



CLASSIC SPORTS CAR CLUB

Le Mans Motors Cup Race Meeting

16-18 October 2020

Supplementary Regulations (11/08)



This race meeting is organised by HVM Racing, a club registered with the French ASN (FFSA).

There are two CSCC grids at this meeting on the Le Mans Bugatti circuit, CSCC Classic and CSCC Modern. All drivers must be current, paid up members of the CSCC and all cars must be registered with the CSCC during the 2020 season. Drivers are required to check these websites periodically as they will be updated on the run up to and during the event: www.classicsportscarclub.co.uk/lemans and <https://www.hvmracing.fr/saison-2020/motors-cup-c-bugatti-le-mans-presentation-2020/>

Entry and eligibility process:

- All CSCC members may now enter, we will acknowledge we have received the entry within 7 days. Those who entered online will receive an automated email confirmation of payment. If you enter using a form we will email to confirm we have received it. This is not a confirmation you have a place, it is a deferred entry in all cases.
- Members who have entered/taken part in two or more UK races will have priority, in date and time order received, up until Tuesday 18th August.
- On Wednesday 19th August we will publish a provisional entry list. This will show all confirmed entries and any reserves. Those drivers who have entered two or more UK races will appear first in the list.
- After Wednesday 19th August the office will still accept entries, provided they have competed with the CSCC at least once before.

Refunds:

A full refund will be given if you choose to withdraw your race booking by 28th September. If you withdraw after 28th September you will not receive a refund or credit, unless a paying reserve takes your place, sorry. Should the worst happen and French or UK government Covid restrictions prevent the event taking place, we will issue members a full refund automatically.

CSCC Classic, comprised of invited 1960s, 1970s and 1980s cars, with separate groups for FIA Appendix K compliant cars and non-FIA or modified cars.

The CSCC Classic will receive 1 x 30 minute qualifying session, 1 x 30 minute race and 1 x 35 minute race, both are rolling start pit-stop races.

Appendix K cars must run on Dunlop L or M tyres, all other 1960s cars must run on Yokohama 60 profile tyres, unless formally agreed with the CSCC, with 1970s and 1980s models running on Motorsport UK list 1A/B/C tyres

Podiums are as follows: Top three FIA Appendix K cars, top three non-FIA 1960s cars, top three 1970s/80s cars. In addition CSCC awards as per CSCC regulations.

The grid capacity for qualifying is 57 cars, for the race we can start 52 cars.

The finishing positions of race 1 form the starting positions for race 2.

CSCC Modern, comprised of invited cars from the 1990s to present day. There are separate categories for these cars: 1990s, 2000 to present day, Caterham Seven-Type, normally aspirated hatchbacks and saloons up to 2 litre of any age, forced induction front wheel drive and another for cars that do not fit the aforementioned categories but are otherwise compliant with CSCC regulations.

The CSCC Modern grid will receive 1 x 30 minute qualifying session, 1 x 30 minute race and 1 x 35 minute race, both are rolling start pit-stop races.

All CSCC Modern cars must run on Motorsport UK list 1A/B/C tyres (no slicks or racing wets)

Podiums are as follows: top three Seven-Type cars, top three others.

In addition CSCC awards as per CSCC regulations.

The grid capacity for qualifying is 57 cars, for the race we can start 47 cars.

The finishing positions of race 1 form the starting positions for race 2.

Cars must be CSCC and Motorsport UK compliant, in addition to any FFSA safety requirements agreed with HVM Racing, more on this in later pages.

You must have a minimum Motorsport UK Race National licence (requires six signatures)

Each car is required to use a TAG/Chronelec transponder (our AMB/MyLaps units will not work), CSCC drivers can hire these for a reduced rate of €30 at the circuit.

A timetable and final instructions will become available as we get closer to the event, for now we can confirm that you may arrive at the circuit from 14:00 on Thursday and the last CSCC race will finish by 15:00 on Sunday. Testing is available for us on Friday morning, at present this is not available to book but we will let you know the moment it does become available. The CSCC will be allocated an area of tarmac paddock, but as an option you may book and pay for a garage now, you may share this with another car/driver but please let them know the names and car number at the time of booking: <https://www.hvmracing.fr/produit/7-reservation-box-motors-cup-circuit-bugatti-le-mans-2020-ref-70600054s2/>

Subject to Covid changes the intention is that entries will receive up to 5 tickets, but we will confirm this nearer the time.

