



Innes Ireland Cup For Pre-'66 GT & Touring Cars 2016 Regulations

1.0 **SPORTING REGULATIONS**

The Innes Ireland Cup is a series of standalone races organised to this common set of sporting and technical regulations and with no accumulation of points. It is organised by MotorSport Vision Racing (MSVR) and promoted by the Management of Aston Club Racing Ltd (ACR) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

The Innes Ireland Cup events are primarily intended for GT and Touring Cars built before 1966 of the type that would have appeared in international events in period, conforming to FIA Appendix K.

1.1 **Title and Jurisdiction**

Events do not constitute any form of championship and there will be no end of season overall champion.

It is the intention of the Organising Club to create a friendly, gentlemanly and non-aggressive series of good-value events for high profile cars with competent drivers. Therefore, a high standard of both car presentation and driver's behavior both on and off the track is both expected and demanded.

Entrants should be aware that whilst realising that race incidents can happen, the Organisers will not accept or tolerate poor, overtly aggressive or dangerous driving standards. Unsporting behaviour may result in withdrawal of future invitation to race.

Any driver or car failing to meet the standard approved by the Organising Club will receive a written "Yellow Card" warning. Any further infringements within a one year period may result in an automatic exclusion from the series.

Entries are strictly by invitation of the Organisers. The Organisers reserve the right to refuse the entry of any competitor on reasonable grounds, such as the car being of the wrong type or level of modification.

These Regulations should be read in conjunction with the current MSA Year Book. Competitors will be deemed to have full knowledge of these regulations and to have accepted them in full.

1.2 **Officials**

Series Co-ordinator

Roger Bennington
Email: rjb@astonclubracing.com

Licensed Eligibility Scrutineer

Stephen Walker
36 Terence Road, Liverpool, L16 8NW
Tel: 07778 179361 email: stephenwalker123@aol.com

Series Stewards

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Michael Cartwright, Jim Keenan, Graham Battersby

For the purposes of these regulations the term Licensed Eligibility Scrutineer will be deemed to include his nominated representative.

1.3 **Registration**

Registration forms will be required for this Series in 2016

The Innes Ireland Cup is not intended for professional drivers, primarily but not limited to drivers complying to H26.2.6. Any dispute about the categorisation of a pro-driver will be resolved by the Co-ordinator in conjunction with Aston Club Racing Ltd (ACR) organisers.

The organizers reserve the right to add time penalties to professional drivers should they participate.

1.4 **Competitor Eligibility**

All drivers must hold a valid MSA Competition National B Racing STATUS Licence (or higher). For international events drivers must hold a current MSA International or National "A" race licence or European equivalent with FIA endorsed logo.

1.5 **Calendar of Events 2016**

28 th May 2016	Oulton Park
11 th June 2016	Silverston Grand Prix Circuit
23 rd July 2016	Snetterton 300 Circuit
13 th August 2016	Brands Hatch Indy Circuit
1 st October 2016	Silverstone National Circuit

1.6 **Classes**

Class 1 -	Production GT and Touring Cars up to 1600cc
Class 2 -	Production GT and Touring Cars from 1601cc to 2,500cc
Class 3 -	Production GT and Touring Cars from 2501cc to 4000cc
Class 4 -	Production GT and Touring Cars over 4000cc

The Organisers may reclassify any car into a more appropriate class if, in their opinion, it is considered to be in keeping with the potential performance of the car. They also reserve the right to refuse an entry on grounds of a car being of the wrong type or level of modification.

The Licensed Eligibility Scrutineer reserves the right to carry out eligibility checks on any cars at his discretion or at the request of the Organisers after qualification or post race. It is the Competitor's responsibility to prove compliance of their car, not the Licensed Eligibility Scrutineer to prove non-compliance.

The organizers reserve the right to combine the races with other grids as required.

1.7 **Awards**

At each event an award will be made to the overall race winner and other class winners (subject to number of entries).



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Garlands and awards for first three places will be presented following the race or meeting presentation ceremony.

In the event of any provisional result being revised after presentation of an award, and the revision changes the entitlement to the award, the initial recipient must return the award to the Co-ordinator in good condition within 7 days.

At the end of the season the Innes Ireland Cup will be awarded to the entrant who, in the view of the organisers, has achieved the best combination of performance, condition and spirit through the season.

2. SPORTING REGULATIONS / JUDICIAL

In accordance with the MSA Year Book (Section C) or international regulations in country of event.

3. SPORTING REGULATIONS - RACE PROCEDURE

In accordance with the MSA Year Book (Section Q) or international regulations in country of event. Competitors should read all relevant parts of the 2014 technical regulations in the MSA Year Book.

3.1 Entries

Entry Fees shall be in accordance with the published fee on the respective Entry Form for the event.

Competitors are responsible for submitting the correct and fully completed Entry Form with the appropriate entry fee prior to the Event published closing date. Incorrect or incomplete entries will be held in abeyance until they are complete.

Acceptance of entries will be in accordance with the MSA Yearbook Section H30. In the event of over subscription a reserve list of up to 20% of the grid will be accepted in accordance with the chronological receipt of completed entry form.

Any Withdrawal of Entry or Driver/Car changes made after the published closing date must be notified in writing to the Series Co-ordinator. If Driver/Vehicle changes are made after the publication of Entry List the Competitor concerned must seek approval of acceptance by the Stewards of the Meeting BEFORE sign on.

3.2 Briefings

Drivers must attend all briefings. Times and locations of briefings will be provided in the published timetable or as a published notice at the Drivers and Entrants signing on.

3.3 Qualification

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the designated session in order to qualify for selection and order of precedence as set out in the MSA Year Book, (Section Q). The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any Driver whose practice times or driving are considered to be unsatisfactory.

