



HISTORIC SPORTS CAR CLUB LTD

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HSCC Historic Touring Car Championship for Appendix K and HRSR Cars 2018 Regulations

Eligible Cars:

The HSCC Historic Touring Car Championship is open to saloon cars of which the model was in series production on or before 01/01/1966 and which are either listed as homologated cars for Appendix K or appear on the permanent list of eligible vehicles held by the Historic Racing Saloons Register. Certain two-plus-two cars, vans and estate cars are not eligible. HRSR cars may either be homologated or non-homologated saloons. All cars must have current FIA HTP or HSCC Vehicle Identification Forms.

Class Structure of the HSCC HTC Championship:

Appendix K Cars

Class K1 2001cc and over
Class K2 1301cc to 2000cc
Class K3 up to 1300cc

HRSR Cars

Class A 2501cc and over
Class B 1601cc to 2500cc
Class C 1301cc to 1600cc
Class D 1151cc to 1300cc
Class E up to 1150cc

Cars not complying with any of the above classes may be accepted in an invitation class I at the Championship Committee / Eligibility Scrutineers discretion.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic Touring Car Championship is organised and administered by the Historic Sports Car Club Ltd [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 Championship Regulations.

MSA Championship Permit No.: CH2018/R060

Race Status: National B

MSA Championship Grade: D

1.2 Officials:

- 1.2.1 Co-ordinator: Mr G.D. White, HSCC Ltd, Silverstone Circuit, Silverstone, Nr. Towcester, Northants NN12 8TN. Tel. 01327 858400.
- 1.2.2 Eligibility Scrutineer: Mr Dallas Smith, 268 Lea Road, Gainsborough, Lincs DN21 1AP Tel. 01427 611734.
- 1.2.3 Championship Stewards: Mr Chris Alford, Mr Bob Birrell, Mr Hugh Price.
All c/o HSCC Ltd, Silverstone Circuit, Silverstone, 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 HRSR 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 HRSR, and
 - (b) be registered for the Championship, and
 - (c) be in possession of a valid 2018 MSA Competition (Racing) National B status Licence as a *minimum*. N.B. National A status Licence may be required subject to Q 9.1.2.
 - (d) Alternatively, for (c), be 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).

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1.3.3 Each competitor must be in possession of a validated HSCC or FIA Vehicle Identity Form or Historic Technical Passport and, in the case of Appendix K cars, correct numbered Homologation papers. Vehicles must conform exactly to their VIF and/or Homologation papers. Any changes must be notified to the Eligibility Scrutineer and application made for validation prior to entering a race. All necessary documentation must be available for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All drivers must register as competitors for the Championship 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. All competitors registering for this championship must also join HRSR, whose fees are £25 (membership) and £25 (registration). Cheques made payable to the HRSR.

1.4.3 Registrations will be accepted from 1st January 2018.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

1.5 Championship Rounds:

The HSCC Historic Touring Car Championship will be contested at 8 race meetings. If there are two races at any race meeting both will count for championship points.

Date	Circuit	Status	Org. Club
7 th – 8 th April	Donington	Clubmans	HSCC
21 st April	Snetterton 200	Clubmans	HSCC
19 th -20 th May	Cadwell Park	Clubmans	HSCC
30 th June – 1 st July	Brands Hatch	National B	HSCC
4 th – 5 th Aug	Croft	Clubmans	HSCC
25 th -27 th Aug	Oulton Park	National B	HSCC
22 nd – 23 rd Sept	Brands Hatch	Clubmans	HSCC
20 th – 21 st Oct	Silverstone	Clubmans	HSCC

1.6 Scoring:

1.6.1 **Points** will be awarded to competitors listed as classified finishers in the Final Results as follows:-

Position	Number of starters in class		
	3 or over	2	1
1 st	9	6	4
2 nd	6	4	
3 rd	4		
4 th	3		
5 th	2		
6 th	1		

Only drivers registered as full members of both the HSCC and HRSR may score points in the Championship. For two-driver pit stop races, non-registered drivers are advised that they can pay a Day Membership / Concession Fee of £20 to HSCC plus £10 to HRSR in order to compete at one meeting. A full subscription is due when races are entered at two or more meetings in one season.

Starting driver to be notified to the organisers before the race, this has to be the registered driver if both are not full members.

