



HISTORIC SPORTS CAR CLUB LTD

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HSCC 70s Road Sports Championship including Austin Healey & MG Cup Cars Regulations 2020

Eligible Cars:

The HSCC 70s Road Sports Championship is open to genuine production Sports, GT and two door Coupe cars built or road-registered between 1/1/70 and 31/12/79. Cars built or road-registered in the 1980s, and late 1960s (subject to approval with HRS), which are precisely to the same specification as the 1970s model will be considered for acceptance by the Championship Committee. Only minor modifications to engine and suspension are permitted; body silhouette must remain as standard. Other cars may be eligible subject to proof of series production in period. Excluded from this Championship is all light weight, high performance or competition versions, together with any one-off specials.

Cars **must** remain road legal in all respects except tyres which may be from list 1c. Additional Championship points are awarded to competitors who drive their car to and from the circuit (from their place of residence or permanent storage facility of the car).

Modifications are strictly limited and all cars in Classes A to E **must** have a current HSCC Vehicle Identification Form (VIF). No competitor can claim Championship points unless the VIF has been approved by the Registrar.

Austin Healey and MG Cup cars are restricted modification 1275cc Austin Healey Sprites and MG Midgets or 1493cc MG Midgets.

A list of eligible cars is available with the relevant weights.

Class Structure of HSCC 70s Road Sports Championship

Class A All cars over 3001cc

Class B All cars 2001cc to 3000cc

Class C Lotus 1600 Twin cams (Elan, Europa, and Seven)

Class D All cars 1501cc to 2000cc

Class E All cars up to 1500cc (*including cars registered for the Austin Healey and MG Cup*)

Class I Invitation Class – Solely to encourage competitors to join the 70s Championship. Road Sports, GT and two door coupes from the same era may be accepted at the invitation of the HSCC. A Vehicle Detail Form (VDF), available from the Office, will need to be completed at least four weeks before the event; an offer of acceptance or refusal will then be given within seven days.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC 70s Road Sports Championship 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 [Motorsport UK] (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2020/R079

Race Status: Interclub

Motorsport UK Championship Grade: D

1.2 Officials:

1.2.1 Co-ordinator: Mr. A Dee-Crowne, HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.2.2 Eligibility Scrutineer: Mr. N. Edwards, Greenleaves, Fern Road, Storrington, West Sussex, RH20 4LW. Tel. 01903 742505

1.2.3 Championship Stewards: Mr. Frank Lyons. Mr Keith Messer. Mr Alan Morgan
All c/o HSCC Ltd, Silverstone Circuit, Silverstone, 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 In possession of a valid 2020 Motorsport UK Entrant's Licence.

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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 Championship and
- (c) be in possession of a valid 2020 Motorsport UK Competition (Racing) Interclub status Licence as a *minimum*. N.B. National status Licence may be required subject to Q 9.1.2
- (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 Vehicle Identity Document (VIF) must be presented for checking at all rounds when signing-on. Competitors who are claiming Road Driven points are reminded their cars must have a valid insurance certificate for use on the road.

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 £180 to include membership of the HSCC. Cheques should be made payable to the HSCC.

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

1.4.4 Registrations will be accepted from 1st January 2020.

1.5 Championship Events:

The HSCC 70s Road Sports Championship will be contested over 8 race meetings, if there are two races at a race meeting both will count for championship points:

Date	Circuit	Status	Org. Club
25 th April	Brands Hatch	Interclub	HSCC
17 th May	Silverstone	Interclub	HSCC
7 th June	Donington	Interclub	HSCC
27 th - 28 th June	Pembrey	Interclub	HSCC
12 th July	Brands Hatch	Interclub	HSCC
29 th – 30 th August	Oulton Park	Interclub	HSCC
19 th – 20 th September	Cadwell Park	Interclub	HSCC
18 th October	Silverstone	Interclub	HSCC

1.6 Scoring:

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

Position	Number of race starters in class		
	3 or over	2	1
1 st	12	9	7
2 nd	9	4	
3 rd	7		
4 th	6		
5 th	5		
6 th	4		
7 th	3		
8 th	2		
9 th	1		

