



# HISTORIC SPORTS CAR CLUB LTD

Established 1966

Silverstone Circuit, Silverstone, TOWCESTER, Northamptonshire NN12 8TN

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## HSCC Historic Formula 2 International Series Regulations 2018

### SPORTING REGULATIONS

#### 1. Introduction

The HSCC Historic Formula 2 International Series, HF2 Visa Number: **RCINT/005** is organised in conformity with the provisions of the International Sporting Code and its appendices (Appendix K) the FIA General prescriptions on circuits and the National Sporting Regulations of the Royal Automobile Club Motor Sports Association [MSA]. It will be in conformity with the series sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J.

#### 2. Organisation

##### 2.1 Titles and awards for the series

The title for the HSCC Historic Formula 2 International series will remain the property of the Historic Sports Car Club Ltd address and contact details as above. All event awards will be provided by the event organisers, with series awards being presented annually by the Series Title Holders.

##### 2.2 The Royal Automobile Club Motor Sports Association (MSA) is the designated ASN

##### 2.3 RCINT/005.

##### 2.4 Co-ordinator: Mr. Grahame White, HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

##### 2.5 Organising Committee: Mr Grahame White, Mr Roger Bevan,

##### 2.6 Series Stewards: Mr Grahame White, Mr Chris Alford, Mr Bob Birrell c/o HSCC address as above

##### 2.7 Chief Eligibility Scrutineer: Nigel Edwards, Deputy to the Eligibility Scrutineer John Hopwood,

#### 3. Regulations

##### 3.1 The official language for all supplementary regulations and communication updates to standing regulations, will be issued in English.

#### 4. Entries

##### 4.1 Entries will open 8 weeks prior to each event and will close 18 days prior to the event. Entry forms will be automatically despatched to all competitors registered for the series.

##### 4.2 The registration fee is £350 to include membership of the HSCC, made payable to the HSCC. All drivers must register as competitors for the Series by returning the Registration Form with the Registration Fee to the HSCC prior to the Final Closing date for the first race being entered. Registrations will be accepted from 1st January 2018. Registration numbers will be the permanent Competition numbers for the Series. The race entry fee will not exceed £900 GBP for each event.

#### 5. Licences

##### 5.1 Drivers and Entrant/Drivers must be fully paid up valid racing membership card holding members of the HSCC, be registered for the Series and be in possession of a valid 2018 International C licence. National Licensed competitors, subject to him/her holding the highest national licence grade, may take part in their ASN country's event, but will not be eligible for any Series awards or Series points. The next eligible competitor will receive that competitor's series awards and points.

#### 6. Events

##### 6.1 Calendar of Events

Date	Circuit	Status	Org Club
20 <sup>th</sup> – 22 <sup>nd</sup> April	Hockenheim	International	BMC
26 <sup>th</sup> – 27 <sup>th</sup> May	Brands Hatch	International	MSVR
16 <sup>th</sup> - 17 <sup>th</sup> June	Silverstone	International	HSCC
31 <sup>st</sup> August – 2 <sup>nd</sup> September	Zandvoort	International	HARC
12 <sup>th</sup> – 14 <sup>th</sup> October	Dijon Motors Cup	International	HVM

##### 6.2 Eligible Cars:

##### 6.2.1 The HSCC Historic Formula 2 International Series is open to single-seater racing - cars built to the appropriate Formula 2, Formula B and Formula Atlantic regulations between 1<sup>st</sup> January 1967 and 31<sup>st</sup> December 1978, **excluding Ground Effect models**, and running to their original specification and using components of a type used in period.

##### 6.2.2 A valid FIA Historic Technical Passport (HTP) must be presented by the Competitor at scrutineering at each round of the Series. All Competitors must submit a full colour copy, in paper or digital format, of

their HTP to the HSCC before their first competition in any new season. It is the responsibility of Competitors to ensure that the HTP copy held by the HSCC is valid and complete.

Entries may be accepted where an allocated HTP GB or EU equivalent number is produced and the car has a survey bar code attached, subject to the final approval of the Eligibility Scrutineer or Eligibility Delegate. Any such temporary acceptance will be for a limited period and subject to review.