Sorry, there will be no refunds or credit given for withdrawals after Monday 28th September, unless a paying reserve takes your place.

Technical Regulations

To try to help we have plucked the relevant information from the French language regulations overleaf. If you have any questions please ask us, but be aware we may not be able to answer instantly, therefore do not let this delay your entry.

Attached are the technical regulation document numbers for our races at this event. Your equipment must be in date and on the latest FIA lists. In brief:

1. You will need a currently homologated FIA seat that is in date.
2. Fire Extinguishers must be FIA approved. Note that the 2.25 litre Motorsport UK units that some of you still use (and are acceptable at Spa) are NOT acceptable in France.
3. Head to toe FIA fireproof clothing including underwear.
4. As a minimum your fuel tank filler neck must be foam filled. If you have an FIA bag tank it must be in date.
5. FIA roll cage padding where your helmet could contact the bar (not pipe lagging!)

Please check your equipment is listed within the FIA lists. <https://www.fia.com/safety-equipment>

This is VERY IMPORTANT or you may find you are unable to race without the correct safety equipment.

FHR (HANS/Simpson)

MANDATORY according to the lists N ° 29 and 36 of the FIA for all cars built or homologated from 01/01/1977.

HELMETS

Cars with FHR: Helmets mentioned on technical list N ° 33 or 41 of the FIA

All other cars: Helmets matching Standards of the list Technical Paper N ° 25

HARNESSES (FIA Technical List No24)

Cars with FHR: Mandatory in force standard 8853/98 = 5 straps (letter C ...) or 6 straps (letter D ...) in contact with the body. All other cars equipped with a Rollcage: mandatory minimum in progress of validity standard 8854/98 = 4 straps in contact with the body (letter B ...)

NOISE

There is a drive-by limit of 100dB.

SEATS

Cars with FHR: seat adapted to fit FHR, approved according to list N ° 12 valid FIA, the local reinforcement of the seat fixings to chassis or body is allowed.

All other cars T / CT and GT / GTS from period F: seat origin or homologated (car homologation form) or valid FIA according to the FIA technical list N ° 12, the local reinforcement of the seat attachments to the chassis or body is permitted.

For Periods J1 and J2 homologated seat according to the technical list N ° 12 of the FIA valid.

EXTINGUISHERS

For T / TC / GT / GTS cars:

MANDATORY: 1 valid manual fire extinguisher according to the technical list

FIA No. 6, Attachments according to Annex K

RECOMMENDED: 1 fire extinguisher "embedded system" unpinned or "armed" case in validity according to the FIA technical list N ° 16

CLOTHING

MANDATORY: Suit and Gloves: Fire resistant - FIA 8856/2000

UNDERWEAR

MANDATORY: Balaclava, fire resistant according to FIA 8856/2000.

MANDATORY: Underwear (long-sleeved t-shirt, long underpants, socks) according to FIA standard 8856/2000.

Recommended FIA 8856-2018

SHOES

MANDATORY: Fire resistant - FIA 8856/2000

ROLLCAGE

COMPULSORY from period F. Unless approved by FIA or ASN, at a minimum: the foot plates must be fixed by reinforcement plates on the body by 3 bolts of 8mm diameter (2 bolts for the feet of the struts), the feet can IN ADDITION be welded to the reinforcement plates.

ROLLCAGE PADDING must be approved by the FIA

For T / CT / GT / GTS equipped with roll bar with basic frame corresponding to drawing K3, the fittings approved according to Technical List N ° 23 are **MANDATORY**

TOWING EYES

80 to 100mm diameter

HOOD AND BONNET CATCHES

Minimum of two bonnet catches and two boot catches

OUTSIDE REAR VIEW MIRRORS

Two mirrors with a minimum surface area of 90 square cm.each

WINDOWS

If you have a non-laminated glass windscreen this must be covered in a clear safety film (typically this type of glass is only fitted to some older, 60s cars). If you have no drivers side window, or you wish to drive with it down you will require an FIA net. Should you require ventilation we have an agreement with the organiser that our cars may have the passenger window slightly ajar.