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

In addition, every road driven starter will receive 2 points per race meeting (a meeting may have 1 or 2 races), the driver of the fastest lap in each class will receive one extra point and there will one extra point for the fastest lap in each class in qualifying, subject to there being a minimum of two starters in that class. Competitors wishing to claim road driven points, must declare that they will drive their actual (raced) car to and from every round of the Championship that they enter themselves on an HSCC driver's declaration form. If no declaration form is submitted it will be assumed that the competitor trailers their car. Any competitor found trailering or not actually road driving their own race car to any round after making such a declaration will forfeit all road driven points for the season.

Note. For safety or health reasons, it may be possible to trailer the car home after the event, or exceptionally have the car driven home by someone else, providing the raced car/driver combination are agreed unfit to be driven/ or to drive, without penalty, subject to a written authority being obtained from the race meeting Chief Scrutineer. In the event of a "Road Driven" car being trailered back from a meeting the championship committee must be informed as soon as is practical and not later than 14 days after the event.

The onus is with the competitor to make their car available for an eligibility check with the Registrar. No competitor can claim Championship points unless the VIF has been approved by the Registrar.

- 1.6.2 The totals from all qualifying rounds less two will determine final Championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Section W1.3.4 of the current Motorsport UK 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:
 - (a) be deemed "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) 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:** Trophies will be given to 1st, 2nd and 3rd overall; the Invitation Class does not qualify for overall positions. Trophies to first and second in each class, except the Invitation Class, will be awarded subject to three and five starters respectively in each class.
- 1.7.3 **Championship:** Championship winner, 2nd and 3rd overall will receive a trophy and to 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. *The Austin Healey and MG Cup champion will receive a trophy, and voucher for £100 presented by Peter May Engineering (Voucher subject to 3 starters in the cup category.)*
- 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. 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 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 (Motorsport UK Regulation 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). Where an event has a double header race, the grid position for race 2 will be set by the finishing order of Race1 irrespective of any driver change.

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 car 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 driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per Motorsport UK 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.

2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

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 Motorsport UK, 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 the onus shall be on all drivers to take all due care and respect the pit lane speed limits.

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

2.7.3 **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. (Motorsport UK 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 Motorsport UK regulation 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 Motorsport UK 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.

2.13.1 Data Logging

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in cockpit is not permitted

3. SPECIFIC CHAMPIONSHIP REGULATIONS

Nil

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK regulations: C3.3. The competitor has the chance to comply, but if this is not possible the car will be placed into the Invitation Class, in either case the competitor must start at the back of the grid.

4.1.2 Arising from post race Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK regulations: C3.5.1 (b) will apply, i.e. disqualification and forfeit all Championship points and awards for that race.

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).

4.1.3 If a car is found to be ineligible at scrutineering the competitor has the chance to comply or the car will be placed in the Invitation Class.

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

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

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

4.3 Any competitor who is penalised under the Motorsport UK 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.

4.4 Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.

5 TECHNICAL REGULATIONS:

5.1 INTRODUCTION

The following technical regulations are set out in accordance with the Motorsport UK specified format and clearly specifies what you can and cannot do in preparing your car, all other items are free. If in doubt contact the Registrar

5.2 GENERAL DESCRIPTION

The HSCC 70s Road Sports Championship is for competitors participating in genuine production Sports, GT and two door Coupe cars built or road-registered between 1/1/70 and 31/12/79. Cars built or road-registered in the 1980s, and late 1960s (subject to approval with HRS), which are precisely the same specifications as the 1970s model will be considered for acceptance by the Championship Committee. Proof of original road registration is required but this may be from other than UK authorities.

A list of eligible cars is available with the relevant minimum weights. Other cars may be eligible subject to proof of series production in period as Sports, GT and two door Coupe cars. Excluded from this Championship are all lightweight, high performance or competition versions, together with any one-off specials. The organisers reserve the right to exclude or reclassify any car they feel does not comply with the intent of the Championship Regulations.