### 6.3 Categories and Class structure.

The series is divided into five classes. There will be five individual class winners. There will not be an overall Series champion.

**Class A - Jochen Rindt Trophy:** Cars built with engines conforming to original Formula 2 specification with either fuel injection or carburettors manufactured and raced before 1<sup>st</sup> January 1972 with a maximum capacity of 1600cc and with aerodynamic devices.

**Class B - Vern Schuppan Trophy:** Cars built with engines conforming to an original Formula Atlantic or Formula B specification of no more than 1600cc manufactured and raced before 31<sup>st</sup> December 1975

**Class C - Gilles Villeneuve Trophy:** Cars built with engines conforming to an original Formula Atlantic or Formula B specification of no more than 1600cc manufactured and raced between 1<sup>st</sup> January 1976 and 31<sup>st</sup> December 1978 but excluding ground effect cars.

**Class D - Bruno Giacomelli Trophy:** Cars built with engines conforming to original Formula 2 specification built and raced between 1<sup>st</sup> January 1972 and 31<sup>st</sup> December 1978 with a maximum capacity of 2000cc but excluding ground effect cars.

**Class E - Jim Clark Trophy:** Cars built to conform to either Formula 2 or Formula Atlantic or Formula B regulations but without aerodynamic devices manufactured and raced after 1<sup>st</sup> January 1967.

6.4 The maximum number of starters for each event will be defined by the track permit of each venue. The entry will accept 20% above the permitted limit, entries over and above the defined limit will have reserves listed on the Provisional Entry List who will be allowed to qualify, and entered into the race should there be any notified withdrawals. The order will be that of the reserve listing on the Entry list.

### 7. Classification:

7.1 Points will be awarded to competitors listed as classified finishers in the Final Results, in the event of the result classification not listing non finishers, a competitor who has completed 90% or more of the race distance completed by the respective class winner will be classified as a finisher. Championship points being awarded per class as follows:-

Position	Number of starters in class		
	3 or over	2	1
1 <sup>st</sup>	11	6	4
2 <sup>nd</sup>	8	4	
3 <sup>rd</sup>	6		
4 <sup>th</sup>	5		
5 <sup>th</sup>	4		
6 <sup>th</sup>	3		
7 <sup>th</sup>	2		
8 <sup>th</sup>	1		

Points will be based on the official published results of the race.

In addition, there will be one point for fastest qualifying lap, (min 3 starters) one point for fastest lap in class (min of 3 starters), one point for race start and one point for race finish. In the event of there being less than 3 starters in a class, only the points for a start and a finish will be awarded.

7.2 Totals from all qualifying rounds will determine final championship points and positions.

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

### 8. Private Practice and Testing

8.1 Private practice and testing is at the discretion of the competitor. Wherever practical, in conjunction with the venue and event organiser, an opportunity for private practice and testing will be made prior to the event. Some venues do have local agreements limiting the use of the circuit, so any provision is concessionary.

8.2 Any arrangement for Private Practice and Testing will remain between either the Circuit operator or the event promoter and will be subject to the local conditions.

8.3 There are no series restrictions, for the use of private practice and testing.

### 9. Administrative Checks

9.1 For all administrative checks and or driver briefings will be advised in the event timetable and accompanying Final Instructions. Please note the presentation of Medical Certificate along with your Race Licence is mandatory.

9.2 Penalties for any infringements of the rules and sanctions will be as described in the event final instructions.

### 10. Scrutineering

10.1 Preliminary Checks and Final Checks will be conducted at a time and location as described in the event Final Instructions.

