



HISTORIC SPORTS CAR CLUB LTD

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

Tel: +44 (0)1327 858400. Fax: +44(0)1327 858500.

E-mail: office@hsccl.org.uk. Web Site: www.hsccl.org.uk.

HSCC Historic Formula Ford Championship Regulations 2020

Eligible Cars:

The HSCC Historic Formula Ford Championship is open to Formula Ford 1600 cars originally built and raced as Formula Ford 1600 cars prior to 31/12/71. Specification must be original with only the addition of current safety requirements. There is also a special Novice class within this championship for competitors who have no previous race or kart experience. All cars must have current HSCC Vehicle Identification Forms.

1. SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic Formula Ford 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/R085** **Race Status: Interclub**

Motorsport UK **Championship Grade: C**

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. Matthew Lambkin Smith, Triumph House, Wragby Road, Market Rasen, Lincs, LN8 5NS
- 1.2.3 Championship Stewards: Mr. Charles Barter, Mr Hugh Colman, Mr Peter Wray
All c/o HSCC Ltd, 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 2020 Motorsport UK 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 Championship and
 - (c) be in possession of a valid 2020 Motorsport UK Competition (Racing) Interclub status Licence as a *minimum*.
N.B. A National status Licence may be required subject to Q 9.1.1.
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U.flag) and medical, issued by the ASN of a member country of the European Union, or comparable country (H26.2.1 applies).
- 1.3.3 All necessary documentation, including FIA or HSCC 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 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 made payable to the HSCC.
- 1.4.3 Registrations will be accepted from **1st January 2020**
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

PUBLISHED REGULATIONS

1.5 Championship Events:

The HSCC Formula Ford Championship will be contested over 8 race meetings; at each event where there is more than one Championship scoring race each will count towards Championship points.

Date	Circuit	Status	Org. Club
April 4 th – 5 th	Snetterton	Interclub	HSCC
May 16 th – 17 th	Silverstone	Interclub	HSCC
June 6 th – 7 th	Donington Park	Interclub	HSCC
June 27 th – 28 th	Pembrey	Interclub	HSCC
July 11 th – 12 th	Brands Hatch	Interclub	HSCC
August 29 th – 31 st	Oulton Park	Interclub	HSCC
September 19 th - 20 th	Cadwell Park	Interclub	HSCC
October 24 th – 25 th	Brands Hatch	Interclub	BRSCC

1.6 Scoring:

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

15 or more Starters

Position

1 st	25
2 nd	20
3 rd	16
4 th	14
5 th	12
6 th	10
7 th	9
8 th	8
9 th	7
10 th	6
11 th	5
12 th	4
13 th	3
14 th	2
15 th	1

In addition, novice drivers and lady drivers will have separate classes scoring points according to the following formula:

Position	Number of Starters					
	7	6	5	4	3	2
1 st	9	6	4	3	2	1
2 nd	6	4	3	2	1	
3 rd	4	3	2	1		
4 th	3	2	1			
5 th	2	1				
6 th	1					

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:

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

1.6.7 Over 50s Championship

There will be a championship within the main championship for all drivers who are aged 50 or over on the 1st January of the season. The points allocation will mirror that of the main championship, with the top 15 drivers receiving points with 25 points for a win, then 20, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 for 15th place. The totals from all qualifying rounds **less four**-will determine final championship points and positions.

1.7 Awards:

1.7.1 All awards are to be provided by the race organisers.

1.7.2 Per Event: The awards will be as per the race organising Club's regulations - normally a trophy to the overall winner and trophies to second and third. In addition, there will be a trophy for the highest placed novice and highest placed lady driver in each round. If a driver in their novice season achieves 3rd place or better then they will forfeit the right to further novice trophies, including the end of season (Championship) novice trophy. In the over 50s Championship there will be a trophy to the overall winner and trophies to second and third.

1.7.3 **Championship:** Championship winner 2nd overall – 6th will each receive a trophy. There will also be an award for the best novice driver, (ie a competitor with no previous Race or Kart experience) and for the best lady driver. To qualify for an award a competitor must have competed in at least 4 rounds.