All cars in classes A to E must have current HSCC Vehicle Identification Forms approved by the Registrar.

Cars **must** remain road legal, in all respects except tyres where taken from List 1c and if Road Driven have current valid road tax and insurance.

All documentation must be available at events entered, produced when required at scrutineering and post race checks.

Cars must at all times be entered in a presentable manner, in the true spirit of 70s road sports, including sponsors decals. Non-period and gaudy colour schemes are not acceptable.

Additional championship points are awarded to competitors who drive their car to and from the circuit (from their place of residence or permanent storage facility of car).

Only minor modifications are permitted, as described in articles 5.4 to 5.16.

5.2.1 Class Structure

Class A	All cars over 3001cc
Class B	All cars 2001cc to 3000cc
Class C	Lotus 1600 Twin cams (Elan, Europa, and Seven)
Class D	All cars 1501cc to 2000cc
Class E	All cars up to 1500cc <i>including cars for the Austin Healey and MG Cup.</i>
Class I	Invitation Class

5.3 SAFETY REQUIREMENTS:

The following Articles of Motorsport UK Section K Competitor Safety Regulations will apply:

(K1.): Safety roll over structures are mandatory. Roll over protection devices are permitted only in the configurations shown in drawings in the Motorsport UK Section K (Appendix 2) Technical Notes. **The principal purpose of Roll-over bars must be crash protection, not enhancement of chassis stiffness.**

Section K: Seats, seat belts and harnesses must comply with Motorsport UK regulation (K2.).

Section K: Fire extinguishers are mandatory. (K3.)

Section K: A rearward facing red warning light is mandatory (K5.).

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 HSCC VIFs

All vehicles must comply with their HSCC Vehicle Identity Form. Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section Q Technical Regulations.

5.4.2 Engine Seals

All engines shall have provision for sealing as listed:

Sump: Two holes through block/sump flange, diagonally opposite. An alternative method can be two adjoining pairs of bolts or studs, again a pair each side or diagonally, cross drilled.

Cylinder Head: Two adjoining head bolts or studs (per head) cross drilled or such other drillings which prevents head removal.

Hole size in all instances to be 2mm.diameter minimum.

All stripdown/rebuild and associated costs incurred by competitors following engine and/or component seal(s) by HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) are to be borne by the competitor / entrant whose car has been sealed. Such seal(s) will only be considered and/or fixed by the appropriate relevant HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) on the day in question. Please note Motorsport UK Regulation section (J3.1.4.) and (J3.1.6.) 'Championship seals' may be fixed during the season to engines by the Championship Scrutineer or his assistant. These seals are subservient to Motorsport UK seals, and do not have specific time limits imposed. A minimum of 7 days' notice is required by the club office and Registrar prior to an engine strip, when seals are to be removed.

5.5 CHASSIS

5.5.1 GENERAL

All the cars in Classes A to E must comply with their HSCC Vehicle Identity Form.

The Chassis must remain as original with no additions or removals, except fixings for roll cages. Where the chassis has been the subject of structural repair, it will be subject to approval by the Eligibility Scrutineer, and acceptance within the spirit of the Championship, in conjunction with the Championship Committee.

5.6 BODYWORK

Bodywork must be as described on the cars' HSCC Vehicle Identity Form.

5.6.1 1. General

No modifications from original production specifications or silhouette are permitted. Fibre-glass panels may be permitted when steel panels are unobtainable or at a prohibitive cost, however permission must be obtained from the Championship Committee. Any attempt to transfer weight by use of lighter units is not acceptable. *Cars in the Austin Healey and MG Cup must use standard steel body panels but a fibreglass hardtop is permitted.*

2. Interior

It is permitted to remove passenger seat and floor carpets but if passenger seat is retained it must be rigidly secured.

Cars will be expected to retain their original type trim in so far as it relates to fixed portions (e.g. head-lining, door trim, dashboard trim etc.). In the event that fitting of safety equipment would permanently damage seats or trim, relaxation of the above requirements may be allowed subject to the Championship Committee's discretion.

3. Exterior

Factory option hard tops are allowed.