10.2 Where possible there will be a minimum of two technical Scrutineers available for each event, one from Published Regulations 19.03.18

- the organizers for safety only and one delegate nominated by the Championship for eligibility.
- 10.3** Penalties for any infringements of the rules and sanctions will be as described in the event final instructions.
- 11. FUEL: As FIA Regulation Appendix J Art 252. Art 9**
- 11.1** Random fuel samples may be taken at the discretion of the event officials, i.e. the Stewards upon a request from the Scrutineers.
- 11.2** Penalties for any infringements of the rules and sanctions will be as described in the event final instructions.
- 12. Practice Sessions**
- 12.1** There will be one qualifying session for each event. The maximum number of cars allowed to take part will be that defined by the track permit for racing.
- 13. Free Practice**
- 13.1** Timetable for free practice, will be as defined by the venue/promoter.
- 13.2** Free Practice will be by agreement between the Competitor and the Venue//Promoter.
- 14. Qualifying/Practice:**
- 14.1** The timetable for qualifying will be as the provisional timetable for each event.
- 14.2** The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths. 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.
- Each driver should complete a minimum of three laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.
- 14.3** At each event there will be two races qualifying for Championship points. The Starting grid for Race 1 will be determined by the competitors' best time set in qualifying. The starting Grid for Race 2 will be determined by the finishing order of Race 1. Competitors who fail to finish in Race 1 will be gridded at the rear of the Race 2 grid in order of retirement. Competitors who qualified for Race 1 but did not start may join at the rear of the Race 2 grid behind any Race 1 retirement competitors subject to the approval of the Race Director.
- 15. Race:**
- 15.1 Tyres. Only Dry and Wet Tyres specified in Technical Regulations Paragraph 20.10 Amended are permitted.**
- 15.2** The standard minimum scheduled distance shall be 15 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points-scoring round.
- 15.3 Starts:**
- For all races the procedure is as follows:
- 15.3.1** The minimum countdown procedures/audible warnings sequence shall be:-  
All races will be Standing Starts unless otherwise specified in the competitors' Final Instructions.  
One minute to start of Green Flag Lap - Start engines/Clear Grid.  
Thirty seconds – Visible and audible warning for start of Green Flag/Pace Lap.
- 15.3.2** The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 15.3.3** Any cars removed from the grid after the one minute stage or driven into pits on Green Flag Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 15.3.4** 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 Drivers may make up any lost grid position on this green flag lap, BUT any drivers unable to maintain grid position at any point of 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.
- 15.3.5** Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 15.3.6** A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.  
In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 15.3.7** Start procedures at some meetings may differ from the above and if so this will be notified to all competitors in the final instructions for that meeting.
- 15.3.8** All Starts will be standing starts. The grid formation will be a One by One Staggered start formation as per the FIA Formula One starting grid formation.
- 15.4 Race Stops**
- 15.4.1** 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 Signaling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.

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

**15.4.2 Case A – Less than two laps completed by Race leader.**

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

**15.4.3 Case B - More than two laps completed by Race Leader but less than 75%.**

The Race will restart from a grid set out by the finishing order of part one, (as per Q5.4.3.). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.

**15.4.4** If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation Q5.4.3, unless the Clerk of the Course in consultation with the Stewards of the Meeting deems it appropriate to restart the race

**15.5 Re-Scrutiny:** All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

**16 Pits & Pit Lane Safety:**

**16.1 Pits:** Entrants must ensure that the MSA (or equivalent ASN), Circuit Management and Organising Club Safety regulations are complied with at all times.

**16.2 Pit Lane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in the the **pit lane**

**16.3 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.

**17 Race finishes:**

**17.1** After taking the Chequered Flag drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses done up while on the circuits or in the pit lane.

**18 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.

**18.1 Timing Modules:** All cars must be fitted with a working HSCC or event timing approved transponder (e.g. in France where an alternative timing system is standard for the country). Failure may result in competitors not being timed or disqualified from the Result. As per MSA Regulations Q12.2.1.

**18.2 Protest and Appeals,** In the event of protest or appeal. The amounts of the National fees are available in the event supplementary regulations. The International Appeal fee is 6000 Euros

**19 Trophies and Awards:**

**19.1** All awards are to be provided by the race organisers. Per round: A trophy to 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Overall. Plus the winner of each Class. Class awards at the discretion of the organisers.