The Registered Driver in the registered car must complete a minimum of 45% of the allotted race time. This is to appear in the Final Instructions.

Full points will be awarded to each driver in a car and drivers may only drive one car in any race.

1.6.2 The totals from all qualifying races **less one** will determine final championship points and positions.

1.6.3 Ties shall be resolved using the formula in Section W1.3.4. of the 2018 MSA Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- be deemed "Guest Competitors"
- not score points and for the purpose of points scoring will be ignored
- qualify for Event awards
- comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1(b) and 1.3.2 (b), as appropriate.

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 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 **Championship:** Championship winner, 2nd and 3rd overall will receive a trophy each and each 1st, 2nd and 3rd in class a trophy, subject to 4, 6 and over 6 in class. To qualify for a position in the championship results a competitor must have competed in at least 4 rounds. Other awards may be given at the Championship Organisers' discretion.

1.7.4 **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.

1.7.5 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

1.7.6 Title to all trophies: In the event of any Provisional Results or Championship 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. CHAMPIONSHIP 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. Parts often have to be manufactured as they 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 championship 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 to take the start from the grid.

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 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.

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.

2.6 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 **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 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.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

Nil

4. SPECIFIC CHAMPIONSHIP 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 championship 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 (whether inadvertently or not), may impose a Time Penalty in accordance with MSA Regulation C2.3 (Judicial)

4.3 Any competitor who is penalised under the MSA Sporting Regulations at any stage of an event may at the Clerk of the Course Instruction incur the following Championship penalty: -

The event will be counted as one of the events contributing to their Championship score and they will be excluded from the event. Additionally, the competitor will forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following 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.

HSCC Historic Touring Car Races are open to saloon cars of which the model was in series production on or before January 1st 1966 and which appear on the permanent list of eligible vehicles held by the HRSR and for saloon cars complying with the Technical Regulations for Historic Production Touring and Historic Competition Touring cars, contained in the FIA Appendix K to the International Sporting Code 2018.

By saloon car is meant a vehicle equipped to seat at least four normal size adults in comfort, fitted with a non-detachable roof integral with the body, and having a windscreen, side and rear windows. Two plus two cars, vans and estate cars are not eligible.

It is intended that the technical regulations contained herein represent a qualified and clarified interpretation of the FIA Special Touring Cars Group 5 Definitions and Specifications, as contained in the RAC handbook for the season 1966 chapter vii, pages 251 & 252.

Eligible saloons may be either Homologated or Non-Homologated. If a model of car is Homologated then that car may use parts that appear within its Homologation papers up to December 31st 1966, and it may then be prepared to these regulations. If not, they are restricted to parts and modifications specifically permitted by these regulations or FIA Appendix K Technical Regulations for Historic Production Touring and Historic Competition Touring Cars.

With the exception of some specific models listed below all cars competing in the HRSR classes may only compete in the correct class into which the car's original showroom or homologated engine size places it. The exceptions to the above, strictly limited to the specific makes and models, are:

Ford Anglia 100E up to 1300cc

Ford Anglia 105E up to 1500cc / up to 1600cc* *see 5.14

Ford Lotus Cortina up to 2000cc

Alfa Romeo Giulia up to 2010cc

Alfa Romeo Giulia Sprint GT up to 2010cc

BMW 1800** up to 2000cc **see 5.9.2

All the above models may, of course, be entered in the correct class with the correct engine capacity.

All cars registering in the Appendix K classification must be correct to their Homologation and F.I.A. papers, irrespective of capacity class. The only exception is that electronic ignition may be fitted as per 5(7).7.

Every competitor entering a car in the Appendix K classification must be in possession of current F.I.A. papers for the car entered and present them for inspection at scrutineering at every race entered if required.

Period Classification - Original Special Touring Cars

Cars of confirmed Historical Interest that competed in International Touring Car events under Appendix J of the FIA up to 31.12.1966 - and are otherwise not eligible under these regulations - are allowed to compete,

provided they are correct to those regulations. Cars built to the RAC version of the 1965/1966 Group 5 Regulations are NOT eligible. The burden of proof of originality and competitive history falls upon the prospective entrant and must be submitted in advance for approval by the HRSR.