Bumper bars and brackets, if removed, are subject to individual acceptance by the Championship Committee.

All window glass may be replaced by perspex or similar material, of no lesser thickness than 4mm, for safety reasons.

Door windows must be retained in their original position and must be fully operational by their original method.

Open cars fitted with a front roll-bar hoop must compete with hardtop fitted or with their hood erected.

4. Silhouette

The silhouette of the car must not be altered.

5. Ground Clearance

All sprung parts of the car must have a minimum ground clearance with the driver seated normally of 10cm such that a block of 8cm x 8cm x 10cm may be passed along any route underneath the car. Ground clearance may be measured at any time during an event; on a surface specified by the HSCC Eligibility Scrutineer, exhaust systems, outer lower suspension pickup points, all lower anti-roll bar mountings and bolts required to attach safety equipment are excluded from this requirement.

5.6.2 Model Specific Regulations

Marcos GT V6 - it is acceptable the ride height test block fouls the seat mouldings and sump.

5.7 ENGINE

5.7.1 The engine must be as specified on the car's HSCC Vehicle Identity Form.

The engine, cylinder head and block must be the original make, material, type, stroke, and date from the same period as the vehicle.

Cylinder heads may be polished, ported and re-profiled.

Camshafts are free.

Valves are free.

Pistons are free.

Con-rods are free.

Crankshafts are free.

Flywheels are free.

Clutches are free.

Sumps are free

Dry sumps are permitted.

Re-boring is permitted to a maximum oversize of 0.060 ins of the original bore size.

Roller rockers and solid lifters are not permitted.

Austin Healey and MG Cup cars must use standard EN16 crankshaft and standard connecting rods.

These may be machined to obtain dynamic balance and surface treated (eg tuftriding). The camshaft is to be chain driven. Cylinders heads may be converted to 11 stud fixing. Dry sumps are not permitted. The standard sump pan must be retained but can be baffled to prevent oil surge.

5.7.2 **Location**

The engine must be located in the original location.

5.7.3 **Oil/Water Cooling**

An oil cooler is permitted but with no external ducting.

Aluminum water radiators and electric fans are permitted; the fans must not protrude beyond the radiator opening. Radiators must be mounted in the original manufacturers position.

5.7.4 **Induction Systems**

All induction systems must be the original manufacturers standard fitment.

No forced induction is permitted.

Carburetors must be as original manufacture, of the same size, and number as original specification, and located directly on to the original inlet manifold which may be polished and ported. Stromberg carburetors can be changed for SUs of the same size.

Fixed choke dimensions must be as original.

Detachable choke tubes dimensions must be as originally manufactured for that production car. Evidence of original size at manufacture must be provided by the competitor.

Jet, needle sizes and springs are free.

Cars fitted with fuel injection must use the original standard fitment fuel injection system, including throttle body, only the following adjustments are allowed;

Bosch K-Jetronic – the system and control pressure may be altered by means of manual adjustment or shims.

5.7.5 **Exhaust Systems**

The exhaust manifold and system is free, but must be road legal and comply with Motorsport UK (J5.17.) and may also be subject to individual circuit requirements if specified in Supplementary Regulations.

5.7.6 **Ignition**

The ignition system must be original including the distributor and retain the original manufacturer's firing order. It is permissible to fit a basic/simple electronic ignition system in place of points, subject to Championship Committee's approval, following full written description of layout and installation by the competitor. In such systems the distributor must remain the sole means of triggering the spark.

Electronic ignition systems are also allowed if in manufacturers' original production specification.

Only original distributor mechanical advance and retard is allowed.

Engine management or mapping systems are not permitted.

5.7.7 **Model Specific Regulations**

Lotus Elans, Europas and Sevens fitted with Weber 40 DCOE carburetors or Dellorto equivalent, the maximum choke size is 33mm.

