

## INTRODUCTION

Automobiles Historiques Limited ('the organisers') is organising a National series called the 'GT & Sports Car Cup' for Pre-66 GTs & Pre-63 sports-cars of a type that were raced in the World Endurance Championship in period. Pre-66 Touring cars are invited to join the GT & Sports Car Cup at the discretion of the organisers.

Both car and driver selection of the 'GT & Sports Car Cup' are at the sole discretion of the organiser and promoter, who may accept cars from a later period, provided that they are in the spirit of the series.

All cars should have a valid Historic Technical Passport (a copy should be enclosed with the completed entry form); run under period specifications used in World Endurance Championship; comply with Appendix K, as well as the event organiser's regulations. Should it be in the spirit of the GT & Sports Car Cup, a car with an HTP application in process, with an expired HTP, or with no HTP, may be considered by invitation at the discretion of the organiser.

## 1 SPORTING REGULATIONS

**1.1** The GTSCC Series is administered by the Castle Combe Racing Club Ltd. in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

The letters and numbers reference the Motorsport UK National Competition Rules (herein after referred to as "NCR").

Motorsport UK Series permit number

**RS2026/079**

Race Status

National

### 1.2 OFFICIALS

Automobiles Historiques Limited

Email: [cars@automobileshistoriques.com](mailto:cars@automobileshistoriques.com)

Administrators

Castle Combe Racing Club Ltd

Castle Combe Circuit, Wiltshire, SN14 7EY

Tel: 01249 784160

Email: [catd@ccracingclub.co.uk](mailto:catd@ccracingclub.co.uk)

### 1.3 COMPETITOR ELIGIBILITY

Both car and driver selection are at the sole discretion of the organiser and promoter, who may accept cars from a later period, provided that they are in the spirit of the series. Pre '66 Touring Cars may be invited to join the GTSCC at the discretion of the organisers.

## 1.4 DATES

International Trophy at Silverstone Grand Prix circuit	30 - 31 May 2026
750 Motor Club at Anglesey	27 - 28 June 2026
Autumn Classic at Castle Combe	12 - 13 September 2026
Algarve Classic Festival at Portimao	30 - 31 October & 1 November 2026

## 1.5 AWARDS

'GT & Sports Car Cup'

The Organisers may in their entire discretion make special merit awards to Competitors, none of which will be dependent upon any accumulation of results achieved in the races.

## 2 RACE PROCEDURES

### 2.1 ENTRIES

Entry closing date is 30 days prior to each event. Entries may stay open until the grids are full.

Competitors are responsible for supplying correct and complete entries with the correct entry fees prior to the entry closing date. Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which Automobiles Historiques Ltd receives the missing or corrected information or fee.

Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to Automobiles Historiques Ltd in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval.

### 2.2 QUALIFICATION

Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the series criteria and the decision of the Clerk of the Course shall be final.

Each driver should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in NCR Ch.12 App.6 Art.3 and Art.5. The Clerk of the Course shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory as per NCR Ch.12 App.6 Art.3.5.

~~The Clerk of Course may choose to deploy the Safety Car to neutralise any qualifying.~~

### 2.3 RACES

The race durations will be as follows:

Silverstone: 120-minute race

Anglesey: 90-minute race

Castle Combe: 90-minute race

Portimao: 120-minute race

### **DRIVERS & PIT STOPS**

The owner of the car must drive for at least 50% of the racing time at each event. If the owner does not wish to drive his/her own car, this must have been discussed and accepted by the Organisers prior to the event.

During a 90-minute race, no single driver may stay behind the wheel for over 40 minutes at a time.

During a 120-minute race, no single driver may stay behind the wheel for over 50 minutes at a time.

There is no minimum time imposed for driver changes.

A driver competing on his/her own will also have to respect these stops and remain stationary for 45 seconds during each stop, providing that he/she is considered to be an amateur driver.

In the event of a double stint, a driver will have to stop and remain stationary for 45 seconds during his/her pit stop, providing that he/she is considered to be an amateur driver.

It is permitted to have three drivers sharing a car during a two-stop race, in which case the owner of the car will have to drive for a minimum of 33% of the racing time.

Non-compliance with the regulations may result in a penalty of between 10 seconds and 5 minutes and/or of 1 to 3 laps. It may also result in exclusion from the results.

## **2.4 STARTS**

### **Start Procedure**

All cars will be formed up in grid order in the Assembly area as specified on the grid sheet and will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

The start will be via a **Rolling start**.

The minimum countdown procedures/audible warning sequence shall be:

1 minute to start of Green Flag Lap - Start Engines and clear grid.

30 Seconds - to the start of Green Flag formation Lap.

### **Aborted Start**

If the start is aborted prior to the Lead Car pulling off, the lead car will not extinguish the roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. If the Lead Car has left the circuit and the Clerk of Course does not intend to start the race the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start procedure will then be repeated from the showing of the one-minute board indicating that the green flag lap is imminent. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

Any cars removed from the grid after the 1-minute signal or driven into the pits on the formation Green Flag lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the pit lane exit.

Any drivers unable to start the Green Flag lap or start the race are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. Any driver unable to maintain grid position on the green flag lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

In the event of any start light failure the starter will revert to the use of the National Flag.