3.4 Races

Each race will feature a mandatory pit stop (see Section 3.10). Competitors will be permitted to run with an optional Co-Driver.

The standard minimum scheduled race duration shall be 40 minutes whenever practicable.

Refer to the MSA Year Book (Section Q) for full race procedures.

3.5 Re-Scrutiny

Any vehicle involved in a reported contact incident/accident must be re-presented to the scrutineers for further examination and approval.

3.6 Pits and Pit Lane Safety

All competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations and speed limits are complied with at all times.

3.7 Refuelling

There is to be no refuelling during qualifying or the races.

3.8 Operation of Safety Car

The Safety Car will be brought into operation and run in accordance with MSA Regulation Section Q, Appendix 2 of the MSA Year Book.

3.9 Timing Modules

Competitors are required to supply and fit an approved Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The modules must be in place and functioning correctly for all qualifying practice sessions and the races. Data logging will not be permitted.

3.10 Mandatory Pit Stop

3.10.1 Pit Stop and Driver Change:

Each race will feature a mandatory pit stop for all cars. During the pit stop, cars must remain stationary for a minimum of one full minute. Failure to remain stationary for this duration will result in a Drive Through penalty. Driver changes will be permitted during this stationary period.

3.10.2 Pit Stop Window:

For a 40 or 45 minute race, the Pit Stop Window will be between the 15th and 30th minute or as detailed in the briefing before the race. Failure to make a pit stop during the Pit Stop Window will result in a Drive Through penalty. Failure to make a mandatory pit stop will result in exclusion from the race results.

3.11 Race finishes

After taking the Chequered Flag drivers are required to progressively and safely slow down; remain behind any competitors ahead of them; to Parc Ferme if instructed; comply with any directions given by Marshals or Officials; and keep the helmets on and harnesses done up whilst on the circuit or in the pit lane.

4. Race Penalties

In accordance with the MSA Year Book (Sections C & Q.12) or international regulations in country of event.

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5. TECHNICAL REGULATIONS

5.1 Introduction

These events are intended for period pre-'1966 GT and Touring Cars running to period FIA homologated specification as per FIA Appendix K. Additional period modifications may be accepted providing any such modifications are declared to and are agreed by the Organisers and the Eligibility Scrutineer prior to the meeting.

The following Technical Regulations are set out in accordance with the MSA specified format. It should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

It is the Competitor's responsibility to prove eligibility compliance of his car, not the Licensed Eligibility Scrutineer to prove non-compliance.

By submitting a race entry Competitors will be deemed to have full knowledge and acceptance of these regulations. For the purpose of these regulations the term Licensed Eligibility Scrutineer will be deemed to include his nominated representative.

Entrants must at all times comply with the directives of the Eligibility Scrutineer and the Series Organiser in respect of scrutineering and eligibility checking. Any car found infringing the regulations before or after qualifying will be expected to make the necessary alterations to comply before qualification or race starts, and to represent the car to the Eligibility Scrutineer for approval.

5.2 General Principle

The events are for fun only and all cars will be accepted or refused by the organising committee on their own merit with particular consideration given to a high standard of presentation.

Whilst FIA6HTP papers will not be mandatory for any events during 2016 it is expected that cars comply with FIA Appendix K where possible. A very high standard of presentation is expected and demanded.

5.3 Safety Requirements

In accordance with MSA Regulations (Section K) or international regulations in country of event.

5.4 General Technical Requirements and Exceptions

5.4.1 Chassis & Bodywork

As per FIA Appendix K.

5.4.2 Interior

Interior free, but no alteration to the structure either strengthening, lightening or any change of material from original manufacture's specification with the exception of a fitted ROPs system (MSA Regulation K1.2.2).

5.4.3 Suspensions & Shock Absorbers

As per FIA Appendix K.

5.4.4 Fuel & Fuel Tank

As per FIA Appendix K.

5.4.5 Engine

As per FIA Appendix K

5.4.6 Exhaust System

Must be silenced to comply with MSA Regulations J5.17.1 to J5.17.8.

5.4.7 Ignition Systems

Ignition systems must be either points and condenser, or in the interests of reliability, an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and the mechanical parts within that distributor are the sole means of determining the timing of the ignition, subject to MSA regulation Q19.11.2.

5.4.8 Electrics

Electrics including instrumentation panel as per FIA Appendix K. Digital instrumentation and data logging is not permitted. Cars must have a working charging system. Lights must work. Battery type and position free, subject to MSA Regulations K14.1.1(a) and J5.14.1.

5.4.9 Steering and Suspensions

Steering and suspensions must be of the basic design for that make and model using only the original pick up points as per FIA Appendix K. .

5.4.10 Transmissions

Gearboxes must be of the basic design for that make and model, design with the same number of ratios as per FIA Appendix K.

5.4.11 Wheels and Tyres

Wheels must be of either steel disc or wire spoke type or of period.

All cars running during qualifying and races must use Dunlop Historic CR65 racing tyres or Dunlop L or M Section Historic CR65 tyres with a minimum tread depth of 1.6 mm (MSA Regulation J5.9.2).

If a car is found to have tyre depth below 1.6mm in the assembly area the Competitor must change to compliant tyre(s) before proceeding to the grid.

Failure to comply with tyre regulations will result in an automatic exclusion from the Event.

6.0 Advertising

Your attention is drawn to FIA Appendix K. 2.1.9 - Advertising on Historic Cars.

Whilst the Organising Club is not concerned with upholding these particularly strict FIA regulations, it will, however, expect personal advertising and decals on all cars to be kept to a sensible minimum. Space must be made available on all cars for event sponsor's decals, and the Organisers reserve the right to insist upon any Competitor removing or covering any other sponsor's decals if so desired.