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, very close to an original specification which by their nature are expensive and difficult to repair. They are a part of our sporting heritage. Parts often have to be manufactured as they are not available 'off the shelf'. The Championship organiser therefore reserves the right to disallow any developments they feel not to be in keeping with the spirit of the Championship, or any action by competitors which would result in an increase in costs for the category. 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.

2.1.6 Reserves will be prioritised according to the date that their entry was received.

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 Regulations Q4.5).
- 2.3.3 Where possible, drivers will be released in on to the circuit in current championship position. Drivers not in the championship table will be released in race number order after those in the table or at discretion of the Chairman or Driver's representative. At the start of the season the Championship positions from the end of the previous season will be used.
- 2.3.4 Where the number of entries requires cars to be split across two practice sessions (A & B), the fastest overall lap time from both practice sessions takes pole position. The remaining grid is determined by alternately allocating drivers from each practice session according to their finishing position in the practice session and not their fastest lap time.
- 2.3.5 At the end of a qualifying session ALL cars must go to Parc Fermé, no cars are permitted to stop in the pit lane for any reason unless permitted to do so by the eligibility scrutineer. Any car that enters the pit lane during qualifying with the intention not to continue must go straight to Parc Fermé without stopping. Any car seen to stop without permission will be reported to the Clerk of the Course. Any car not presented in Parc Fermé will be reported to the Clerk of the Course for consideration under C3.2 in the Motorsport UK Yearbook.
- 2.3.6 In the event of a Red Flag work on cars already in the pits must cease, cars are deemed to be under Parc Fermé conditions until released by the eligibility scrutineer under direction from the Clerk of the Course. Work on cars for safety reasons may be carried out under the supervision of a scrutineer only when permitted to do so.
- 2.3.7 No personnel other than the driver must enter Parc Fermé unless authorised by the Championship Scrutineer or the nominated scrutineer in charge of Parc Fermé.

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 pit lane and may start the race after the last car has passed the startline or pit lane 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 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. Cars are deemed to be under Parc Fermé conditions until released by the eligibility scrutineer under direction from the Clerk of the Course. Work on cars for safety reasons may be carried out under the supervision of a scrutineer only when permitted to do so.

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.
- 2.7.4 **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 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 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 strongly encouraged, and they must be fitted in accordance with Motorsport UK regulation J5.21. At the end of Qualifying and Racing the Clerk of the Course may request to review, the footage from any cameras. The Clerk of the Course may then deal with any incident(s) arising from such review. Drivers may be required to fit front and rear-facing cameras to their cars on direction of the Championship Co-ordinator or event officials at any time. Penalty of non-operation of same in qualifying would result in times being disallowed, and in the Race Exclusion from the results

3. SPECIFIC CHAMPIONSHIP REGULATIONS

Nil

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current 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.).
- 4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty: The provisions of Motorsport UK regulations: C3.5.1(a) &(b). For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

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

- 4.2.1 The Clerk of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with Motorsport UK Regulation Q12.6
- 4.2.2 The Clerk of the Course or the Stewards of the Meeting where a unfair advantage (whether inadvertently or not) may impose a Time Penalty in accordance with Motorsport UK Regulation C2.3 (Judicial)

- 4.2.3 Any Competitor failing to comply with either the letter or the Spirit of the Championship can be reported to the Clerk of the Course by the Eligibility Scrutineer, Registrar or Championship Stewards for further action.
- 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 it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The HSCC Historic Formula Ford Championship is open to Formula Ford 1600 cars originally built and raced as Formula Ford 1600 cars prior to 31/12/71. Continuity cars and later models converted back to an earlier specification are not eligible. A list of eligible cars is contained in the Formula Ford 1600 Kent Technical Regulations and appended to these regulations

5.3 SAFETY REQUIREMENTS:

All MOTORSPORT UK Section K safety criteria regulations apply as relevant K3; K5; K8; K9; K10 & K11. K13 is mandatory.

K4 is strongly recommended. The wearing of an approved Head and Neck Support Device is recommended

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with their HSCC Identity Documents. Only models with an International Competition history in period are eligible. Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section J and Section Q.

