



Historic Sports Car Club Ltd



Silverstone Circuit, Silverstone, Northants. NN12 8TN.
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Web site: www.hsccl.org.uk

HSCC Derek Bell Trophy Series Regulations 2018

Eligible Cars:

The HSCC Derek Bell Trophy series is open to F1, F5000 & F2 / F Atlantic, Formula 3, Formula Ford 2000 and Formula Super Vee (Water Cooled) cars built and raced between 1/1/67 and 31/12/84. Formula 2 Cars built after 31/12/79 to 31/12/84 are eligible by Invitation at Organisers' discretion see Class I. Cars must be in original specification with only the addition of current safety requirements. Regardless of period specification all cars must run flat bottomed. All cars must have current FIA papers or HSCC Vehicle Identification Forms.

Class Structure

- Class A – Formula Atlantic & 1600cc Formula 2 cars which as a model competed 01/01/ 1967 – 31/12/1971.
- Class B – Formula Atlantic cars which as a model competed between 01/01/01972 – 31/12/1979 (non ground effects)
- Class C – 2000cc Formula 2 cars which as a model competed between 01/01/1972 – 31/12/1979 (non ground effects)
- Class D - Cars built to conform to either Formula 2 or Atlantic regulations but without aerodynamic devices manufactured and raced after January 1967.
- Class E – Formula 5000 cars which as a model competed pre1972
- Class F – Formula 5000 cars which as a model competed between 01/01/1972 – 31/12/1977
- Class G – Invitation Class. For single seater cars 1600cc - 2 Litre, built between 01/01/1974 – 31/12/1979, conforming to the period regulations for Formula 3, Formula Ford 2000, and Formula Super Vee.
- Class H – Invitation Class. For single seater cars 1600cc – 2 Litre built between 01/01/1980 – 31/12/1984 conforming to the period regulations for Formula 3, Formula Super Vee and Formula Atlantic. (Flat bottomed) Formula Ford 2000 built between 01/01/1980 – 31/12/1984 conforming to the period regulations.
- Class I – Invitation Class. For Single Seater cars, of unlimited capacity, built between 01/01/67 – 31/12/84, invited at the discretion of the organisers. All classes of Invitation Cars, will run as flat bottomed.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Derek Bell Trophy is organised and administered by The Historic Sports Car Club Ltd [HSCC Ltd] 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 Trophy regulations.

MSA Series Permit No. RS2018/044

Race Status: National A/B

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. D.F.D. Smith, 268 Lea Rd, Gainsborough, Lincs. DN21 1AP Tel. 01427 611734

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) Licence of *minimum* National A (for Formula One and Formula 5000) or National B Licence *as a minimum* for all other categories N.B. National A status Licence may be required subject to 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 Derek Bell Trophy Series will be held at the following race meetings.

Date	Circuit	Status	Org. Club
4 th – 6 th May	Donington Historic Festival	National B	HSCC
9 th – 10 th June	Brands Hatch Indy (F5000 Only)	National B	HSCC
16 th – 17 th June	Silverstone GP Circuit	National B	HSCC
30 th June – 1 st July	Brands Hatch GP Circuit	National B	HSCC
18 th – 19 th August	Mondello Park	TBA	MSCC
20 th – 21 st October	Silverstone National Circuit	Clubmans	HSCC

1.6 Awards:

- 1.6.1 All awards are to be provided by the race organisers.
- 1.6.2 Per race: A trophy to the overall winner 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.
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.

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 rolling start.

The minimum Countdown procedures for a rolling start /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. The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.
- IV. If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will

be extinguished and the red lights at the start line will be turned on.

- V. Competing cars must then hold their position and speed until the red lights at the Start Line are extinguished denoting the start of the race. There is no overtaking or changing direction of any cars allowed prior to crossing the Start Line.

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 & Pitlane 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 **Pitlane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars, the 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 pitlane.

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 its 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.
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 a 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:

Organising Club:

The Historic Sports Car Club Ltd, Silverstone Circuit, Silverstone, Nr. Towcester, Northants, NN12 8TN.

