



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 Road Sports Championship Regulations 2020

Eligible Cars:

The HSCC Historic Road Sports Championship is open to genuine production sports and GT cars built and road-registered between 1947 and 31st December 1969 and which have, as a model, international competition history in period. Similar models built after this period may also be accepted subject to individual application. Cars that were manufactured and road registered in the 1970's but are to the exact specification of the 1960's derivative, will be allowed to register as a fully compliant competitor.

Some modification to engines and suspension are permitted.

Cars must remain road legal and additional championship points are awarded to competitors who drive their cars to the circuit.

All cars must have a current HSCC Vehicle Identification Form or conform with the car's FIA Historical Technical Passport (HTP) and relevant FIA Homologation paper, FIA registered cars must comply with Guards Trophy tyre regulations see section 5.13.

Class Structure of HSCC Historic Road Sports Championship

Class A All cars over 3000cc- (Production cars only with HSCC VIF)

Class B All cars 2001cc - 3000cc (Production Cars with HSCC VIF or cars with current FIA HTP conforming to Appendix K Homologation)

Class C Glass-fibre cars 1301cc - 2000cc and Lotus 7s- (Production Cars only HSCC VIF)

Class D Metal bodied cars 1301cc - 2000cc (Production cars with HSCC VIF or cars with Current FIA HTP conforming to Appendix K Homologation)

Class E All cars up to 1300cc (Production cars with HSCC VIF or cars conforming with the car's FIA HTP, relevant FIA Homologation paper and FIA c Appendix K)

Class F All drum-braked cars. Plus all Period E (1947 – 1961) cars running to FIA regulations, running Dunlop L tyres (Production cars with HSCC VIF or cars conforming with the car's FIA HTP relevant FIA Homologation paper and FIA Appendix K)

Class G Invitation Class – entries for cars not registered for the Championship may be accepted subject to individual approval from the Committee or Registrar. The following rules for invitation cars will apply: Racing numbers should be pre-fixed with a number 1 (or 11 if being added to a single number). Drivers of invitation cars will not be eligible for podium places or Event Awards.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic 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/R082**

Race Status: Interclub

Motorsport UK **Championship Grade: D**

1.2 Officials:

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

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

1.2.3 Championship Stewards: Mr Alan Morgan, Mr. Keith Messer Mr Frank Lyons

All c/o HSCC, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN

PUBLISHED REGULATIONS

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- (a) be fully paid-up valid membership card-holding members of the HSCC and
- (b) be 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 Motorsport UK Q 9.1.2.
- (d) Alternatively, for (c), be a professional driver, in possession of a valid Licence (featuring an E.U.flag) and medical, issued by the ASN of a member country of the European Union, or comparable country (H26.2.1 applies).

1.3.3 All necessary documentation, including HSCC Vehicle Identity Form or FIA HTP and proof that the vehicle is road registered must be presented for checking at all rounds when signing on. FIA registered competitors do not need to show evidence that a car is road- registered .

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 payable to the HSCC. Plus an additional HRS fee of £50 per year.

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 for that year..

1.5 Championship Events:

The HSCC Historic Road Sports Championship will be contested over 8 race meetings. If there are two championship races at any race meeting both will count as championship rounds unless stated otherwise.

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 listed as classified finishers in the Final Results as follows:-

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

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

In addition, every road driven starter will receive 2 points. Competitors wishing to claim road-driven points, must declare that they themselves will drive their actual (raced) car to and from every round of the Championship that they enter, on an HSCC driver's declaration form. If no declaration form is submitted it will be assumed that the competitor trailers the 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 Registrar, Championship Chairman or Championship committee agreement.

- 1.6.2 The totals from all qualifying rounds **less one** will determine final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Section **W1.3.4** in 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: : A trophy to the overall winner and trophies to first and second in each class, except Class G, subject to five starters in class. Trophies to first in each class will be awarded subject to three starters in each class.
- 1.7.3 **Championship:** Championship winner 2nd and 3rd overall will receive a trophy and each 1st, 2nd and 3rd in class a trophy, subject to 4, 6 and over 6 competitors in class respectively. 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 Organiser's discretion.

Novice Award

A driver who starts the season with three or less signatures on their licence will be eligible for the Gerry Marshall Trophy, this is open to all classes except class G. The driver with the most Championship points at the end of the season will be awarded the Gerry Marshall Trophy. In the event of a tie, then the driver with the most class wins will win the award, in the event of a further tie, the driver with the most second in class will win the award and so on.