SEVENS

Caterham Sevens are not required to run side nets, but wrist restraints are highly recommended. As per CSCC Magnificent Sevens regulations cars are required to run a pair of forward facing, bright, white lights.



Ce document récapitulatif doit être respecté, après avoir impérativement pris connaissance de l'intégralité des textes originaux des documents cités en référence. (Annexe K et Annexe J 2020, liste techniques FIA.)

Version : V1.0
Date : 11/03/2020

Légende
X = OBLIGATOIRE

Récapitulatif 2020 des équipements de sécurité VHC - Circuit		VHC - Circuit												
		Annexe K 2020	A	B	C	D	E	F	G1	G2	H1	H2	I	J1
Coupe circuit Signalisation : Eclair rouge sur fond bleu	Art.5.3	1905	1905 - 1918	1919 - 1930	1931 - 1946	1947 - 1981	1982 - 1985	1986 - 1989	1970 - 1971	1972 - 1975	1976	1977 - 1981	1982 - 1985	1986 - 1990
Batterie	Art.5.3				Batterie dans l'habitacle = Protection des bornes obligatoire Batterie sèche-solidairement fixée + couvercle isolé et étanche	X - Lithium interdit - Protection des bornes obligatoire								
Réservoir carburant	Art.5.5	X	X - Réservoir standard, homologué ou de sécurité Mousse de sécurité RECOMMANDÉE						X - Réservoir de série (avec mousse de sécurité) ou Réservoir conforme à l'Art.5.2 et Art.5.3					
Canalisation de carburant	Art.5.5					X - Conforme à l'Art.5.5.7							X - Ann XI - Art.3.2.6	
Systèmes d'extinctions et/ou Extincteurs manuels	Art.5.7				X - Extincteur manuel conformément à l'Art. 253-7.3 de l'Ann. J (Liste FIA n°6) X - Système d'extinction homologué FIA, conforme Art. 253-7.2 Ann. J (Liste FIA n°16)									
2 rétroviseurs extérieurs	Ann.XI Art.3.2.7													X
Pare-brise en verre feuilleté	Art.5.10					X - Deux surfaces de 90cm ² minimum								
Feux arrière / Feux anti-crash	Art.5.12					X - Dérégation possible pour polycarbonate en T - CT - GT - GTS								
Feux arrière / Feux anti-crash	Art.5.14				X - Voiture non-homologuées = Feux anti-crash obligatoire (à partir de la période G pour les monoplaces)									
Harnais homologués FIA / Ceinture de sécurité Deux coupe-ceintures obligatoires	Art.5.15				Si arceau installé = Harnais obligatoire				X - Harnais 4 points Ann.J				X - Harnais 6 points Ann.J	
Fixations supplémentaires T, CT, GT, GTS, GTP	Art.5.15.1				FIA 8854/98 (Liste n°24) ou 8853/98 (Liste n°24)								FIA 8853/98 (Liste n°24) ou 8853/2016 (Liste n°57)	
Arceau de remorquage AV-AR	Art.5.17				X - Attaches capot avant et arrière								X - Deux attaches mini, pour capot avant et arrière	
Siège homologué FIA / Siège origine	Art.5.18					X - 80 ou 100mm - Sauf pour Monoplaces							X - Ann XI - Art.3.2.6	
Double circuit de freinage	Art.5.22				Si sièges avant d'origine sont changés, alors : Siège FIA recommandé									
Armature / Structure de sécurité / ROPS	Ann.V & VI				RECOMMANDÉ Obligatoire si équipé en période			Art.4 + Tableau dimensions Art.9 Spec. mini. Conforme aux dessins K8, K9 ou K10 + diagonales + entretoises portes						X - Ann.XI - Art.3.2.3
Mousse d'arceau selon norme FIA 8857-2001	Ann.VI Art.3.6				Ne peut comporter plus de 6 points, sauf spec. de période.									Plus de 6 points possible
Filme anti-éclats pour vitre latérales	Ann.XI Art.3.2.1				X - Si arceau installé Partout ou des parties du corps du pilote peuvent toucher l'armature									
Système Retenue Frontale de Tête (RFT)	Ann.XI Art.3.3													X - Norme FIA 8856-2010 (Liste n°29)