- 5.1 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 Eligible Cars:

This Series is open to F1, F5000 and F2 / F Atlantic Single Seater Racing Cars with a period circuit racing history originally manufactured and raced in F5000 or F2 or F Atlantic Formula 3, Formula Ford 2000, Formula Super Vee races anywhere in the world between 1st January 1967 and 31st December 1984. Formula 2 Cars built after 31/12/79 to 31/12/84 are eligible by Invitation at the Organisers' discretion, see Class I which normally used slick tyres and aerodynamic aids in period. Any variation to F5000 cars will be at the discretion of the F5000 Series Technical Committee.

5.3 SAFETY REQUIREMENTS:

All MSA Section K safety criteria regulations apply as relevant. Items K4, K6 & 7 and K12 are not mandatory.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 All vehicles must comply with their HSCC Identity Documents and with National or International Formula regulations of period (proof of period specifications will be required). Competitors are encouraged to race their cars in as close to period specification as reasonably possible.
Only models with a National or International Competition history in period are eligible.
Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section J and K
- 5.4.2 Competitors are requested to contact the registrar or any member of the Series Technical Committee if they have any questions regarding the acceptable specification of their car.
- 5.4.3 No modifications made to the cars after the end of 1977 shall be allowed except those contained in these regulations. (No modifications effected during a car's use in "centre seat Can-Am racing" etc...)
- 5.4.4 In any issues relating to the acceptability of cars presented for a race, the Series Eligibility Scrutineer will be the Arbiter. Any such decisions shall be final.
- 5.5 **CHASSIS:** As the cars HSCC or FIA Identity document, or as per FIA regulations of the period. Any variation is at the discretion of the Series Technical Committee.
- 5.6 **BODYWORK:** As the car's HSCC or FIA Identity document.
 - 5.6.1 Bodywork must be as originally fitted in period. Aerofoil devices may only be fitted if eligible for that category of car prior to 31.12.1979 and only then if they are as originally fitted and acceptable to modern MSA Safety Standards.
Bodywork MUST be of a type with proven competition history for that type of car. Competitors are strongly encouraged to retain a period livery/colour scheme.
 - 5.6.2 Wings MUST be of a proven period design and MUST respect period dimensions for the chassis type in question. Any aerodynamic aids used on cars raced in the Series must be to dimensions and method / position(s) of fixing must be as the car type raced in period. Any deviation from such (standard arrangements for the car type) must be supported by (period) photographic evidence accompanied by submissions from

manufacturer or team personnel from the period in which the car raced.

- 5.6.3 There is an absolute maximum rear wing height of 90cm including driver when measured from the ground for all **F5000**.

For Formula 2 and Atlantic cars see table below.

Rear Wing specification for Classes A B & C

Max height from the ground	All cars	90cm
Max width	All cars	110cm
Max overhang from axle centre line	1971 cars	Period
	1972	Period
	1973	Period
	1974	Period
	1975	100cm
	1976	80cm
	1977	80cm
	1978	80cm
Max overhang from Axle centre line Formula Atlantic Cars	All cars	Period

- 5.7 **ENGINE:** As the car's HSCC or FIA Identity Document.

For F5000 Cars

- 5.7.1 Engines fitted should be of the same type, make and swept volume as that originally fitted.
Engine maximum capacity shall be 5000 c.c. (5 litres)
Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.
- 5.7.2 Fuel injection shall be allowed on Class E Cars provided evidence is available to confirm that the particular car actually ran with fuel injection during its period of competition (e.g. cars raced in the USA Formula A Championship), otherwise class E cars shall run carburetor fed engines.
- 5.7.3 Fuel injection or carburetor fed engines shall be allowed on Class F Cars.
- 5.7.4 Rev. limit for engines is free.
- 5.7.5 Exhaust systems must be to the same configuration as those used on the particular car type in its period of competition. No crossover manifolds or "2 into 1" type "balanced" systems shall be allowed.
- 5.7.6 The F5000 Series Technical Committee may permit, by individual application, the substitution of various original engines by another more readily available type, however competitors should note that the acceptance of a particular engine/chassis combination for this particular Series does not guarantee acceptance for international events.

