



HISTORIC SPORTS CAR CLUB

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

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HSCC/URS Classic Formula Ford 2000 Series Regulations 2018

Eligible Cars:

The HSCC/URS Classic Formula Ford 2000 Series is open to FF2000 single seater racing cars generally built and raced before 31.12.83 (except cars built in 1983 for sale as 1984 models) and excluding all 1983 Reynard models. NB 1992 FIA Regulations allowing F3 style flat bottom cars does not apply.

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

Class Structure -

Class A –Cars built between 01.01.1981 and 31.12.1983

Class B – Cars built before 31.12.1980.

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. RS2018/051

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: Matthew Lambkin Smith

1.2.3 Series Stewards: Peter Hore, Bob Birrell, Mike Eagles
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.

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.

PUBLISHED REGULATIONS

1.5 Series Events:

The HSCC/URS Classic Formula Ford 2000 Series will be contested over 6 race meetings.

Date	Circuit	Status	Org. Club
7 th – 8 th April	Donington Park	Clubmans	HSCC
16 th – 17 th June	Silverstone International	National B	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.

2.6.1 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.

2.9.1 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. It is appreciated that some original parts are either difficult to source or no longer manufactured. Certain texts within these regulations concerning gaskets and the flywheel and clutch have already been altered to take account of non availability. If owing to further genuine non-availability, it is wished to fit any other non-standard parts, it will be necessary to seek PRIOR written permission of the Eligibility Scrutineer.

5.2 General Description:

5.2.1 The HSCC/URS CLASSIC FORMULA FORD 2000 Series is for competitors participating in FF2000 single seater racing cars generally built and raced before 31.12.83 (except cars built in 1983 for sale as 1984 models) and excluding all 1983 Reynard models. NB 1992 FIA Regulations allowing F3 style flat bottom cars does not apply.

5.2.2 The Series will be split into two Classes:

Class A – Cars built between 01.01.1981 and 31.12.1983

Class B – Cars built before 31.12.1980

5.3 Safety Requirements:

The following Articles of MSA Section K Safety Criteria Regulations will apply:

K1.6.3, K1.6.4, K2.1.3, K2.1.4, K3.1.2, K3.2.7, K3.2.9. -10, K3.3.1. -K4, K5, K6, K7, K8, K9, K10, K11, K13 & K14

5.4 General Technical Requirements & Exceptions:

All cars must comply with the relevant sections of MSA General Technical Regulations (Sections J & Q) as Appropriate

5.5 Chassis:

The chassis must be of tubular steel construction with no stress bearing panels except bulkhead and undertray, curvature of the undertray must not exceed 2.54cm.

Monocoque chassis construction is prohibited. Stress bearing panels are defined as, sheet metal affixed to the frame by welding, bonding or rivets or bolts or screws which have centres closed then 15.25cm. Bodywork must not be used as stress bearing panels.

The use of stabilised materials, composite materials using carbon and/or Kevlar reinforcement is prohibited.

The chassis specification must remain fundamentally unaltered from original manufacture.

Wheelbase, track and pick-up points must remain to manufacturer's specification. Ground Clearance as per 5.20.11 at all times, in practice & race including in any post practice or post race scrutineering. No engine oil or water tubes are permitted within the cockpit.

5.6 Bodywork:

5.6.1 Modifications Permitted

It is permitted to make any modification of which the primary purpose is safety or driver comfort.

Cars may be updated to the specification of the latest model built by the manufacturer which appears in the list of eligible vehicles.

5.6.2 Modifications Prohibited.

The use of composite materials using carbon and/or kevlar reinforcement is prohibited.

It is not permitted to construct any suspension member in the form of an aerofoil or to incorporate a spoiler in the construction of any suspension member.

5.6.3 Bodywork must be of a type with a proven competition history for that type of car.

Wings must be of a proven period design and must respect period dimensions for the chassis type in question. There is a maximum rear wing height of 90cm measured from the ground.

5.7 Engine:

The only permitted engine is the Ford NE series 2 Litre SOHC with 2 venturi carburettors with nominal bore 90.84mm + 0.5mm rebore allowance and stroke 76.95mm Production tolerances are permitted providing the total swept volume does not exceed 2025cc.

Engines will be mounted upright and aligned fore and aft in the chassis. The addition of any material be it metal, plastic or composite etc. by any means be it welding, bonding encapsulation or encasement to any component is prohibited. However, specific repair of castings may be allowed with the written approval of the eligibility scrutineer responsible for the Formula.

Balancing of reciprocating and rotating parts is permitted only by removal of metal from locations so provided by the manufacturer.