Marque Awards

At the end of the season there will be a Marque award available: HSCC Historic Road Sports Porsche Trophy. The award will be calculated on the following basis: -

The driver with the most Championship points at the end of the season in a Porsche will be awarded the Marque Trophy. In the event of a tie, then the driver with the most class wins will win the award, in the event of a further tie, the driver with the most second in class will win the award and so on.

- 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 either from the paddock office or at a Championship co-ordinated presentation, 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. Competitors in very competitive cars must make allowance for slower cars and those on less adhesive tyres, particularly in respect to differing braking distances. 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 Motorsport UK D25.1.12 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the Supplementary Regulations (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 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). 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 approximately five seconds after the board is withdrawn.
 - V. The order to start will be given by the extinguishing of the red lights, within not less than four or more than ten seconds
- 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 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. Whilst held under the red flag, cars are in Parc Ferme status and so all work on competing cars already in the pits or on the circuit must cease when a race is stopped unless authorised by a scrutineer or the Clerk of the Course.
- 2.7 Pits, Paddock & Pitlane 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 circuit 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. 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 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.).

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(s) of the Course 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 has been obtained (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.

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 carry out the modifications, you should work on the principle that you cannot. The Technical Regulations are not exhaustive and entrants should not assume that changes in specification are allowed if they are not mentioned specifically.

If you are in any doubt check with the Registrar or Eligibility Scrutineer- DO NOT MAKE ASSUMPTIONS.

5.2 GENERAL DESCRIPTION:

The HSCC Historic Road Sports Championship is for competitors participating in genuine production road going sports and GT cars manufactured and road registered between 1947 and 31.12.69 which have, as a model, international competition history in period. Cars manufactured before 31.12.69 and road registered before 31.12.70 will also be accepted. Cars that were manufactured and road registered in the 1970's but are to the exact specification of the 1960's derivative, will be allowed to register as a fully compliant competitor. All Cars must comply with either HSCC/HRS regulations, as set out below or in classes B,D,E & F then cars conforming with the car's FIA HTP, relevant FIA Homologation paper and FIA Appendix K may compete. It is not permissible to mix and match across HRS and FIA regulations, a vehicle must conform to one or the other, but not permissible to have a mixture of both sets of regulations.

Cars without international competition history in period may also be eligible subject to individual approval by the Committee and Registrar.

Proof of original road registration is required but this may be from other than UK authorities.

It is the intention of the regulations that the appearance of cars should remain as close to original as possible.

The silhouette and appearance of cars must remain as original (excepting safety equipment or by prior approval of the Registrar). Only minor modifications to engine and suspension are permitted. Body shells must remain as standard.

Eligible Cars: A list of eligible cars is appended to these Regulations. Other cars may be eligible subject to proof of series production in period as a GT or sports car. Excluded from this Championship are all lightweight, high performance or competition versions, together with any one-off specials.

All non FIA HTP vehicles must be road-registered, evidence of which must be brought to scrutineering for each qualifying round. Failure to present this document or the FIA HTP (as appropriate) may initially result in classification being changed to Class G "Invitation" and on further occasions may result in exclusion from eligibility to compete in the race.

Additional championship points are awarded to competitors that start a race who drive their car to and from the circuit (from their place of residence or permanent storage facility of car) to every round they attend in a season. Competitors who are claiming road-driven points are reminded their cars must have a valid insurance certificate for use on the road.

The Committee or Registrar may classify, reclassify or exclude any car.

5.2.1 Number & Championship Decals

Numbers must be displayed as per Motorsport UK Yearbook Section J4 and Appendix 1 Drawing 4. It is a competitor's responsibility for his/her competing vehicle to be easily identified by all course officials.

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 at least two HSCC badges, one on each side of the car.

5.3 SAFETY REQUIREMENTS:

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

Section **(K1.)**: Roll Over Protection Systems (ROPS) and seat belts are mandatory for cars built after 31.12.59. ROPS are strongly recommended for vehicles constructed before this date. ROPS are permitted only in the configurations shown in drawings in the Motorsport UK Technical Notes. ROPS must not become a chassis extension.