For Formula 2 Cars

- 5.7.7 Engines fitted should be of the same type, make and swept volume as that originally fitted. However, Cosworth BDG or FVC engines are permissible substitutes for certain engines (e.g. BMW and Hart F2 engines), by individual application to the F2 registrar.
- 5.7.8 Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.
- 5.7.9 Exceptionally registered substitute engines for the FVA will be allowed provided that they are of a type manufactured within the era and that the substitute engine does not change the car's category or class, typically the Ford BDA engine shall be accepted as a replacement for the FVA.
- 5.7.10 The committee may permit, by individual application, the substitution of various original engines by another more readily available type, however, competitors should note that the acceptance of a particular engine/chassis combination for this particular Series does not guarantee acceptance for international events.
- 5.7.11 An increase of engine capacity up to 1% over the original maximum limit to the relevant class/formula will be permitted, subject to an individual application, and approval from the Formula 2 Registrar

- 5.8 **SUSPENSION:** As the car's HSCC or FIA Identity document.

- 5.8.1 All cars must run at a minimum ride height of 40 millimetres, or as per FIA or RAC period regulations.
- 5.8.2 Suspension mountings and pick-up points shall be in original positions as when the car was manufactured or the car type's competition period.
- 5.8.3 Suspension should be as originally fitted to the car or of a type for which there is proven competition use in period. Remote reservoir dampers of any type are NOT acceptable. Variable rate springs may only be used where there is proven competition use on that type of chassis in period, (rising rate suspension only allowed on cars that were originally fitted with such – e.g. Lola T400).

- 5.9 TRANSMISSION:** As the car's HSCC or FIA Identity document, and to period regulations.
- 5.10 ELECTRICS:** As the car's HSCC or FIA Identity document, and to period regulations.
- 5.10.1 Original production specification with only assisted electronic aids allowed to a retained original distributor. Electronic ignition is acceptable, ignition systems must be of the period or to a manufacturer's replacement specification.
- 5.10.2 A red warning light must be fitted (K5.)
- 5.10.3 No electronic "measuring device" (except Tacho / Rev. Counters) shall be allowed. No potentiometers, wheel sensors, data-logging of any type or description shall be allowed.
- 5.10.4 Any such data-logging / sensor system fitted to a car presented for scrutineering shall render the car ineligible for racing and the car shall be deemed as having failed scrutineering and shall not be allowed to race at that particular meeting (or any future meeting unless all system is removed).
- 5.11 BRAKES:** As the car's HSCC or FIA Identity document.
- 5.11.1 Hydraulic pipes may be replaced with Aeroquip or similar.
- 5.11.2 Friction material shall be free provided on steel rotors.
- 5.12 WHEELS/STEERING:** As the car's HSCC or FIA identity document, and to comply with period regulations. Wheel manufacture is free provided that wheel dimensions are as per original fitment for car type / model.
- 5.13 TYRES:**
Avon A11 slick tyres as standard. When conditions dictate Avon wet weather tyres, of the type Avon / BMTR refer to as their Contract Historic Wet Weather Tyre in A15 Compound, may be used. Any variation is at the discretion of the F5000 Series Technical Committee.
- 5.14 WEIGHTS:** As the car's identity document, and to comply with period regulations.
All cars MUST respect the period minimum weight limit for the type of chassis and formula in period.

Class A B, and C

1971	450 Kgs
1972	450 Kgs
1973	450 Kgs 4cyl/475 6 cyl
1974	475 Kgs 4cyl/500 6 cyl
1975	500 Kgs
1976	500 Kgs
1977	500 Kgs
1978	500 Kgs
Class B All Years	440 Kgs
Class D All years	420 Kgs

- 5.15 FUEL TANK/FUEL:** As the car's HSCC identity documents, and to comply with period regulations.
Fuel must be in accordance with MSA regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b),
- 5.16 SILENCING:** Except where the meeting is a designated unsilenced meeting (advised in final instructions) to MSA Yearbook (J5.17) & circuit requirements. i.e. 108 db
- 5.17 NUMBERS AND DECALS:**
- 5.17.1 Positions
As per 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 grid or race penalties being 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

F5000 Series TECHNICAL COMMITTEE – (Full Membership TBC)

Please address all correspondence through the HSCC office

Chairman	Frank Lyons
Co-ordinator	Grahame White
Registrar	Terry Jacob
Drivers' Representatives:	
F5000 Classes E & F:	TBA
F2 / F Atlantic:	Lincoln Small