Récapitulatif 2020 des équipements de sécurité VHC - Pilote/CoPilote	Rallye	Circuit	Course de Côte
Combinaisons norme FIA 8856-2000		X	
Combinaisons norme FIA 8856-2018			
Cagoule homologuée FIA norme FIA 8856-2000		X	
Cagoule homologuée FIA norme FIA 8856-2018			
Chaussure homologué norme FIA 8856-2000		X	
Chaussure homologué norme FIA 8856-2018			
Haut de sous vêtement (t-shirt manche longue) homologué norme FIA 8856-2000		X	
Haut de sous vêtement (t-shirt manche longue) homologué norme FIA 8856-2018		RECOMANDÉ	
Gants ignifugés norme FIA 8856-2000		X	
Gants ignifugés norme FIA 8856-2018			
Bas de sous vêtement (caleçon long et chaussette) homologués selon les normes FIA 8856-2000		X	
Bas de sous vêtement (caleçon long et chaussette) homologués selon les normes FIA 8856-2018		RECOMANDÉ	
Casque homologué FIA	Voitures avec RFT - Liste Technique FIA n°33 ou 41 Autres voitures - Liste Technique FIA n°25		



CSCC Le Mans Pit Stop Guide

Pit stops are an integral part of most CSCC races and have always been a big part of racing at Le Mans 24Hr. Understanding the rules, working out a 'game plan' and then practicing can give you an advantage over other drivers. The 2 minute Timed Pit Stop is measured from the pit in line (where the pit lane speed limit starts) to the pit out line (when you can speed up, out of the pit lane). A timed pit stop allows you time to make a driver change, take a drink or adjust tyre pressures. Single drivers may sit in the car without exiting and may leave the engine running if they wish. You, the driver are responsible for timing yourself, so invest in an easy to reach, simple countdown timer (£3 from a well known auction site).

Keep safe

Practice your pit stop in your full race kit and explain to anyone helping you EXACTLY what you want them to do, where to stand and where to avoid for their own safety. Pull well over in the stopping area, so that pit crew are not having to walk into a live lane. Allow enough time for you to be certain your shoulder belts are over your FHR.

If you are part of a 2 driver team and have different proportions, make sure your lap belts are suitably tight for both drivers: pulling on shoulder straps only can result in your buckle being up past your navel, this will almost certainly result in serious injury, in the event of a crash.

Pull away from your pit box briskly but under full control of your car, wheel spinning or drifting will quickly gain you a penalty and a chat with the good people in race control.

Winners Penalty

There are no winners penalties at Le Mans.

Pit Window

Pit Window	30 minute race	35 minute race
Race Start	00:00	00:00
Pit Window Open*	10:00	10:00
Pit Window Closed*	20:00	25:00
Chequered Flag	30:00	35:00

*In the event of a Safety Car being deployed/ released **during** the pit window, the pit window will be extended until the end of the race.

CSCC Timed Pit Stop Regulations

- 1. A mandatory 2 minute timed stop, timed from pit in to pit out is required during the race, unless indicated otherwise in supplementary regulations. It is up to the driver(s) to calculate when they should exit the pit lane so as not to stop short.**
- 2. A single driver may remain in the car, with belts attached and with the engine running providing they remain in the car for the stop.**
- 3. If a driver leaves the car, for example in a 2 driver team they must:**
 - 3.1 Stop the car**
 - 3.2 Switch off the engine**
 - 3.3 Unfasten belts (do not touch belts or open door until stationary)**
 - 3.4 Alight from stationary car, sanitise surfaces where required, only then can 2nd driver enter car**
 - 3.5 Engine may be restarted only when driver is seated**
 - 3.6 Fasten harness, ensuring belts are over FHR (where relevant)**
- 4. For a 2-car team, the second car must wait stationary after the first comes to a halt, at adjacent pit box and only leave when ready.**
- 5. Having completed the elapsed stationary time, cars should be safely released into pit lane, under full control with no excessive wheel spin.**
- 6. No refuelling allowed in any pit stop. No tyre changes during the mandatory 2 minute stop. In the interests of safety a tyre change is only permitted in the event of a puncture or damage.**
- 7. Only one person may work on each car during a pit stop and a wheel/tyre change will only be permitted if it is to replace a damaged wheel/tyre.**