5.3 SAFETY REQUIREMENTS:

All current MSA Yearbook Section K Safety Criteria Regulations apply as relevant. In general, all eligible vehicles must be fitted with laminated glass windscreens, full harness, safety belts, FIA or manufacturer approved Roll Over Protection Systems (ROPS) and fire extinguishers. For ROPS in accordance with drawing no. 37 the interpretation of 'additionally a further 8 points may be attached to the bodyshell' is that these further 8 points may be bolted or as a weld section not exceeding 16cm in length. The logic of the 16cm length is to allow tubing of allowed rollcage diameter to be used as attachments. The purpose of this limitation is to inhibit excessive stiffening of the bodyshell via the ROPS in a non-period manner. All Competitors must make sure that their car complies with all the relevant safety requirements as outlined in the current MSA Yearbook.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with their HSCC or FIA identity documents and, subject to those documents indicating otherwise, must comply with MSA general technical regulations Section J and Q.

Unless a specific waiver is appended to an individual regulation or regulation subsection, in which case the waiver will apply to the subsection only, all cars must comply fully with these regulations, or the FIA Appendix K for Historic Production Touring and Historic Competition Touring cars, unless accepted under 'period classification' in section 5(2).

Please note that these regulations will be rigorously enforced throughout the year. Random inspections will be made in the paddock and in parc ferme in addition to the pre race eligibility scrutineering. The areas of particular interest are: Engines, Transmissions, Bodywork, Inner wheel arches, Suspension systems, Cross members, Engine mountings and location. Inspections may include sealing of engines -to facilitate this action all cars must have two adjacent head bolts cross drilled to accept lock wire. Filler/sump plugs for engine, gearbox and (if applicable) rear axle must also be cross drilled and lock wire.

5.5 CHASSIS/BODYSHELL: No Modifications are allowed

The exceptions are those strictly necessary for the fitting of a brake pedal box as per 5(11).1, for the purpose of attaching damper mountings and other items as per 5(8).2 and work strictly related to the fitment of a gear change extension under 5(9).1

Apart from work limited strictly to those areas, it is specifically prohibited to remove or modify any fixed panels from the standard floor pan, front and rear inner wheel arches, and front and rear bulkheads for the purpose of mounting or giving clearance to suspension components and/or roll cages. On four door cars, all doors must remain operational for safety reasons.

Hillman Imps and derivatives are permitted to fit a front mounted oil radiator in a central position between the headlights behind a cutout of maximum dimensions not exceeding 255mm width by 100mm height. This must be protected by a flush mounted mesh painted the same colour as the surrounding panel or covered by a modified original factory grill maintaining its outward appearance.

5.6 BODYWORK:

Must be to original shape, outward appearance and silhouette, as per manufacturer's original production within the cut-off date.

5.6.1 Modifications permitted

It is permitted to convert a car normally supplied or homologated as a left-hand drive car to right-hand drive car (or vice versa) provided that all the elements that would have had to have been present in the original form of the vehicle according to these regulations are still present after conversion but are relocated on the other side of the vehicle.

The location of the dry sump tanks and petrol tanks are free provided that they are not in the cockpit.

Size and type of water radiator is free, but a working water radiator must remain in its original or period Homologated position.

Inflammable foam and/or plastic covers may be removed from the dashboard housing and replaced by a covering of a less flammable type. Also the instrument panel may be changed for another panel of identical size, carrying other instruments. No holes or gaps may be left and the installation must entirely replace the original panel.

The original seats, carpets, trim and sound insulation may be removed. A racing seat may be fitted and must be securely mounted according to MSA requirements.

N.B. - Regulations regarding minimum weight must be respected.

Doors, bonnets, bootlids and bumpers may be substituted by aluminium or fibreglass provided that these are an exact replica of the original panels that they replace.

In the case of cars originally manufactured with one piece integral bonnet and wings, the original material only is permitted.

The use of carbon fibre, Kevlar or similar composite material in any part of the car except for the driver's seat is expressly forbidden.

Front and rear bumpers may be removed. If removed, supports must also be removed and resulting sharp edges covered.

Perspex side and rear windows are allowed.

The metal or plastic edges of the wing panels may be folded back or trimmed if they protrude inside the wheel housing.