**19.2** The series is divided into 5 Trophy Groups each Trophy Winner, 2<sup>nd</sup> & 3<sup>rd</sup> will each receive a Trophy subject to the following number of competitors scoring points in each class, 4 competitors = Class winner, 4 - 6 = Class Winner and 2<sup>nd</sup>, Over six = Class winner, second and third . To qualify for a position in the series results a competitor must have competed in at least 4 rounds. Other awards may be given at the Series Organisers discretion

**20. TECHNICAL REGULATIONS:**

**Organising Club:**

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

**20.1 Eligible Cars**

The HSCC Historic Formula 2 International series is open to single-seater racing cars built to the appropriate Formula 2, Formula B and Formula Atlantic regulations between 1<sup>st</sup> January 1967 and 31<sup>st</sup> December 1978 **excluding Ground Effect** models and running to their original specification and using components of a type used in period.

A valid FIA Historic Technical Passport (HTP) must be presented by the Competitor at scrutineering at each round of the Series. All Competitors must submit a full colour copy, in paper or digital format, of their HTP to the HSCC before their first competition in any new season. It is the responsibility of Competitors to ensure that the HTP copy held by the HSCC is valid and complete.

\* Entries may be accepted where an allocated HTP GB or EU equivalent number is produced and the car has a survey bar code attached, subject to the final approval of the Eligibility Scrutineer or Eligibility Delegate. Any such temporary acceptance will be for a limited period and subject to review.

## Categories and Class structure

Class A: **Jochen Rindt Trophy**: Cars built with engines conforming to original Formula 2 specification with either fuel injection or carburettors manufactured and raced before 1<sup>st</sup> January 1972 with a maximum capacity of 1600cc and with aerodynamic devices.

Class B - Vern Schuppan Trophy: Cars built with engines conforming to an original Formula Atlantic or Formula B specification of no more than 1600cc manufactured and raced before 31<sup>st</sup> December 1975

Class C - Gilles Villeneuve Trophy: Cars built with engines conforming to an original Formula Atlantic or Formula B specification of no more than 1600cc manufactured and raced between 1<sup>st</sup> January 1976 and 31<sup>st</sup> December 1978 but excluding ground effect cars.

Class D: **Bruno Giacomelli Trophy**: Cars (**ADD**) built with engines conforming to original Formula 2 specification built and raced between 1<sup>st</sup> January 1972 and 31<sup>st</sup> December 1978 with a maximum capacity of 2000cc but excluding ground effect cars.

Class E: **Jim Clark Trophy**: Cars built to conform to either Formula 2 or Formula Atlantic or Formula B regulations but without aerodynamic devices manufactured and raced after 1<sup>st</sup> January 1967.

### 20.1.1 GENERAL REGULATIONS:

20.1.2 All vehicles must comply with their FIA Historic Technical Passport.

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

20.1.4 All vehicles must comply with MSA Vehicle Regulations Section J and Q

20.2 **CHASSIS**: - As the cars FIA HTP.

20.3 **BODYWORK**: - As the cars FIA HTP.

See Table for specific regulations.

### **Rear Wing specification.**

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

Minimum Ground clearance 40mm measured with driver seated normally

The car must comply with the FIA Regulations laid down in the FIA yearbook of the particular year the car was manufactured and its participation in International competition. All parts of the wing assembly including side plates and Gurney flaps are subject to the dimension regulations. Wing mounting design and position must be as period and photographic evidence may be requested from competitors to support particular examples

20.4 **ENGINE**: Cars must be powered by a normally aspirated engine not exceeding 1600cc (Class A, B and C ) and 2000cc (for Class D) of the type originally fitted to the model of car during its participation in International competition. A Ford Cosworth FVA may be replaced by the Ford Cosworth BDA engine. 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 drivers committee.

20.5 **SUSPENSION**: Must be as the original type for the car. It is forbidden to alter the working of the suspension by modifying the pick-up points. Rising rate springs are forbidden. Dampers shall be of a type fitted in period, of aluminium or steel twin-tube construction, oil or gas filled and with no more than two way adjustment eg. Koni 8212 or equivalent period Bilstein. **Monotube aluminium, non-adjustable dampers are allowed by the FIA for Period G (1/1/66 – 31/12/71) onwards cars.** Out of period dampers are not permitted.