The 2 Minute Timed Pit Stop Q and A

Why 2 minutes pit in-out?

It makes sense to replicate the method used by other clubs to make it easier for drivers to transition across. David and Hannah (who can't race with the CSCC) have experienced this format first hand over the last two years.

Why didn't you chose a stationary time?

For the above reason, plus the Timekeepers can produce a report for the Clerks that immediately shows if anyone has short stopped (without any discrepancy in deceleration/acceleration times). The 2 minute pit in to pit out method doesn't require hordes of volunteers armed with calibrated stopwatches.



Can you tell me exactly how long it will take to travel from pit in to pit out at each circuit?

Well we could, but it really won't help you to know that it might be 12.68 seconds, when factors such as where you stop in the pit lane, approaching cars at the intended time of release, how quickly you accelerate, how well calibrated your instruments are and catching someone travelling slightly slower are all going to affect your time.

Won't it be manic in the event of a Safety Car?

Actually things should be calmer as drivers should in theory leave the pits at the same time and order as they entered, with less rushing. There is always a higher number of drivers entering the pit lane at one time during a race disruption, regardless of the pit stop timing method.

I might be held up by someone driving too slowly down the pit lane?

Most cars do not have pit lane speed limiters so it has always been the case that cars travel down the pit lane at different speeds. The pit lane speed limit is just that, a limit, a maximum, NOT a command that you must drive at exactly that speed. However, we do not expect someone to trundle along at walking pace, impeding the progress of others (whether deliberately or accidentally). The eagle-eyed among you will notice the series regulations now contain an amended rule:

	Qualifying	Race
Unsafe release or impeding a car during pit stop (this is the minimum datum penalty. It does not stop further penalties.)	Loss of Fastest Lap	30 Seconds

It is up to the FFSA Officials to apply penalties if they deem it appropriate, not the CSCC staff, drivers or team members. Safety between heavy cars and squishy people is vital in the pit lane, so acts such as undertaking, cars running alongside each other, stopping in daft places, speeding, or releasing a car into the path of another will be dealt with appropriately. The vast majority of CSCC competitors turn up with a smile on their face and the right attitude, they want to do as well as they can during the race by fair methods, we don't see this changing.

Please can you tell us how a typical timed Pit Stop might take place?

1. Well, before your race meeting we suggest investing a few pounds on two simple countdown timers, such as the one pictured. Set one to count the race duration and one set to 2 minutes. Mount them securely where you can see them, and are in easy reach, but not anywhere your helmet might touch when you get out the car (ask us how we know!).
2. When you decide it's time to pit, signal your intention to enter the pit lane (hand or indicator) and press the button on your countdown timer as you cross the line. It is vital that you don't forget to press this button.....but if you do, don't panic, look to see if anyone has pitted just in front or behind you and hope that they remembered!
3. Pull safely over, into an unoccupied space and use this time as you wish, for example swapping drivers, taking a drink, checking tyre pressures, wheel nuts, oily bits (but never adding fuel).
4. Anticipate roughly how long it might take you to get to the pit exit from where you are parked.
5. Pull out and accelerate safely and under full control (avoiding wheelspin), travelling in the 'fast' lane at as close to the speed limit as you are safely able.
6. If you've got the timing right, your countdown timer alarm will sound just before you cross the pit exit line, therefore a fraction after 2 minutes has elapsed. If you've got it wrong and you think you might cross the line too early do not brake or stop, the potential penalty for this may be stiffer than short stopping.
7. Be aware that a stop at 1:59.99 will get you a minimum 30 second penalty, there is no margin of tolerance!