Section **(K2)**: Seats, seat belts and harnesses must comply with this regulation

Section **(K3)**: Fire extinguishers are mandatory

Section **(K5)**: A rearward facing red warning light is mandatory. (A rearward facing red warning light of a minimum of 21 watts or FIA/EU LED equivalent with surface area minimum 20cm sq.

maximum 40cm sq., must be located within 10cm of the centre line of the vehicle or alternatively two red lights equally located from the centre line of the vehicle and be clearly visible from the rear. The warning light(s) must be switched on when visibility conditions are reduced or when instructed by the Clerk of the Course).

Exceptions are Motorsport UK Section (K) Crushable Structures (K7.1 – K7.4) which do not apply.

Crash helmets are mandatory (Section K10). Either goggles or a visor must be worn unless in a closed vehicle (K11).

5.4 GENERAL TECHNICAL REQUIREMENTS:

5.4.1 HSCC VIFs

All vehicles must comply with their HSCC Vehicle Identity Form (VIF) or FIA HTPs. Vehicles must comply with Motorsport UK vehicle regulations Section J and Section Q. The driver must ensure the VIF is available at scrutineering and throughout each day of each event he or she attends.

5.4.2 Engine Seals

All engines shall have provision for sealing as listed:

Sump: Two holes through block/sump flange, specifically a pair, on each side or diagonally opposite. An alternative methods can be two adjoining pairs of bolts or studs, again a pair each side or diagonally, cross or a single bolt or stud each side through, drilled. The simple intention is that the bolt or stud cannot be withdrawn without breaking the sealing wire.

Head: Two adjoining head bolts or studs (per head) cross drilled.

Hole size in all instances x 2mm. Diameter minimum.

All strip-down/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 Registrar or delegated 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

The car's chassis must be as per the car's HSCC Vehicle Identity Form.

No modifications from original production specification are permitted. The Chassis must remain as original with no additions (except mounting brackets for roll over bars) and nothing removed. Roll-over Protection Systems (ROPS) must not become a chassis extension. Where the chassis has been the subject of structural repair, it will be subject to individual acceptance by the Registrar. For safety reasons a replacement chassis is permitted, as long as it is constructed to the same specification as the original using original materials and dimensions. Specifically, any replacement chassis may not have strengthening enhancements or revised suspension mounting-points compared with the original chassis.

5.6 BODYWORK

5.6.1 General

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

No modifications from original production specification are permitted, except where specifically allowed. Glass side and rear windows may be replaced by Perspex no less than 4mm thick. Side windows must be fully operational by their original method. Open cars fitted with a front roll-bar hoop must practise and race with their hardtop fitted or with their hood erected.

5.6.2 Interior

Interior trim other than dashboard and door trim is free. Roof linings may be removed for safety reasons. It is permitted to remove passenger seat and floor carpets but if the passenger seat is retained it must be rigidly secured.

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 Registrar's discretion.

Position of dashboard instruments and switches are free.

Original inner and outer door handles must be fitted and working.

Wooden dashboards may be replaced by other non-structural period material.

Non original racing style seats may be fitted in place of the standard **seats**.

Steering wheel is free.

5.6.3 Exterior

No modification is allowed

Factory option hard tops are allowed.

The windscreen may only be removed if it is designed for the complete assembly to be removable and is subject to individual acceptance by the Registrar.

The silhouette of the car must not be altered, (except for safety equipment or minor amendments subject to individual acceptance by the Registrar).

Bumper bars, if removed, are subject to individual acceptance by the Registrar.

5.6.4 Ground Clearance

All Classes may be lowered but must at all times be able with driver seated normally to clear a block 8cmx8cm square x10cm high placed in front of the car and moved as far back as the rear of the driver's seat. (Exhaust systems, unsprung suspension components and tow-hooks are excluded from this requirement).

5.7 ENGINE

5.7.1 Permitted Modifications

No modifications from original production specification are permitted unless stated.

The engine must be the original make, type, material, stroke and bore, capacity (subject to a maximum overbore of .040"), and date from the period. The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s)

Original main bearing caps must be used, except for 'round' main bearing caps which can be replaced with 'square' or steel items if required, but ladder frame main bearing caps are not permitted. Bolts may be upgraded, but their number and fixing method must stay the same.

Steel Crankshafts and connecting rods are allowed but cranks must be to original design, size, configuration of plane, and have the same number and position of balancing webs. Connecting rod section must be as original design for engine - Carillo style 'H' section rods are not permitted. Narrow Main or Big end bearing configurations are not allowed.

Stone polishing and balancing is permitted. No titanium or other exotic materials are allowed within the engine. Rod bolts and other nuts, bolts and studs may be upgraded providing method of fixing, thread size and number is the same.

