



HISTORIC SPORTS CAR CLUB

Silverstone Circuit, Silverstone, Nr Towcester, Northamptonshire, NN12 8TN

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HSCC Classic Racing Car Series Regulations 2018

Eligible Cars:

The HSCC Classic Racing Car Series is open to single-seater racing cars built prior to 31/12/71, with various cut-off dates depending on class and engine capacity. F1, F2, F3 and Formula Junior cars are all eligible.

Dunlop or Avon treaded control tyres are mandatory. Aerodynamic aids are not permitted there is a separate class for pre-1972 Historic Formula Ford cars.

All cars must have current FIA or HSCC Vehicle Identification Forms.

Class Structure - Classic Racing Cars

Class A	Formula One cars Up to 1500cc V8 as raced between 1/01/61 – 31/12/65
Class B	Formula 2 cars up to 1000cc built up to 31/12/66
Class C	Formula 2 and Formula Atlantic cars up to 1600cc built between 1/1/67 up to 31/12/71
Class D	Formula 3 1000cc cars built and raced between 1/1/64 and 31/12/70
Class E	Formula Junior cars built and raced before 31/12/63
Class F	Single seater racing cars built and raced between 1/1/67 and 31/12/71 running to HSCC Historic Formula Ford Series specification using either HFF Approved Avon Tyres or CRC Dunlop Tyres.
Class G	Formula B/Formula Libre/ Single Seater Up to 1600cc built before 31/12/71 (not to include modified Formula Ford Chassis)

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Classic Racing Car Series is organised and administered by The Historic Sports Car Club [HSCC] in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [MSA] (incorporating the provisions of the international sporting code of the FIA) and these Series Regulations.

MSA Series Permit No. RS2018/ 046

Race Status: National B

MSA Series Grade: D

1.2 Officials:

- 1.2.1 Co-ordinator: Mr. G.D. White, HSCC, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Eligibility Scrutineer: Mr. Matthew Lambkin Smith
- 1.2.3 Series Stewards: Mr Charles Barter, Mr Roger Bevan, Mr Peter Hore
All C/O HSCC, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN

1.3 Competitor Eligibility:

- 1.3.1 Entrants must:
 - (a) be fully paid-up valid membership card-holding members of the HSCC and
 - (b) in possession of a valid 2018 MSA Entrant's Licence.
- 1.3.2 Drivers and Entrant/Drivers must:
 - (a) be fully paid-up valid membership card-holding members of the HSCC and,
 - (b) be registered for the Series and
 - (c) be in possession of a valid 2018 MSA Competition (Racing) National B status Licence *as a minimum* for Classes B,D,E & ,F, National A status Licence minimum will be required for Classes A,C & G subject to MSA Yearbook Q 9.1.1
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U.flag) and medical, issued by the ASN of a member country of the European Union, or comparable country (H26.2.1 applies).
- 1.3.3 All necessary documentation, including HSCC or FIA Vehicle Identity document, must be presented for checking at all rounds when signing-on.

PUBLISHED REGULATIONS

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the Series by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.
- 1.4.2 The registration fee is £150 to include membership of the HSCC. Cheques made payable to the HSCC.
- 1.4.3 Registrations will be accepted from 1st January 2018.
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Series.

1.5 Series Events:

The HSCC Classic Racing Car Series will be contested over 8 race meetings, if there are two races at any race meeting both will count for Series points.

Date	Circuit	Status	Org. Club
7 th – 8 th April	Donington Park	Clubmans	HSCC
19 th – 20 th May	Cadwell Park	Clubmans	HSCC
4 th – 5 th August	Croft Nostalgia	Clubmans	HSCC
25 th – 27 th August	Oulton Park Gold Cup	National B	HSCC
22 nd – 23 rd September	Brands Hatch Indy	Clubmans	HSCC
20 th – 21 st October	Silverstone	Clubmans	HSCC

1.7 Awards:

- 1.7.1 All awards are to be provided by the race organisers.
- 1.7.2 Per Event: : A trophy to the overall winner, 2nd and 3rd and trophies to first and second in each class subject to five starters in class. Trophies to first in each class will be awarded subject to three starters in each class.
- 1.7.3 Presentations: Winners trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class trophies will be available from the paddock office one hour after the official results have been published.
- 1.7.4 Entertainment Tax Liability:
 - Prize Money and Bonuses not applicable.
 - In accordance with current government legislation, the HSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.
 - That is those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the organiser, the HSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.
 - Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.
 - For further information contact- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool. L75 1BB. Tel: 0151 472 6488 Fax: 0151 472 6483
- 1.7.5 Title to all trophies: In the event of any Provisional Results or Series Tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the HSCC in good condition within 7 days.