5.5 CHASSIS: As the car's HSCC Identity document.

The chassis must be of tubular steel construction as per the original manufacturer's specification for materials, dimensions and construction methods that were available and used pre 1972 with no stress bearing panels except bulkhead and undertray. The curvature of the undertray must not exceed 2.54cm. The undertray/floor Section J5.2.3 extends from the bulkhead forward of the pedals to the bulkhead between the fuel tank and the engine. Monocoque chassis construction is prohibited. Stress bearing panels are defined as, sheet metal affixed to the frame by welding or bonding or by rivets, bolts or screws which have centres closer than 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. Chassis – repairs and replacements should be undertaken using original materials and methods and in a way that both preserves the historic integrity of the car and meets the requirements of the HSCC rules on maintaining originality.

5.6 BODYWORK: As the car's HSCC Identity document.

Original type of bodywork including engine cover where applicable must be used. Separate nose cones are permitted where they are a manufacturers' update but the description of the car must reflect this, ie Merlyn Mk 11/17. Radiators must be mounted in the original location and be made of the same material as the original. Alloy radiators are allowed. Only alloy or glass fibre may be used in bodywork construction. In certain circumstances (i.e. very hot weather) tail covers may be removed by prior agreement.

5.7 ENGINE: As the car's HSCC Identity Document.

As per current Formula Ford 1600 rules. Only mechanical ignition with electrical assistance is permitted. Three port integral oil pumps are eligible.

5.8 SUSPENSION:

The Championship regulations reflect the original 1968 Formula Ford Regulations as published by Ford, which states in paragraph 22 'with the exception of springs, hub adaptors, rear hub carriers and bearing bushes, all parts must be of steel'. Only steel front hubs are, therefore, eligible, Only original type suspension utilising the original suspension pick up points may be used. Only twin tube, single adjustable, steel bodied dampers are permitted. Double adjustable dampers with one adjustment blanked off is

not eligible. External steel sleeving over aluminum bodied dampers is not permitted. The term “*twin tube*” in this ruling refers to the old style (1950’s & 1960’s) type damper consisting of a body tube, pressure tube with foot valve and shaft assembly. This system may use an air gap or sealed non pressurised gas bag to allow for the shaft displacement. Any modern day mono tube system with a piston sandwiched by two shim stacks and using a pressurised gas filled area in any packaging configuration is strictly prohibited.

There is no minimum droop setting.

5.9 TRANSMISSION:

Only gearboxes and transaxles of a type appropriate to the chassis may be fitted. Proof of eligibility rests with the entrant. Constant velocity joints are not permitted. No aluminium internals are allowed.

The fitting of drive shaft safety retaining devices (to restrain the shaft in the event of a rubber coupling failure) is permitted providing it has no effect on performance.

5.10 ELECTRICS: As the car’s HSCC Vehicle Identification document

5.11 BRAKES: As the car’s HSCC Vehicle Identification document. Inboard mounted disc brakes are not permitted. Brake bias adjustment without removing the body is allowed, however adjustment should not be possible by the driver seated in the cockpit.

5.12 WHEELS/STEERING:

Only standard steel Formula Ford wheels may be used. No eight spoke type wheels will be allowed.

5.13 TYRES: Avon Formula Ford tyres ONLY namely type ACB9 manufactured with A25 compound.

Front – 5.0/22.0-13 A25 7267M
Rear – 6.5/23.0-13 A25 7290M

5.14 WEIGHTS:

There is a minimum vehicle weight of 420 kilograms. The minimum weight of car and driver is 500 kg.

5.15 FUEL TANK/FUEL:

Only motor vehicle pump fuel is allowed. Fuel must be in accordance with Motorsport UK regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b),

5.16 SILENCING:

Any dedicated FF silencer may be used, but all vehicles must comply with Motorsport UK Regulation J5.17 i.e. 105db and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.17 NUMBERS AND CHAMPIONSHIP DECALS:

5.17.1 Positions

As per Motorsport UK 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 Championship has a sponsor – sponsors’ decals, when provided, must be displayed (one each side of car) failure to comply may result in championship points being deducted for any round where no decals were applied. Individual advertising as per Motorsport UK Regulations H28.1.1 – H28.1.6

5.18 DATA RECORDING

5.18.1 Simple lap time recorders (not predictive) are allowed

Analogue or digital sensors are strictly forbidden. For example, sensors capable of recording linear displacement, angular rotation, temperatures, pressures, RPM, gyroscope/attitude etc.