Forged aluminium pistons are permitted.

Camshaft profiles are free, but must operate in the original intended method. Timing chains and gears may be updated.

Cylinder heads may be ported and flowed, but location and number of valves, and fitting points of all components must remain as original. Valves may be enlarged providing they fit within the bore. Valve opening mechanism must remain as original design method. Valve material must be as available in period.

The lubrication system must be as original but higher pressure and capacity pumps are allowed.

Oil coolers may be fitted.

5.7.2 Location

The engine must be in the original location.

5.7.3 Cooling

Aluminium radiators and electric fans are permitted. Radiators must be mounted in the original position and be to the original shape and size, but more cores are permitted. Electric water pumps are not allowed.

5.7.4 Induction Systems

All induction Systems must be the original standard fitment.

The carburettors must be of the same size (except for Class E metal-bodied cars), manufacturer and number as originally specified, and be mounted on the original manifold.

Classes E and F- not running to FIA specification - metal-bodied cars are allowed a 1/4" increase in carburettor size.

Class D cars running SU or Stromberg carburettors are allowed a 1/4" increase in size to a maximum of 1 3/4"

Jet and needle sizes are free.

Cars fitted with fuel injection must use the original standard fitment fuel injection system.

5.7.5 Exhaust Systems

The exhaust system is free, but must be road legal. All vehicles must comply with Motorsport UK Regulation (**Section J 5.17.**) i.e. 105db @three quarters of maximum RPM, 0.5m and at an angle of 45° from the exhaust, and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.7.6 Ignition

The ignition system must be original including the distributor, except it is permissible to fit a basic electronic switching system in place of points, subject to Registrar approval, (e.g. Lumenition or Aldon Ignitor).

Only the original distributor mechanical (and vacuum) advance and retard mechanism is allowed to control ignition timing.

Engine management or mapping systems are not permitted.

5.8 SUSPENSION

All cars must be as per the car's HSCC Identity document. Limited tuning is permitted.

All suspension components must be original factory specification except as set out below and must use original mounting points on the chassis. Adjustable spring platforms are permitted. Leaf spring camber alterations are permitted.

Adjustable dampers are allowed, provided they are of the same size and shape as the original dampers, using technology available in period and mounted in the original way. Original bush material may be changed, but no spherical joints are permitted on any suspension components unless used in original specification.

5.8.1 Front suspension Must be as original but dampers and springs may be re-rated and a non-adjustable anti-roll bar may be fitted, if not fitted originally.

5.8.2 Rear suspension Must be as original, but dampers and springs may be re-rated and a non-adjustable anti-roll bar be fitted, if not fitted originally. In addition, anti-tramp bars, a Panhard rod and/or a Watts linkage may be fitted to cars without additional axle location.

5.9 TRANSMISSION

5.9.1 Gearbox/Clutch

No modification from original production specification is permitted. Aluminium bell housings may be used in place of original cast iron items, provided they are dimensionally the same as the original, with all mountings and pick up points in the same position as the original item.

Gear-sets can be repaired by welding/brazing replacement gearwheels to existing shafts as long as gear ratios and helix angles are not altered. The original clutch control system must not be modified. Clutch type is free.

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

5.9.2 Final Drive

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

Limited slip, or torque biasing, differentials are not permitted unless fitted as standard original equipment.

Uprated half-shafts may be fitted.

5.10 ELECTRICS

The electrical equipment must be to original specification. All electrical equipment originally fitted must be retained (except as listed below) and must be in the original location and working. All exterior lighting originally fitted must be retained and must be in the original location and working.

Battery type and location are free, subject to conforming to Motorsport UK regulations Section J5.14.1 and 5.14.2 and Section K14.2

Dynamos may be replaced by alternators, but must be in the original position.

Starter motors are free.

The use of data acquisition or data logging systems is not permitted in any way. Any electronic or mechanical inputs, probes sensors or transducers are to be removed or disconnected during a race meeting (i.e. Official timed or untimed practice and the actual race. Under no circumstances whatsoever may any probes, sensors or transducers relating to any type of data acquisition or logging systems be connected into the car's chassis or engine wiring loom.

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

5.11 BRAKES

No modifications from original production specification are permitted, except as follows:

A servo is allowed.

Friction material is free.

Brake fluid is free.

Dual circuit braking systems are allowed as a conversion, but there must be no method of adjusting front/rear brake bias from the driving position.