2. SERIES EVENT MEETINGS & RACE PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Often parts have to be manufactured and are not available 'off the shelf'. These cars require respect as do your fellow competitors. You will be expected to race within those parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

2.1 Entries:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing D25.1.12 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice:

2.3.1 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.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Q5.4. (1.6.4. above applies)

2.5 Starts:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a Standing start

The minimum Countdown procedures/audible warning sequence shall be:-

I. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid

II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.

III. A five second board will be used to indicate that the grid is complete.

IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any cars removed from the grid after the one minute stage or driven into pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later.

2.5.4 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per MSA Regulation Q 12.13.2. In addition, any driver unable to maintain grid positions on 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.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials

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.

2.7 Pits, Paddock & Pit Lane Safety:

2.7.1 **Pits & Paddock:** Competitors must ensure that the MSA, Circuit Management and Organising Club Safety regulations are complied with at all times.

2.7.2 **Pit Lane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.7.3 **Refueling:** May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.

2.7.4 **Speed Limit:** Pit Lane Speed Limit will be 60 Km/h (37.2Mph)

2.8 Race Finishes:

Cars may either cross the Finishing Line or take the chequered flag in the pit lane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pit lane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

After taking the Chequered Flag drivers are required to:

I. progressively and safely slow down,

II. remain behind any competitors ahead of them,

III. return to the Pit Lane Entrance/Paddock Entrance as instructed,

IV. comply with any directions given by Marshals or Officials

V. keep helmets on and harnesses done up while on the circuits or in the pit lane.

2.9 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation D26.3).

2.10 Timing Modules:

All cars must be fitted with a working HSCC approved transponder. Failure may result in competitors not being accredited with a qualifying time or excluded from the result as per MSA Q12.2.1

2.11 Qualification Races:

-If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12 Operation of Safety Car:

The safety car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 Onboard Cameras

The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event. Cameras may not be used as a data logging device.

3. SPECIFIC SERIES REGULATIONS

Nil

4. SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MSA Yearbook.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of MSA regulations C3.3.

4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty: The provisions of MSA regulations C3.5.1(a) &(b).

4.1.3 For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

4.2 Additional specific Series penalties as set out in the Supplementary Regulations:

4.2.1 The Clerk of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with MSA Regulation Q12.6

4.2.2 The Clerk of the Course or the Stewards of the Meeting where an unfair advantage has been obtained (whether inadvertently or not) may impose a Time Penalty in accordance with MSA Regulation C2.3 (Judicial).

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following technical regulations are set out in accordance with the MSA specified format, and 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.

5.2 GENERAL DESCRIPTION:

The HSCC Classic Racing Car Series is open to single-seater racing cars built prior to 31/12/73, with various cut-off dates depending on class and engine capacity. F1, F2, F3 and Formula Junior cars are all eligible.

Dunlop or Avon control tyres are mandatory. Wings or aerodynamic aids are not permitted, and there is also a separate class for pre-1972 Historic Formula Ford cars.

5.3 SAFETY REQUIREMENTS:

All MSA Section K safety criteria regulations apply as relevant. Items (K4.) and (K12) are not mandatory

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1 All vehicles must comply with their FIA or HSCC Identity Document.

5.4.2 Only models with an International Competition history in period are eligible.

5.4.3 Subject to their HSCC Identity Document indicating otherwise, vehicles must comply with vehicle regulations Section J and Q.

5.4.4 Cars which do not fall into the general requirements of 5.2 or 5.4.2 may be considered by the Series Committee on their historical merit.