Imp Engines to use Stromberg 150 CD Carburetors, may be replaced by 1½" maximum SUs, or two Weber 40 DCOE carburetors with maximum choke size of 32mm. BMC A Series 1275cc engines to use 1¼" maximum SU Carburetors

Austin Healey and MG Cup cars must use 1¼" HS2 SU Carburetors on 1275cc cars or 1½" HS4 SU carburetors on 1493cc cars. Carburetor needles and springs are free

5.8 **SUSPENSION**

- 5.8.1. The front and rear suspension must be as original, however may be strengthened for safety reasons. Shock absorbers and springs may be changed. Single tube, steel adjustable shock absorbers are permitted as long as they are the same size and located in the same position as the original components and do not have remote reservoirs.

Suspension mounting points must remain as original.

Anti-roll bars sizes are free, may be adjustable and may be fitted to the front and rear suspension if not fitted in original manufacture.

Anti-tramp bars, or a Panhard rod, or Watts linkage may be fitted to cars without additional rear axle location.

Original bush material may be changed. No rose joints are permitted on any suspension components unless used in original manufacture, except rose joints may be used on anti-roll bars providing that the geometry of the suspension is not affected.

Adjustable spring platforms are permitted

Camber alterations are permitted.

Austin Healey and MG Cup cars must use standard pattern lever arm dampers for which the valves and hydraulic fluid are free. Negative camber top trunnions are permitted. It is permitted to fit a bolt in panhard rod to the rear suspension. It is not permitted to fit a rear anti roll bar, anti tramp bars or watts linkage

Lotus Elans may use fabricated steel front wishbones to original manufacturers dimensions.

Lotus Europas may use different length lower rear links within original manufacturers dimensions and to the same design..

5.9 TRANSMISSIONS

5.9.1 No modifications from original production specifications are permitted.

The gearbox and the casing must be as original. Brass components may be changed for steel to identical dimensions.

Straight cut gears are not permitted unless fitted as original manufacturers equipment.

The original clutch control system must be as originally manufactured.

Austin Healey and MG Cup cars may use a roller clutch release bearing in place of the carbon thrust bearing. Concentric Slave Cylinder bearings are not permitted.

5.9.2 Transmission & Drive Ratios

The rear axle must be as originally manufactured though the final drive ratio may be changed.

Limited slip differentials may only be used if supplied as standard original manufacturers equipment, not factory optional by the manufacturer.

5.9.3 Model Specific Regulations

Morgan Plus 8.	Dispensation to use later 70s Rover 5 speed gearbox.
MGB V8	Dispensation to use later 70s Rover 5 Speed gearbox.
Lotus Europa.	Dispensation to use later 5 speed Renault gearbox.
Lotus Elan.	Dispensation to use solid drive shafts with UJ, CV joint, and sliding splines.
Porsche 924.	Dispensation to use later conventional Audi transaxle.
Datsun 240Z	Dispensation to use later 5 speed from 280Z and similar with part number ending 71C.

5.10 ELECTRICS

Electrical equipment originally fitted must be retained and fully operational; wiring may be changed but electrical equipment must still comply with MOT requirements.

5.10.1 Rear Warning Light

A rearward facing red warning light is mandatory – see Motorsport UK regulation (K5)

5.10.2 Batteries

The type, make, capacity (ampere-hours) and position of the battery are free. Lithium batteries are not permitted.

If the battery is located in the cockpit it must be securely fixed and be contained in an insulated, leak proof box.

5.10.3 Generators/Alternators

The type and make are free; dynamos may be changed for an alternator. The generator or alternator must generate an electric output and be on load when the engine is running.

5.11 BRAKES

5.11.1 Conversion to a different mechanical system or hydraulic operation is permitted if a period specification.

Hydraulic braking systems may be converted to dual circuit operation which provides simultaneous operation on all four wheels via two distinct hydraulic circuits.

Hydraulic lines may be replaced with metal braided type piping.

5.11.2 Disc brakes, ventilated discs and multiple pot calipers are only permitted if fitted in original manufacture.

Discs may not be cross-drilled, grooved or ventilated, unless fitted as original equipment.

Discs and drums must be of original material specification and dimensions.

Calipers must be original production items, made of original materials and to original dimensions.