Pump, fan and generator drive pulleys and their retention bolts, washers and belts are free.

Mechanical tachometer drives may be fitted

Generators are optional

The use of non -standard replacement fasteners, nuts bolts, screws, studs and washers which are not connected with or which do not support any moving parts of the engine or its compulsorily retained accessories is permitted.

The use of thread locking compounds is permitted

Gaskets are free except for cylinder head and carburettor to inlet manifold gaskets which must be dimensionally identical to original Ford gaskets -see note under compression ratio.

Any process of cleaning may be used on any component providing the surface finish, which must remain standard, is not affected. Forced induction is prohibited.

INDUCTION

The air cleaner may be removed or replaced and a trumpet fitted Carburettor Type: Weber 32/36 DGV and DGAV

Number on engine | Maximum dia. of carb outlet to number of Main Venturi 2 inlet manifold 32.0/36.0mm

Maximum dia.of Main Venturi 26.0/27.0mm.

It is permitted to change jets, open both throttles together, remove cold start devices and diffuser bar, fit internal and / or external anti-surge pipes, remove seals on emission control carburettors.

No other modifications are permitted, chokes must remain standard and no polishing or reprofiling is permitted

Any means of reducing intake air temperature is prohibited

Any form of water injection is prohibited

Flexible mounts for the carburettor may be incorporated providing they do not exceed a maximum of 25.4mm from flange to flange

The bore of the casting must remain untouched and in its original condition. The carburettor seat face may be machined to horizontal in the fore and aft plane. The water passage in the inlet manifold may be blanked off or plugged.

The manifold may be machined externally sufficiently to clear the throttle mechanism in the case of both throttles being opened together.

EXHAUSTS

The exhaust system and manifold are free, within Vehicle Regulations.

CYLINDER BLOCKS

It is permitted, as means of repair, to replace damaged cylinder bores with cast iron cylinder liners, all to standard dimensions.

Localised machining of the cylinder block is permitted to allow fitting of the dry sump system

The crankcase breather may be altered or removed, but all breathers must discharge in to a catch tank.

Cylinder blocks may be machined to maintain deck height

CYLINDER HEADS

Non - standard camshaft covers are permitted providing they in no way improve the performance of the engine.

Water passages are not permitted in cam covers.

Standard valve spring retainers must be used, only single valve springs are permitted. Shims are permitted otherwise valve springs are free

The only permitted camshafts are the standard Ford production camshafts for 2000SOHC NE engines part number 1584660 or the C12 camshaft kit as supplied by Historic FF2000 association. The camshaft and rockers must remain entirely unmodified They must be fully manufactured and ground by the Ford Motor Co It is prohibited to grind camshafts from blanks or regrind or reprofile Tuftriding or Parkerising is permitted.

As an alternative to the Ford camshaft specified above, FF2000 camshaft kit, as supplied by Universal Racing Services (URS), or the SC2000 camshaft kit from Kent Cams Ltd. may be used. These camshafts have been measured and recorded to ensure conformity with the standard Ford profiles. None of the above camshafts may be reground, re profiled or modified in any way

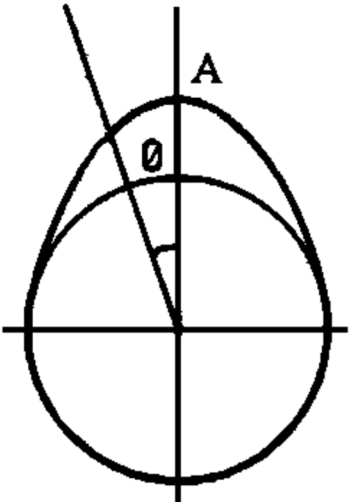
The key/keyway in the camshaft pulley may be offset.

Vernier adjustment of cam timing is permitted. Cylinder head face may be skimmed

Maximum valve lift at determined points by camshaft rotation will be established by using a low rate substitute valve spring (load characteristics 12lb at 1.417in, 30lb at 1.000in), with zero tappet clearance.

The following table / drawing is reproduced from 1992 RAC Year Book.

Valve Lift

	Inlet		Exhaust	
	Angle	Opening	Closing	Opening
0	10.442	10.442	10.442	10.442
5	10.36	10.36	10.36	10.36
10	10.11	10.11	10.11	10.11
15	9.69	9.69	9.69	9.69
20	9.11	9.11	9.11	9.11
30	7.45	7.45	7.45	7.45
40	5.17	5.17	5.17	5.17
50	2.58	2.59	2.58	2.59
60	0.81	0.86	0.81	0.86
70	0.43	0.54	0.43	0.54
80	0.19	0.37	0.19	0.37
90	0.01	0.20	.01	0.20

Lift measured in mm, angles measured from point A.