- 5.5 CHASSIS:** As the car's FIA or HSCC Identity document.
- 5.6 BODYWORK:** As the car's FIA or HSCC Identity document.
- 5.7 ENGINE:** As the car's FIA or HSCC Identity document.
- Modifications:**
 Class B - 1000cc to original F2 specification.
 Class C – 1600cc FVA as original specification. Fuel injection allowed.
 1600cc BDA can only be used to replace the original FVA engine in cars with Formula 2 history only, and the engine must be of the original Formula Atlantic specification. No short stroke, alloy blocks big valve heads or fuel injection allowed. The onus is on the competitor to make sure it complies - it could be checked.
 Class G – 1600cc Twin Cam Ford engine cars will be encouraged. i.e. 8 Valve engines only without fuel injection
 Only cars which left the factory from new either as Formula 3 / Formula B or Formula Libre will be allowed, proof required.
- 5.8 SUSPENSION** As the car's FIA or HSCC Identity document.
- 5.9 TRANSMISSION:** As the car's FIA or HSCC Identity document.
 Note Constant Velocity joints are not permitted for use in drive shafts of cars **prior to 31.12.70**
- 5.10 ELECTRICS:** As the car's FIA or HSCC Identity document.
 A red warning light must be fitted – (K5)
- 5.11 BRAKES:** As the car's FIA or HSCC Identity document.
 Hydraulic pipes may be replaced by Aeroquip or similar. Cross drilled discs and driver adjustable brake balance bars are only permitted on cars after 31.12.70 and only if period regulations permitted.
- 5.12 WHEELS/STEERING:** As the car's FIA or HSCC Identity document
- 5.13 TYRES.** Eligible tyres are as follows:
 Class A Dunlop Vintage "L" or "M" 204 compound CR65 tread pattern
 Class B Dunlop Vintage "L" or "M" section 204 CR 65 Tread pattern or Dunlop Post Historic 484 compound range treaded tyres. Optional Avon A37 (7432 and 7343) hand cut to CR65 Tread Pattern known as Historic All Weather.
 Class C Dunlop Vintage "L" or "M" section 204 CR 65 Tread pattern or Dunlop Post Historic 484 compound range treaded tyres and Optional Avon A37 (7432 and 7343) hand cut to CR65 Tread Pattern known as Historic All Weather. provided they fit the original wheel rim sizes) are permitted
 Class D Period F (1964 – 1965) Avon ACB9 moulded tread pattern A 37 Compound reference 7660 and 7661, or Dunlop "L" Section 204 CR65 Tread
 Period GR (1966-1970) Avon A37 7342 and 7343 hand cut to CR65 tread pattern
 All weather pattern Dunlop L or M Section 204 Compound cut to CR65 tread pattern.
 For Wet Conditions: Avon Slick cut to Classic Wet Formula Pattern Reference 7714 and 7715 in A37 Compound, or Dunlop 'L' and 'M' Section CR65 204 compound or 'Post Historic' 204 compound.
 Dry condition tyres can also be used under wet conditions.
 Class E Dunlop "L" section 204 compound CR65 tread
 Class F "M" section 204 compound Dunlop treaded tyres 4.50MX13 Front 5.25MX13 Rear only or Avon Formula Ford tyres
 Class G Dunlop Vintage "L" or "M" section 204 compound or Dunlop Post Historic 484 compound range treaded tyres and Optional Avon A37 (7432 and 7343) hand cut to CR65 Tread Pattern known as Historic All Weather. (provided they fit the original wheel rim sizes) are permitted.
- 5.14 WEIGHTS:** Weights must conform to the minimum listed below.
- | | |
|---------|---------|
| Class A | 450Kgs |
| Class B | 400Kgs |
| Class C | 425 Kgs |
| Class D | 400 Kgs |
| Class E | 400 Kgs |
| Class F | 420 Kgs |
| Class G | 410 Kgs |

- 5.15 FUEL TANK/FUEL:** As the car's FIA or HSCC identity document.
Fuel must be in accordance with MSA regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b),
- 5.16 SILENCING:** All vehicles must comply with MSA Regulation J5.17 i.e. 108db and are also subject to individual circuit requirements in the Supplementary Regulations.
- 5.17 NUMBERS AND SERIES DECALS:**
- 5.17.1 Positions**
Numbers must be displayed as per current MSA Yearbook Section J4 and Drawing 4. Individual sponsor's decals are limited to two per vehicle. All competing cars must display at least two HSCC badges one on each side of the car. If at any time the Series has a sponsor – sponsors decals when provided must be displayed (one each side of car) failure to comply may result in Series points being deducted for any round where no decals were applied. Individual advertising as per MSA Regulations H28.1.1 – H28.1.6

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Series Stewards and/or the MSA/MSA.

6.1 Race Organising Clubs and Contacts

HISTORIC SPORTS CAR CLUB – Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN
(T) 01327 858400 (F) 01327 858500 email: office@hsc.org.uk
website: www.hsc.org.uk

SERIES COMMITTEE – Please direct all correspondence through the HSCC office

Roger Fowler

Lorraine Gathercole

Ian Jones

David Pullen

Chairman & Eligibility Registrar

Duncan Rabagliati

David Wild