Handbrakes must be functional to MOT standard and be operated mechanically unless period fitment.

Discs may not be cross-drilled, grooved or ventilated, unless fitted as original. Discs must be of the material

originally specified.

Cooling scoops and ducting of 2" or less diameter to front brakes are allowed, subject to (a) no holes in external bodywork and (b) no change to silhouette (i.e. nothing protruding). For cars with inboard rear brakes (defined as the rear brakes being closer to the centre line of the car than the inner rim of the wheel) cooling scoops and ducting to rear brakes are also allowed under the same conditions.

5.12 WHEELS/STEERING

5.12.1 Wheels

The wheels must be of original diameter (except 16" which may be replaced by 15") and type. Rim width may be up to 5 1/2" for classes C and E and up to 6" for classes A, B, D and F, unless originally fitted with wider, in which case the original width may not be exceeded. Wheels must be capable of being run within standard bodywork and permitted suspension modifications. The same size wheels must be used front and rear, unless varied as original. Alloy wheels of the period are permitted subject to individual acceptance by the Registrar.

5.13 TYRES

Tyres must be capable of being run within standard bodywork and permitted suspension modifications.

The same size, type and compound of tyres must be used front and rear, unless as varied in period

Tyres permitted are any road legal tyre with a minimum 60% aspect ratio listed in Motorsport UK Yearbook Section L List 1A, 1B or 1C or Dunlop L or M Section 204 compound. Competitors in classes B, D & E, competing with FIA HTP papers must use Dunlop L or M section 204 compound tyres only. Competitors in Class F competing with FIA HTP papers must use Dunlop L Section 204 compound tyres only.

5.14 WEIGHTS

Weights of cars in race trim less fuel shall be no less than the attached schedule 'Schedule of eligible cars and minimum permitted weights for cars with HSCC HRS VIF'

Ballasting is not normally permitted to achieve the relevant minimum weight in the HRS Schedule. If a car is initially underweight, standard items such as passenger seat, spare wheel (rigidly attached) and interior trim should be refitted as necessary. If this is still insufficient, approval for added ballast must be obtained from the Eligibility Registrar, who will annotate the VIF accordingly, and from the Eligibility Scrutineer, who will check that the ballast is correctly mounted per Motorsport UK safety regulation J5.15.2 with four 8mm bolts and 3m steel counter plates.

Weights of individual cars may be verified by the Eligibility Scrutineer and Registrar at circuit weigh-bridges in accordance with Motorsport UK regulations.

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 Appendix K Art. 5.5, must not exceed the originally specified capacity, and must be in the original location or within the luggage compartment, if that space is separated from the cockpit by a sealed fire-resistant firewall.

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

5.16 SILENCING:

As described in Regulation 5.7.5 .

5.17 Number & Championship Decals

As described in Regulation 5.2.1

5.18 ADDITIONAL SPECIFIC MODEL REGULATIONS:

Lotus 7:

Honeycomb side-panels are permissible for safety reasons but must not be bonded into place. A space of 8cm minimum must be allowed between rivets.

The windscreen may be removed if it is designed for the complete assembly to be removable and is subject to individual acceptance by the Registrar.

Cycle wings are permissible only where supplied as standard or listed as a factory option for the model.

Engines fitted must have been listed as original equipment by Lotus Cars for use in the Lotus Seven as applicable, engines must be correct period specification i.e. Ford 1500cc pre crossflow maximum for S2 *Sevens*. N.B. - Lotus Twin Cam engines are specifically excluded from all S1, S2 & S3 Lotus Seven cars.

Maximum carburettor size is 2 x 40 DCOE (or equivalent) with maximum internal choke size 30mm, or 2x 1 1/4" S.U. or 1 x 1 3/4" S.U.

The exhaust is restricted to maximum bore size of 44mm allowed throughout the length of exhaust pipe,

excluding silencer box.

Alloy bodied dampers are prohibited.

Minimum ride height excludes bellhousing.

Rear axle must have been fitted to the Lotus Seven S1, S2 or S3 as original equipment. Later back axles may be fitted to earlier chassis (e.g. Ford rear axle to Series Two chassis) and vice versa.

A maximum of four forward gears and an operational reverse gear is required.

Limited-slip differentials are expressly prohibited.

Vehicles must be fitted with lights as specified for the Lotus Seven, with front headlamps facing forwards.

