 times the observed time difference.

SECTION 13 - NEUTRALISATION - SAFETY CAR - RED FLAG

13.1 Responsibility:

The Clerk of the Course is solely entitled to decide upon the neutralisation of the race using the "Safety-Car" procedure.

13.2 Identification of the "Safety-Car":

a/ A "Safety-Car" is used on the racetrack;

b/ The "Safety-Car" bares on the boot and on each side a "Safety-Car" inscription

13.3 Procedure:

13.3.1 - On the order of the Clerk of the Course, all Marshals will display waved yellow flags until the end of the "Safety-Car" intervention. Flashing yellow lights will be switched on at the starting grid and along the track;

13.3.2 - From the beginning of the intervention on, an "S.C." ("Safety-Car") board will be presented at each post;

13.3.3 - The "Safety-Car", yellow flashing lights switched on, will penetrate onto the track, preferably ahead the leading racing car. All the racing cars shall line up behind the "Safety-Car";

13.3.4 - All competing cars will form up in line behind the Safety Car no more than 5 cars lengths apart. Any overtaking on the track is forbidden, unless a car is signalled to do so by the Safety Car.

13.3.5 - The pit lane exit will be closed and reopened a few seconds after the group of cars following the Safety Car has passed the pit exit.

13.4 Pit Stops:

13.4.1 - During the "Safety-Car" intervention, cars are allowed to make a pit stop, but may only re-join the race when lights at the end of the pit lane are green after the last car queuing behind the "Safety-Car" has passed.

13.4.2 - A car re-joining the race will catch up to the line of cars following the "Safety-Car".

13.5 End of Intervention:

13.5.1 - The end of the "Safety-Car" procedure is under the Clerk of the Course's sole responsibility.

13.5.2 - When the Clerk of the course calls in the Safety Car, the latter will extinguish its lights. This will be the signal to the drivers that it will leave the track to the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, leave more than 5 cars lengths behind the following car. As the Safety Car is approaching the pit lane, the yellow flags and the "SC" boards at the Marshals posts will be withdrawn and waving green flags will be displayed for no more than one lap.

13.5.3 - Overtaking is strictly prohibited until the cars go through the green lights/flags located on the timekeeping line.

13.5.4 - Each lap achieved during the "Safety-Car" procedure is considered as part of the race.

13.6 Red flag:

Before the end of the second lap, and for any reason, if the race is interrupted, the red flag will be shown waved to competitors. Vehicles resumed their places on the starting grid according to the original starting grid.

After more than 2 laps and less than 75% of the race, cars stop in front of the starting line at the location indicated by the marshals, then resumed their places on the starting grid according to the classification before stopping. In both cases, interventions on cars are only allowed to the presentation of the sign "Stop Engine" and the process resumes at the presentation of the panel "Engine".

SECTION 14 - FINISH

The Chequered Flag will be presented to the leading car after 45 minutes of race.

SECTION 15 - CLASSIFICATION - PODIUM

A podium celebration will take place for 1st, 2nd and 3rd in C1, C2 and C3. An award will also be given to the class winner on class C1b and C2b. Awards will be dependant on number of entries in each class.

To be part of the classification, the car must be on track for the last 10 minutes of the race and cross the finish line under the chequered flag. **Two Independent Races:** the grid is taken from the overall qualifying times and there is no other relationship between the two races (i.e. the finishing positions on the 1st race do not affect the grid for the 2nd race).

The cars with two drivers must inform the nominated Organization Official, which driver is starting the race, 2 hours before the first race. A Final prize ceremony will be celebrated for the season class winners at the end of the year.

SECTION 16 - AMENDMENT TO THE COMPETITION, CANCELLATION OF THE EVENT

The Organization reserves the right to undertake all necessary changes to the competition due to force majeure or for safety reasons or ordered by the authorities or also to cancel the event or individual competitions, if this is determined by extraordinary circumstances, with no refunds of entries.