GPS and G-force are to be permitted as these are included by default on products such as AIM, VBOX, Starlane and QSTARZ etc which will allow the timing function. This also infers predictive lap timing will also be allowed. •

The fact that a VBOX is to be allowed into a series implies it cannot be used with an input module (<https://bit.ly/34uWO5l>). This allows the data logging capability of external sensors. The stand-alone unit allows the synchronisation between camera and GPS traces, which an Aim solo and basic Gopro would also allow therefore it would be unfair to also exclude that unit.

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 direct all correspondence via the HSCC Office

Dick Dixon	Organiser
Chris Sharples	Drivers’ Representative
Nigel Jones IEng MRAes AMIMI	Technical Compliance
Ted Pearson	Over 50s Championship
Chris Alford	Driving Standards
Dallas Smith	Registrar

6.2 Formula Ford Chassis built prior to 1972
 Alexis 14,18,18B (1971)
 Beach MkII (1969 – '70)
 Bee Gee (1971)
 Beattie (1970)
 Blackjack (1968)
 Bobsy (1969)
 Bowin P4/P4A (1969-71)
 Centaur – Scholar (1969 – 1970)
 Caldwell D9 (1969) D9B (1970-71)
 Cooper_Chinook (1970)
 Corsair (1969 Australia)
 Crossle 16F (1968-69) 20F (1971-72)
 De Sanctis FF1600
 DRW Mk8 (1970)
 Dulon LD4 (1967) LD4B (1968) LD4C (1969) LD9 (1970-72)
 Elden PH6 (1969) PH8 (1970-72)
 Elfin 600 (1969-72)
 Forsgrini MK12 (1968-69)
 Ginetta G18 (1969-70) G18B (1971)
 Hamlen FF69 (1969)
 Hawke DL2 (1969) DL2A (1970) DL2B (1971), DL9 (1970-72)
 Huron FF (1971)
 Jamun T2 (1968 – '69), T3 (1971)
 Jomo (1967 – '71)
 Ladybird MK8 (1968) MK9 (1969)
 Legrand MK10 (1969-72)
 Lenham P80FF (1969)
 Lola T200 (1970) T202 (1971) T204 (1971)
 Lotus 31
 Lotus 51 (1967) 51B (1968) 51C (1969) 61M (1970-72) 61MX (1972) 69 (1971-72)
 Macon MR6 (1967), MR7 (1969), MR7B (1969), MR8 (1970), MR8B (1971)
 March 709 (1970) 719 (1971)
 Mallock U2 MK9 (1969-70) U2MK9B (1971) U2MK9DD (1969-71)
 Martini (1969 – '71)
 Mcnamara FFA (1969 - 1970)
 Merlyn MK11 (1968) MK11A (1969) MK17 (1970) MK17A (1971) MK20 (1971) MK20A (1972)
 Micron (1969)
 Mirage MK5 (1970)
 Mistrale (1969 –'70)
 Mystere (1967) Mk2 (1968)
 Nike MK4 (1968-69) MK6 (1970) MK10 (1971-72)
 Palliser WDF1 (1969), WDF2 (1970), WDF3 (1971)
 Piper (1967)
 Pirola (1971)
 Pringett-Mistrale (1969 – '70)
 Raven (1970)
 Rostron CT1 (1969), CT2 (1969 – '70), CT3 (1970), CT4 (1971)
 Royale RP2 (1969) RP3 (1970) RP3A (1971-72)
 Tecno FF (1970)
 Titan MK4 (1969) MK5 (1969) MK6 (1970) MK6A (1971)
 Varo (1968)
 Viroy (1969 – '70)
 Winkleman WDF1 (1969) WDF2 (1970) WDF3 (1971)
Specials
 Brabham BT21 /28
 Chevron B1 5/17
 Kvantti Mk1
 March 718/2
 Smith Ford Special (can participate as "Guest" status and therefore cannot score points nor be eligible for event awards)
 Varo (Lotus 22 derivative)

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