Brakes must be as used on eligible S1 – S3 Lotus Sevens only. Choice of pads is free. For reasons of safety, front drum brakes may be substituted by later disc brakes as used on the Lotus Seven in period.

The wheels must conform to the following;

Maximum wheel width	- 5 ½"
Maximum wheel diameter	- free
Maximum tyre width (radial)	- 185mm

Lotus Elan:

The Chassis must remain as original specification in EN2 mild steel, although Lotus replacement galvanized chassis are allowed. Localised reinforcement is not allowed unless when performed as part of a repair and with the specific agreement of the Registrar. Chassis with type 26R style reinforcement or other aftermarket replacement chassis are not permitted.

Headlights must be fully functional, including the lifting mechanism.

Carpets which cover the floors of the drivers and passenger compartments can be removed, but those behind the seats on the sides of the transmission tunnel and the sill closing trims must be retained.

Bodywork must remain as original specification with 16 bolted attachment points to the chassis, no flared wheel arches, lightweight panels or additional ducting. All composite bodywork must be original specification chopped strand glass reinforced plastic only; any use of woven glass, carbon fibre, Nomex, Kevlar and similar materials are specifically banned. The thickness of the body panels must remain as standard, this will be judged by comparison with other Elans if necessary.

Series 3 and 4 cars must retain fully operational electric side windows with chrome window frames, although the glass may be replaced with 4mm Perspex.

Original type 'Pre-crossflow' cylinder blocks must be used. 'Kent' type (i.e. 711M) cylinder blocks are not eligible. Worn cylinder blocks may be reclaimed using dry cylinder liners if necessary. Pistons must retain three element ring packs.

Steel crankshafts can be used, but only in EN19 steel of original pattern and weight with four counterbalance webs.

Emission control systems can be disabled/removed on Stromberg equipped cars.

Earlier pattern radiators can be used in later model cars if required.

The exhaust manifold and system is free, although the routing between the cylinder block and chassis must be as original.

Alternative engine mounts may be used but engine position must remain as original.

Original specification fabricated C section front suspension wishbones must be used, tubular or adjustable replacements are not permitted.

Type 26R dogleg wishbones are not permitted. Non-original Oval section or type 26R rear wishbones are not allowed.

The original 'Lotocone' rear strut upper mounts must be used, alternative spherical jointed mounts are not permitted.

Original rear dampers can be replaced with period-appropriate adjustable inserts.

Only Lotus original cast aluminium issue 16 or 18 rear uprights are allowed. No fabricated or reinforced alternatives are allowed.

Standard design helical cut gears with synchromesh must be used, with any of the three following ratio sets, all of which were available ex-works in period. No other ratios are permitted.

Ratio	'Classic'	'Close Ratio'	'2000E'
1	3.543	2.510	2.972
2	2.396	1.636	2.01
3	1.412	1.231	1.397
4	1	1	1

Any form of torque biasing, limited slip or locking differential is not permitted. Standard Lotus cast aluminium housings must be used. It is permitted to use a bolt on steel bridge of maximum thickness 2mm between the upper 'ears' of the differential casing. Differential cooling ducts beyond those originally specified on the standard road cars are not permitted.

The Rotoflex coupling drive-shafts can be replaced with sliding spline shafts with Hooke type joints at each end or alternatively with single Rotoflex and Hooke joint shafts if desired.

Alternative shaft designs including Constant Velocity jointed shafts are not permitted.

Differential output shafts and Rear wheel hub shafts can be replaced with items machined from billet steel to the same basic pattern, size and design.

Original specification Iron Girling brake calipers must be used; aluminium type 26R units are forbidden. No form of additional ventilation is permitted to front or rear discs.

13" wheels up to a maximum of 5.5J rim section are permitted, in either knock-on or bolt on form.

Aluminium or steel wheels of period design are permitted, but magnesium alloy wheels are not allowed.

Where knock-on wheels are used original specification brass centre nuts should be used; aluminium alloy items are not permitted.

Porsche 911:

Solex Carburettors can be replaced by Weber ID Type 40 carburettors.

Sunbeam Tiger:

Front wing vents, as per the rally cars in period are permitted, however cooling ducting is not allowed.

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.

Chairman	Kevin Kivlochan
Class A	Richard Plant
Class B	Johan Denekamp
Class C	Adrian Gilbert
Class D	John Shaw
Class E	Peter Chappell
Class F	Richard Owen
Registrar	Tony Davis