5.6.2 Modifications Prohibited

Removal of or alteration to front inner wing panels, all or any part of the dashboard housing (except as in 5.6.1) or any other structural body panel

The cutting of or changing of shape of any original internal or external bodywork to accommodate the installation of dry sump tanks, petrol tanks and radiators is prohibited. The exception is for the making of holes of just sufficient size to pass pipes and electrical connections associated with these items or with the braking system through, for instance, bulkheads.

The cockpit must be separated from both the engine bay and from the fuel tank by a liquid and fireproof bulkhead.

Non-metal wings are prohibited. The exception is, of course, when wings of another material are homologated for that model prior to the cutoff date.

Aerodynamic devices, power bulges or any bodywork extensions are prohibited unless they were homologated for that model before the cutoff date.

Internal panels, sub-assemblies and chassis members must remain as originally manufactured.

Concerning the ride height: under no circumstances can any part of the bodywork, or of the suspended part of the car, be below a horizontal plane passing 4cm above the ground, the car being in normal racing trim, with the driver on board. A gauge of 4cm may be used by scrutineers before or after races or practice to check the ground clearance.

N.B. Any glass, except that located in doors, which is replaced by Perspex or similar polycarbonate material, as permitted elsewhere in these Regulations, must be retained in the original position either by the same means as that employed by the manufacturer or in a similar secure manner.

5.7 ENGINE:

5.7.1 Permitted modifications.

The cylinder block may come from another engine of the same manufacturer which is of the same family of engines that was available within the cut-off date.

The material used for engine mountings on the cross member is free.

There must be the same number of valves and ports as in the original cylinder head for the model in the locations provided by the manufacturer.

It is also permitted to use cylinder heads that were produced by or for the manufacturer for that model up to 31/12/66 and used in saloon car racing provided it is of the same material used by the manufacturer for production models.

Both valves and ports may be altered in size and shape.

Engine components such as pistons, connecting rods and crankshafts are free.

Increasing the engine capacity is permitted up to the limit of the class in which the original show room or homologated capacity places it for classes C, D and E. All Class A and overhead camshaft engined cars in Class B are restricted to an increase of 1.52mm (60 thou). Class B pushrod engined cars may be increased in capacity up to the class limit of 2500cc. There is a further exception applying to cars of Class A built and marketed before 1st January 1960, where showroom capacity may be increased by up to 10.5% or up to the limit of the class in which its original engine size places it, whichever is the lesser. In case of the Jaguar Mk1 reference should be made to Regulation 5(12) in respect of obligation for wheels and tyres to be within the original bodywork.

The number of cylinders may not be varied, and the location and number of camshafts must be as provided by the manufacturer for the specific model. The number of main bearings for the crankshaft may be increased. Engine ancillaries such as starter motors, breathers etc. are free.

5.7.2 Prohibited modifications

The cylinder block must be of original design and material used prior to 31/12/66.

The original engine mounting points (location and number) must be retained.

5.7.3 Location

The engine block must be in the original position (fore, aft and lateral location as well as inclination in the engine bay).

5.7.4 Oil/Water cooling

It is permitted to fit an oil cooler.

The water radiator is free but its location is subject to 5(6).1. "By Radiator is meant: A cooling core with fixed top tank incorporating a pressurized filler cap and inlet neck and a fixed bottom tank incorporating an outlet neck, or crossflow cooling core with fixed tanks either side, incorporating an inlet neck on one side and an outlet neck on the other. When using a crossflow radiator, a remote expansion tank with

pressurized filler cap must be installed. Either type may optionally incorporate a drain tap. In both cases a working radiator must be part of the water cooling system, fitted either in series or parallel.”

Dry sump lubrication systems are permitted.

5.7.5 Induction systems

Forced induction/supercharging is prohibited and fuel injection is only permitted if fitted as standard by the manufacturer prior to December 31st 1966, and, if used, must be of original standard dimensions.

5.7.6 Exhaust systems

Exhaust manifolds and systems are free and may exit from the side of the car so long as the position complies with (J5.17) of the 2018 MSA Yearbook.

5.7.7 Ignition systems

The distributor must remain in the original position and retain its original function, but it may be fitted with an after-market spark triggering system. It must be the sole means of ignition advance and retard and must distribute the high tension spark. No system is permitted which processes intelligent information gathered from the engine and/or the ambient conditions.

5.7.8 Fuel delivery systems

Carburettors, inlet manifolds, fuel pumps and hoses are free subject to the prohibitions of 5(5) and 5(6)2.