Valves must remain standard, no reprofiling or polishing is permitted. The original 45deg. seat angle must be retained.

Maximum face diameter inlet 42.2mm Maximum face diameter exhaust 36.2mm

Overall length inlet 111.15 - = 0.5mm. Overall length exhaust 110.55 - = 0.5mm

Maximum valve stem diameter 8.4mm

It is permissible to reshape inlet and exhaust ports by removal of metal within limits. Addition of material in any form is prohibited. Maximum port dimension at manifold head face inlet diameter 39.5mm exhaust 35.5mm X27mm

Sizes may only be exceeded if the castings are oversize, in such cases the castings must be seen to be original and untouched.

An external oil drain pipe from the cylinder head is permitted.

The fitting of a union by drilling and tapping is permitted.

It is permitted, as means of repair, to replace damaged valve guides and valve seats by replacement cast iron valve guides and cast iron valve seat inserts all to standard dimensions.

Inlet and exhaust port diameter may be exceeded if the original casting is visible and untouched at the gasket face.

LUBRICATION SYSTEMS

The lubrication system, external to the engine, is free. Existing standard production oilways, linings or oil grooves may be enlarged or reduced, but no additional ones are permitted. Standard friction surfaces must remain unchanged. Dry sump is permitted, oil coolers are free

COOLING SYSTEM

A liquid cooling system is mandatory but radiator and water pump are free provided that the water pump is mechanically operated. (i.e. non electrical)

The radiator if housed in or incorporating a cool air scoop or deflector, must comply with bodywork regulations.

FUEL PUMPS

Only the standard mechanical fuel pump for the engine is permitted.

Fuel pipes are free. Fuel cooling radiators are permitted, within safety regulations, but must be mounted within the main chassis frame.

DISTRIBUTORS

Distributors are free providing they retain the original drive and location.

The distributor is defined as the component which triggers the LT current and distributes the HT ignition current. The ignition timing may only be varied by vacuum and/or mechanical means.

It is prohibited to use any other method or component to trigger, distribute or time the ignition.

It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel

COMPRESSION RATIO

The maximum compression ratio will be controlled as follows:

Minimum combustion volume in cylinder head 50cc

Standard Ford cylinder head gaskets part nos 70HM6051 BiA, 70HM6051 B3B, 70HM6051 GiA: minimum compressed thickness 0.9mm minimum diameter of cylinder aperture 92.0mm or dimensionally identical aftermarket gasket.

Pistons must not protrude above cylinder block surface at TDC

Cylinder block face may only be machined flat.

PISTONS

Pistons must be standard Ford or absolutely identical aftermarket production pistons, unmodified in any way except for balancing and as detailed

All three piston rings must be fitted, piston rings must be standard production or similar approved pattern replacements, i.e. the compression rings must be one piece, single homogeneous material type with conventional plain gaps, chromium plating of the top ring is optional, the oil control rings must be either single piece twin land type or apex three piece (two rails and an expander) Molybdenum faced top compression rings are permitted. To achieve balance, material may be removed from the internal surfaces at any location below the lowest point of the gudgeon pin. All external surface, dimensions and profiles must remain standard with the exception of the top surface of the piston crown which may be subjected to simple machining to achieve balance and the objectives of the section entitled "Compression ratio"

Minimum weight of pistons, plus rings, connection rod, connection rod bolts and nuts, less big end bearings 1255 grms

CONNECTING RODS

Connecting rods must be standard Ford part. Machining is permitted to remove metal from the balancing

bosses to achieve balance only.

Tuftriding, Parkersing, shot - peening, shot - blasting and polishing are permitted.

It is permitted to radius the area around the big - end retaining bolt heads and nuts. Big end bolts part no. 905500 are permitted as are similar aftermarket big end bolts.

CRANKSHAFT

A standard crankshaft must be used. Spot machining to achieve balance is permitted. Tuftriding Parkerising, Shot-peening, shot-blasting and polishing are permitted. Crankshaft minimum weight 28lbs.

It is not permitted to alter the number of bearings or fit bearings of less than standard production width
Standard oversize and undersize bearings are permitted

FLYWHEEL AND CLUTCH

The flywheel must be a standard component. To achieve minimum weight and balance materials may be removed from the originally machined surfaces, rim/flange etc. For rectification the clutch mating face may be resurfaced. Cast surfaces must remain in original condition. Friction material is free.

The clutch must be a standard Ford road car unit or aftermarket replacement of identical diameter and type.