20.6 **TRANSMISSION**: As the cars FIA HTP.

20.7 **ELECTRICS**: As the cars FIA HTP. A red warning light must be fitted – MSA Regulations K5.

20.8 **BRAKES**: As the cars FIA HTP. Hydraulic pipes may be replaced by Aeroquip or similar. Pad material is free. Drilled brake discs are forbidden.

20.9 **WHEELS/STEERING**: As the cars FIA HTP.

Classes A - B – D: - No more than the original maximum dimensions: - Front 13"x 10" - Rear 13"x 14".

Class C: - No more than the original maximum dimensions: - Front 13"x 10"- Rear 13"x15".

Replacement wheels will be permitted providing the fitting and dimensions are identical to the original.

**20.10 Permitted Tyres** For all four Trophy Classes the permitted Dry Weather Tyre is the Avon A11 Slick Tyre in the following sizes:-

Front	-	9.0/20.0-13	A11 Slick	Code 7210S
Rear	-	12.0/23.0-13	A11 Slick	Code 7239S

**Option for Class D only:-**

Rear	-	13.0/23.0-13	A11 Slick	Code 7262S
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**20.10.1** For all four Trophy Classes the permitted Wet Weather Tyre is the Avon A15 Classic Wet Tyre in the following sizes:-

Front	-	9.0/20.0-13	A15 Classic Wet	Code 2553W
Rear	-	12.0/23.0-13	A15 Classic Wet	Code 2888W

**Option for Class D only:-**

Rear	-	13.0/23.0-13	A15 Classic Wet	Code 2391W
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**20.10.2 For the Jim Clark Trophy Class Only** Cars built and raced between 1st January 1967 and 31<sup>st</sup> January 1971 Only.

In addition to the tyres indicated in paras 20.10 - 20.10.1, the following **Hand cut Treaded Tyres** are permitted: -

**Dry Tyres**

Front	-	8.2/22.0-13	A11 Historic Pattern	Code 3146HAW
Rear	-	10.5/23.0-13	A11 Historic Pattern	Code 4125HAW
Front	-	9.0/20.0-13	A11 Historic Pattern	Code 7210HAW
Rear	-	12.0/23.0-13	A11 Historic Pattern	Code 7239HAW

**Wet Tyres**

Front	-	8.2/22.0-13	A15 Classic Wet	Code 14209W
Rear	-	10.5/23.0-13	A15 Classic Wet	Code 4864W

**All Classes:** Unless damaged, competitors are restricted to one set of slick tyres (4) per two meetings/weekends (two qualifying four races). Subject to changes in weather conditions.

**20.11 WEIGHTS: As per table below**

**Class A 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

**20.12 (a) FUEL TANK:** - As the car's FIA HTP.

(b) Fuel: - As FIA Regulation Appendix J Art 252. Art 9

**20.13 SILENCING:** Dependent upon particular circuit requirements. See Competitors' Final Instructions for each event. Wherever possible cars will be unsilenced.

**20.14 SCRUTINEERING:** Where possible there will be a minimum of two Technical Scrutineers available for each event, one from the organisers for safety only and one delegate nominated by the series for eligibility.

**20.15 DATA LOGGING:** Data Logging is not permitted for Qualifying or Racing. Installed data logging equipment must be removed or rendered inoperative.

**20.16** Radio transmitters and receivers are not permitted, in accordance with MSA Regulation Q 8.1 (a) (i) and (b)

**21 APPENDICES:**

**21.1 Race Organising Clubs and Contacts**

**HISTORIC SPORTS CAR CLUB Ltd –**

Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN  
(Tel.) 01327 858400 (Fax) 01327 858500. email: - [office@hsc.org.uk](mailto:office@hsc.org.uk)  
Website: [www.hsc.org.uk](http://www.hsc.org.uk)

**Series Chairman and Driver Representative: - Roger Bevan**

**Please direct all correspondence through the HSCC office**