5.8 SUSPENSION:

5.8.1 Permitted modifications

The pick-up points and mountings may be strengthened but must remain as original in design and position. The type of suspension joints may be changed i.e. a rose joint may be substituted for a rubber bush but the wheel base must remain as per original specification (a tolerance of + or – 1% will be allowed in establishing this measurement).

The type, make and number of dampers is free. Damper mounting brackets may be strengthened or modified. If necessary, new mounting points may be attached to the chassis/bodyshell to allow dampers of a different type from the original ones to be mounted. The dampers may incorporate bump stops.

Additional anti-roll bars are permitted or the original replaced by one of increased diameter. Panhard rods, Watts linkages, anti-tramp bars and their mounting brackets may be added to the original suspension system but not allowed to replace it. The removal of some or all additional components permitted under this regulation – without replacing any original components - must not render the suspension inoperative, in normal use. This prohibition does not override any alterations or substitutions specifically permitted elsewhere in these regulations.

5.8.2 Prohibited modifications

Suspension components must be of original design. They must not intrude into the passenger compartment. The original pick-up points and mountings must be used.

The original spring system must be retained though the spring rate itself is free. One spring may be replaced by another but not by a spring of different type. The common types are leaf, coil and torsion bar.

The dampers may only perform a damping function and not that of a spring or that of a suspension arm.

The exception is where such dual functions were present in the manufacturers' original standard showroom or homologated specification for the make and model, within the cut off date.

Front and rear cross members and/or subframes must be as original and mounted as per original design.

5.9 TRANSMISSION:

5.9.1 Permitted modifications

The internal parts of the gearbox are free. The gearbox mountings are free. It is permitted to cut a hole in the floor pan tunnel of just sufficient size to facilitate the fitment of a remote gear change extension. The gear change extension is free but must be of period design and operation. The original tunnel hole must be neatly blanked off with a metal plate.

The clutch and its release mechanism is free. Gearbox coolers and pumps for the lubricating fluid are permitted.

Final drive gears, differentials, shafts and bearings are free, subject to 5(9).2. The propeller shaft is free. Transmission coolers and pumps for the lubricating fluid are permitted.

The fitting of an overdrive unit in addition to the existing gearbox is permitted if it conforms to the period specification of the car.

5.9.2 Prohibited modifications

The gearbox and its casing must follow the original design and be for the specific model as originally fitted by the vehicle manufacturer. Sequential gearboxes and/or gear changes are not permitted.

The number of ratios is free provided they are included within the correct casting as above.

The clutch housing must be of the original design.

The final drive casing must follow the original design and be for the specific model as originally fitted by the vehicle manufacturer.

The ratios for the gearbox and the final drive are free.

Due to scarcity of parts, BMW 1800 may use alternative gearbox Getrag type 262.

5.10 ELECTRICS:

5.10.1 Exterior lighting - Front and rear lights to be operative. Brake lights to be operative.

5.10.2 Rear fog light - Compulsory and must comply with current MSA Yearbook (K5).

5.10.3 Batteries - The location of the battery is free. If located in the passenger compartment it must be securely mounted and totally enclosed in a liquid proof box to the satisfaction of the scrutineers.

5.10.4 Generators --The dynamo or alternator is free; whichever is fitted must be in working order and connected so as to charge the cars electrical system in the normal way. However it is also permissible to not fit a charging system.

5.11 BRAKES:

5.11.1 Permitted modifications.

The braking system is free, together with modifications to the chassis/bodyshell necessary for the fitment of a pedal box.

Brake cooling ducts and hoses are permitted, but they must not pass through the external bodywork or protrude forward of the bodywork.

5.11.2 Prohibited modifications.

A.B.S. Anti lock braking or similar brake assistance systems are prohibited.

5.12 WHEELS/STEERING:

5.12.1 Permitted options

Wheel widths are free.

The steering ratio is free.

5.12.2 Prohibited options.

Steering systems are to be as per original manufacturers' design, and as fitted to the particular model by the cars manufacturer. The exception being as per 5(6)1.

The diameter of the road wheels must conform to the original showroom diameter plus or minus 1 inch, or the diameter Homologated within the cut off date. In all cases the maximum permitted diameter is 15".

All four wheels must be of the same diameter during practice and during the race.