Flywheel bolts are free and locating dowels are permitted.

It is permitted to secure the starter ring to the flywheel

Flywheel and clutch assembly minimum permitted weight 12.5kg (including all flywheel and crankshaft securing bolts).

ENGINE SEALING

All engines must have provision for scrutineers' wire seals. 1/16in holes pre - drilled in readily accessible locations on installed engines must be available.

a) Sump - two holes through the cylinder block/sump joint flange, one either side of the engine.

b) Cam Cover - at least two retaining screw heads must be cross drilled

c) Cam Timing Pulley - retaining bolt must be cross drilled

d) Inlet Manifold -at least two retaining bolt heads to the cylinder head must be cross drilled.

e) Carburettor - at least two retaining nuts to the cylinder head must be cross drilled

f) Bell housing - at least two retaining bolts to the engine must be cross drilled to enable clutch and flywheel to be adequately sealed OR competitors must be prepared to remove either engine or transmission to enable sealing of clutch and flywheel in which case at least two clutch cover retaining bolts must be cross drilled.

Failure to comply renders the engine ineligible.

5.8 Suspensions:

All parts must be of steel or ferrous material, with the exception of springs, hubs, hub adapters, hub carriers, bearings and bushes, spring caps, abutment nuts, anti - roll bar links, shock absorber caps and nuts.

Remote reservoir and / or light alloy dampers are prohibited.

5.9 Transmissions:

The gearbox must contain not more than four forward gears and include an operable reverse gear, capable of being engaged by the driver whilst normally seated. The ratios are free Rear wheel drive only is permitted.

Final drive ratio is free

Torque biasing, limited slip and locked differentials are prohibited. Non - ferrous differential components prohibited.

5.10 Electrics:

All cars must be equipped with an externally operated circuit breaker having positive ON - OFF positions clearly marked. An internal ignition switch must be operable by the driver when normally seated irrespective of whether a safety harness is worn or not.

5.11 Brakes:

Light alloy brake callipers prohibited, otherwise free.

5.12 Wheels/Steering:

5.12.1 Rear wheel steering prohibited, otherwise free. Material is free providing it is metal.

Centre lock wheel retaining nuts must be fitted with safety ('R') clips and painted in a bright colour. Aircraft type self-locking nuts are not acceptable as an alternative.

5.12.2. Wheels may be constructed from aluminium alloys or magnesium alloys.

Note: Competitors are reminded that alloy/mag wheels can have a tendency to crack, especially the older

ones. For safety reasons, please keep a check on your wheels.

5.12.3 Rim dimensions:

Front 13" dia x 6" wide maximum: Rear 13" dia x 8" wide maximum.

5.13 TYRES:

5.13.1 Only tyres as specified in 5.13.2 are permitted.

5.13.2 The only permitted tyres are:

AVON

Dry Front: 6.5 /21.0 X 13 Spec no. 8814
Wet Front 160/530 R13 Spec no. 13593M
Wet Front 6.5 /21.0 X 13 Spec no. 8829

AVON

Dry Rear 8.2 /22.0 X 13 Spec no. 8815
Wet Rear 180/565 E13 Spec no. 13594M
Wet Rear 8.2 /22.0 X 13 Spec no. 8831

5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14 Weights:

5.14.1 Weight is the weight of the vehicle as it finishes the race, but excludes the driver.

5.14.2 FF2000: The weight of the car shall not be less than 440kg

5.15 FUEL TANK / FUEL:

5.15.1 The fuel tank should be located in the same position as that originally fitted to the car. On safety grounds, it may be relocated subject to approval by the Eligibility Scrutineer. Competitors should be aware that bag tanks are lited for 5 years from date of manufacture for FIA events only.

5.15.2 Fuel tank capacity is free.

5.15.3 Fuel must be in accordance with MSA regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b),

5.15.4 Tanks outside the chassis frame must comply with FIA Spec/FT3. Inboard tanks, covered externally with fireproof coating, are acceptable for events of less than 70km. A metal tank coated with GRP does not comply. Maximum capacity 41 litres unless carried in FIA Spec/FT3 tank.

5.16 SILENCING:

All vehicles must comply with MSA Regulation J5.17, and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.16.1 On FF2000 engines a mandatory silencer, Ford part no: 9095317 must be fitted and must comply with MSA Regulation J5.17.

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 Co-ordinator:

Ken Thorogood, Universal Racing Services, Maytree Farm, Wattlefield, Wymondham, Norfolk NR18 9LD

Tel: 01953 789223

Eligibility Registrars: Ken Thorogood
Alan Morgan