## **2.5 RACE STOPS (RED SIGNALS)**

Should the need arise to stop any race, RED LIGHTS will be switched on and RED SIGNALS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

Case A – Less than two laps completed by the race leader:

The Race will be declared a "No Contest", as per NCR Ch.12 App.6 Art.9.1.a.

The race will restart from the original grid positions.

Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid in reserve order. Gaps on the grid should not be closed up.

The Clerk of the Course will determine the length of the restarted race.

Case B – More than two laps completed by the race leader but less than 75%:

The Race will restart from the grid set out in the finishing order of part one, as per NCR Ch.12 App.6 Art.9.1.b. The result of the race will be the finishing order at the end of part 2.

The Clerk of the Course will determine the length of the restarted race.

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with NCR Ch.12 App.6 Art.9.1.e, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

## **2.6 PIT LANE SAFETY**

Competitors must ensure that Motorsport UK, Circuit and organising club pit lane safety regulations are complied with at all times.

The onus is on the driver to take due care to drive at the minimum speed limit in the pit lane. Transgression may result in a drive through penalty.

## **2.7 RACE FINISHES**

After taking the Chequered Flag drivers are required to; Progressively and safely slow down, do not overtake and return to the Pit Lane Entrance as instructed, comply with any directions given by marshals or officials and to keep the helmets on and harnesses done up while on the circuit or pit lane.

## **2.8 RESULTS**

All Practice Timesheets, Grids, Race Results are deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

## **2.9 TIMING MODULES**

All competitors will be required to fit Transponders to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licenced Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

Competitors may not place electronic timing equipment within five metres of the official Start / Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

## **2.10 OPERATION OF SAFETY CAR**

The Safety Car may be brought into operation at any time during ~~practice, qualifying~~ **or** race sessions and run in accordance with NCR Ch.12 App.8 Art.2.

## **3 RACE PENALTIES**

**Track Limits** as per NCR Ch.12 App.7 Art.1.

Competitors should be aware that specific guidance has now been issued by Motorsport UK regarding the penalties to be applied for drivers breaching track limits.

## **4 INFRINGEMENT OF TECHNICAL REGULATIONS**

Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of NCR Ch.2 App.8 apply.

Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 apply.

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of NCR Ch.2 App.8 apply.

## **5 TECHNICAL REGULATIONS**

### **Classes**

GT1: Period E GT cars (1947 - 1961) up to 2-litre  
GT2: Period F GT cars (1962 - 1965) up to 2-litre  
GT3: Period E GT cars (1947 - 1961) over 2-litre  
Period F GT cars (1962 - 1965) from 2-litre to 3.5-litre  
GT4: Period F GT cars (1962 - 1965) over 3.5-litre  
SP1: Pre-63 Sports-cars under 2-litre  
SP2: Pre-63 Sports-cars over 2-litre  
TC1: Pre-66 Touring cars up to 1.5-litre  
TC2: Pre-66 Touring cars from 1.5-litre to 4-litre  
TC3: Pre-66 Touring cars over 4-litre

The Organisers or promoter reserve the right to re-allocate any car from one class to another.

Electronic ignition is permitted.

Unless one of the original 12 'Lightweights', all Jaguar E-Types and AC Cobras must weigh a minimum of 1,000 kilograms at all times.

### **TYRES**

All cars must run on 204-compound **Goodyear** / Dunlop Racing L-section tyres or earlier. In the event of a suitable size of tyre not being available for certain rims, the organiser's or promoter's prior approval must be sought.

### **ADVERTISING**

No advertising is allowed on the cars unless the organiser or promoter has issued written consent prior to the event. In the event of gaining sponsorship, the organiser or promoter has the right to ask all competitors to display sponsorship decals on their cars and embroidered logos on their overalls.

### **ENTRY FEES**

Entry fees will be published in event supplementary regulations.

The organizer and Automobiles Historiques Limited, will only consider fully completed entry forms sent with full payment and there will be no refund in case of cancellation, unless a full 21-day written notice is received by the organiser or promoter before the event.

### **LIABILITY**

In the case of a whole race meeting being cancelled, or of a 'GT & Sports Car Cup' race at any meeting being cancelled, or shortened in circumstances that are wholly or partly outside the control of the organiser or promoter, the organiser and promoter will have no liability to refund entry fees paid by entrants, unless and to the extent that the organiser or promoter themselves receive repayment from third parties. In no event will the organiser or promoter be liable for any recompense for entrants' abortive travel

and related costs or other compensation. The organiser and promoter reserves the right to change the regulations at any time, without any notification.

### **INDEMNITY**

Motor racing is dangerous. By signing an entry form to race in the GT & Sports Car Cup, or by agreeing to drive or allow one's car to be raced in the GT & Sports Car Cup, each entrant, owner and driver, who participates in the GT & Sports Car Cup, hereby unconditionally releases, discharges and indemnifies the organiser and promoter, Automobiles Historiques Limited, and its shareholders, directors and staff members, from and against any liability or responsibility in any jurisdiction in respect of any economic or physical damage or injury, which may be caused to him/herself and/or the car entered, whether as a result of the act, omission or alleged negligence of any of them or of any other competitor which occurs in a round of the GT & Sports Car Cup.

### **APPENDIX 1 ATTACHED**

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A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)  
#RaceWithRespect

**The Values**

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.