Wheels and the tyres fitted to them must be housed within the original bodywork. This is interpreted as the tread must be covered as seen from above though sidewall bulge may be uncovered.

Split rimmed wheels are prohibited. It is recommended that all road wheels used are of period appearance. e.g. Weller Historic, Minilite or original steel.

5.13 TYRES

Cars in all classes may use only Racing Tyres from the Dunlop 'L' and 'M' Section Historic range, compound 204. It is the competitor's responsibility to ensure that any tyre is compatible with the rim pattern of the wheel to which it is to be fixed. Also that the speed rating is adequate for the anticipated maximum speed of the vehicle to which tyres and wheels will be fitted.

5.14 WEIGHTS:

Each HRSR capacity category or subdivision has a minimum weight above which all cars competing in that capacity class must be at all times during both practice and race. The minimum weight will be taken including the driver, complete with helmet. In the case of 2 driver races or 2 driver teams, the weight of the lightest driver will be used.

Minimum weights -

up to 1000cc 660 kilos

1001 to 1050cc 670 kilos

1051 to 1150cc 690 kilos

1151 to 1300cc 695 kilos

1301 to 1500cc Pushrod engine 760 kilos

1501 to 1600cc Pushrod engine 790 kilos

1301 to 1600cc Single or twin overhead cam engines 875 kilos

1601 to 2100cc 910kilos

2101 to 2500cc 980 kilos

2501 to 3000cc 1075 kilos

6 cyl cars (over 3000cc) 1170 kilos

8 cyl cars (over 3000cc) 1270 kilos

All cars competing in the Appendix K group 2 category will not be weighed with the driver but must not weigh less than their correct homologated weight.

The Championship Committee, may at its discretion, introduce separate weights for front wheel drive cars and may amend weights and/or capacity splits with a minimum of one race notice.

Ballast weights may be installed inside or outside the cockpit but must be retained by fixings to the same standard as detailed in the current MSA Yearbook for the fitment of driver's seats.

5.15 FUEL TANK/FUEL:

5.15.1 Types - The standard tank for the car may be used. Any other tank that may be fitted should conform to FT3 specification.

5.15.2 Location - The fuel tank may be relocated but if a tank other than the standard tank in the standard position is used, then it must be within or beneath the luggage compartment and should be to FT3 standard or brought up to this standard. Also, whichever tank is used, it must incorporate a leakproof filler cap and breather. It must be separated from the cockpit by a fireproof and liquid-proof bulkhead.

5.15.3 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 current MSA Regulation (J5.17.) i.e. 105dB and are also subject to individual circuit requirements if specified in Supplementary Regulations. Compliance will be rigorously enforced.

5.17 NUMBERS AND CHAMPIONSHIP DECALS:

At the beginning of the season or whenever a member of the HRSR registers for racing, the HRSR will allocate a number which must be displayed on the competition car in accordance with the current MSA Yearbook (J4.1. Drawing 4).

It is also a requirement that all cars display both an HRSR and an HSCC decal on both sides of the car and those of any Championship sponsor.

Competitors wishing to enter in the Appendix K classifications, must notify the HRSR at the time of registering for racing and apply a letter K, of size 3" x 3", immediately adjacent to the right hand top side of each of their competition numbers.

Competitors are allowed a panel size 50cm (19.5") x 14cm (5.5") on each side of the car to display personal sponsors' decals – which must comply with MSA restrictions as to suitability and not be positioned close to those of the Championship sponsor.

Windscreen advertising strips (excepting those of any Championship sponsor that may be required by the Championship Committee) and drivers' names on the side windows are prohibited. Any redundant sponsors' decals must be removed and those of any non HSCC/HRSR series or championship must be fully covered or removed whilst competing in HSCC/HRSR races. 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 Championship Stewards and/or the MSA/MSC

6.1 Race Organising Clubs and Contacts

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

CHAMPIONSHIP COMMITTEE

Peter Hore (Championship Chairman)	01428 725310 (H)
Peter Wray	01759 319106 (H)
Cedric Osborne	01952 603229 (H)
Adrian Oliver	07790 177169 (M)
Steve Platts	07745 876342 (M)

REGISTRAR

Dallas Smith	01427 611734 (H)
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ELIGIBILITY CO-ORDINATOR

Cedric Osborne	01952 603229 (H)
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