Brake cooling ducts must not protrude more than 2cm outside the bodywork, must blend with the surrounding bodywork and no ducting hoses must be visible externally. All forms of adjustable brake bias devices operable by the driver whilst seated are prohibited.

5.11.3 **Model Specific Regulation**

Imp based cars to use 9" maximum front discs with iron two piston caliper and standard rear drums. Mini based cars to use 7.4" maximum front discs and standard Mini rear drums.

5.12 **WHEELS/STEERING**

5.12.1 **Wheels**

Wheel diameter may be increased by 1" up to a maximum of 16". In addition 16" may be changed for 15".

Rim width may be up to 5 1/2" for classes C and E, and up to 6" for classes A, B and D unless originally fitted with wider, in which case the original widths may not be exceeded.

Alloy wheels of the period are permitted subject to individual acceptance by the Championship Committee.

The same size wheels and tyres must be used front and rear, unless varied as original.

The wheel and tyre must be capable of being used within standard bodywork and permitted suspension modifications.

Rim widths may be decreased in order to accommodate available tyres.

Austin Healey and MG Cup cars must use 13" diameter wheels up to a maximum width of 5½"

5.12.2 **Steering**

Steering rack or column must be standard factory specification. The steering lock may be removed and must be rendered inoperative, except road driven vehicles.

Choice of steering wheel is free and may be removable.

5.13 **TYRES**

5.13.1 Tyres must have a minimum of 50 profile. *Austin Healey and MG Cup cars maximum tyre width is 185mm with a minimum 60% profile*

5.13.2 Tyres permitted are any from the current Motorsport UK Year Book Section L Tyres list 1A/1B/1C. Tyres of the same type / compound must be fitted on both axles.

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

5.14 **WEIGHTS**

Vehicles must conform to the minimum weights as listed in the additional schedule; FIA Homologated weights will not be accepted. This schedule forms part of these Championship Regulations.

Ballasting is permitted, which if used must be securely affixed to the vehicle as per Motorsport UK Regulation J5.15. Lightening cars then adding ballast to meet the minimum weight is not acceptable.

Weights of individual cars may be verified by a Scrutineer at circuit weigh-bridges during the racing season. It is the responsibility of the circuit providers to have their weigh bridges certified but they can still vary. It is the responsibility of the competitor to make sure their vehicle is not less than the minimum weight.

5.15 **FUEL TANK/FUEL**

5.15.1 **Fuel Delivery Systems**

Fuel pumps are free

Use of metal braided flexible hose and metal fuel lines is recommended.

The fuel tank must be either the original production specification, or a safety tank. Any fuel tank must comply with FIA Art. 5.5, must not exceed the originally specified capacity, and must be in the original location.

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

5.16 **SILENCING:**

All vehicles must comply with Motorsport UK Regulation (J5.17 and 18) i.e. 105db at 0.5m and at 45°, and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.17 **NUMBER & CHAMPIONSHIP DECALS**

Numbers must be displayed as per Motorsport UK Year Book Section J4 and Drawing 4. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials. All cars in Classes A to E must display their class letter, available from the Office when registering for the Championship, immediately next to (5cm) and to the front of the competition numbers on both sides of the car.

Individual sponsors decals are limited to two per vehicle dimensions and limitations as per Motorsport UK

Regulation H28.1.1 - H28.1.6

All competing cars must display two HSCC badges and two 70s logos, one on each side of the car, towards the front and near the top of the front door; alternatively, if insufficient space available, at the rear and near the top of the front wings on a near vertical surface. The 70s logo to be placed, in line, and immediately below the HSCC badge. The two stickers to be of the same overall dimensions.

6. APPENDICES

The following Commercial Undertakings are not subject to the judicial procedures of either the Championship Stewards and/or the Motorsport UK /MSC

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

CHAMPIONSHIP COMMITTEE – Please address all correspondence through the HSCC Office.

Charles Barter	- Chairman & Class B
Mark Bennett	- Class A
James Dean	- Class C
Mark Oldfield	- Class D
David Tomkinson	- Class E
Ted O'Day	- Championship Registrar