



HISTORIC SPORTS CAR CLUB

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

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HSCC Production Car Challenge Series Regulations 2021 For 80s Touring, Sports & GT Production Cars

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Production Car Challenge Series is organised and administered by The Historic Sports Car Club [HSCC] in accordance with the General Regulations of the Motor Sports Association [MSUK] (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

Motorsport UK Series Permit No. TBC

Race Status: Interclub

1.2 Officials:

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

1.2.2 **Eligibility Scrutineer:** Jeff Oates, c/o HSCC, Historic Air Traffic Control Tower, Silverstone Circuit, Towcester, Northants. NN12 8TN

1.3 Competitor Eligibility:

1.3.1 Entrants must:

(a) be fully paid-up members of the HSCC and In possession of a valid 2021 Motorsport UK Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

(a) be fully paid-up members of the HSCC and,

(b) be registered for the Championship and

(c) be in possession of a valid 2021 Motorsport UK Competition (Racing) Interclub status Licence as a *minimum*.

(d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b 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 £195 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 2021.

DRAFT REGULATIONS

1.5 Series Events:

The Production Car Challenge Series will be held at the following race meetings.

Date	Circuit	Status	Org. Club
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April 17 th – 18 th	Snetterton 300	Interclub	HSCC
June 5 th – 6 th	Cadwell Park	Interclub	HSCC
September 18 th – 19 th	Mallory Park	Interclub	HSCC

1.6 Awards:

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

1.6.2 Per round: A trophy to the overall winner and trophies to first and second in each class subject to three and five starters in class. Presentations: Winners trophies are to be provided for presentation at the end of each race along with Class trophies one hour after the official results have been published.

2. SERIES EVENT MEETINGS & RACE PROCEDURES

All competitors are reminded that they are racing Classic/Historic Cars. The ethos being: Celebration, Consideration, and Preservation. Remember the minimum age of these cars in 2021 will be over 30 years old. These cars require respect as do your fellow competitors. You will be expected to race within those parameters. The Club reserves the right to refuse or cancel entries if the standard of your driving does not reflect these conditions. If you are involved in an incident you will be required to report your actions to the Clerk of the Course.

2.1 Entries:

Are subject to the Conditions of the HSCC Standard Supplementary Regulations

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 Will be subject to (Motorsport UK Regulations Q12.4). Minimum duration for Qualifying will be 12 Minutes to a maximum of 30 minutes dependent on Race Length.

2.4 Races:

Will have a standard minimum duration of 15 Minutes Rising to a maximum of 1 hour. Races of 40 minutes or longer will be subject to a compulsory pit stop with an optional driver change. Should a race be suspended or halted by a Red Flag. The result may be declared at less than the minimum stated time dependent on the timetable and circuit condition. This will be the responsibility of the Senior Clerk of the Course and will be non-negotiable.

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 either via a Standing or Rolling start unless otherwise stated in the event Final Instructions.

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.

Rolling start.

The minimum Countdown procedures for a rolling start /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. The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.
- IV. If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will be extinguished and the red lights at the start line will be turned on.
- V. Competing cars must then hold their position and speed until the red lights at the Start Line are extinguished denoting the start of the race. No overtaking or changing direction of any cars is allowed prior to crossing the Start Line.

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 12.11.12**. 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. Work on cars already in the pits must cease when a race is stopped.

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 Refuelling: During Qualifying or the Race(s) is not permitted. For Fuelling of your vehicle at the circuit **Motorsport UK** Q13 Regulations, Circuit Management Regulations or Final Instructions issued for each Circuit/Meeting will apply.

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 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 D 26.3).

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** Q12.8.1

2.11 **Qualification Races:** -If any event is oversubscribed the Organising Club may at its 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 SERIES REGULATIONS**

NIL

4. SPECIFIC SERIES 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 opportunity to make the car comply, and represent the car to scrutineering. If it is not possible to correct, the car will be placed into the Invitation Class. In either case the competitor must start the race 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 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).

4.2 Additional specific Series 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 Q12.26

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

5 Technical Regulations

5.1 GENERAL DESCRIPTION

Eligible Cars:

The HSCC Production Car Challenge Series is open to genuine production sports, GT and Touring cars manufactured between 01/01/1980 and 31/12/89. Only minor modifications to engine and suspension are permitted; body shells must remain as standard. Other cars may be eligible subject to proof of series production in period as a GT or sports car. Excluded from this series are all homologated competition only versions, together with any one-off specials e.g Porsche 959, and Ford Sierra Cosworth RS500. Specifically excluded are Caterham cars which have their own current production series to encompass all variants.

Cars outside of the specified period may be accepted upon the discretion of the Registrar. 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. If you are unsure, check with the Registrar before doing it.

Modifications are strictly limited and all cars must have a current HSCC Vehicle Detail Form.

A list of eligible cars is available if a car does not appear on the list check with the HSCC office for confirmation of eligibility.

Class Structure of HSCC 80's Production Sports & Saloon Car Challenge Series

Sports & GT

Class SP 1 All Sports and GT cars over 4000cc
Class SP 2 All Sports and GT Cars 2501cc - 4000cc
Class SP3 All Sports and GT cars 1800cc - 2500cc
Class SP4 All Sports and GT cars 1501cc - 1800cc
Class SP5 All Sports and GT Cars up to 1500cc
Class T1 All forced Induction Sports, GT & Saloon Cars
Class H Similar cars from periods covered by any HSCC Road sports regulations by invitation only.

Touring Cars

Class TC1 All Touring Cars over 3500cc
Class TC2 All Touring Cars 2001cc – 3500cc
Class TC3 All Touring Cars 1601cc – 2000cc
Class TC4 All Touring Cars up to 1600cc

5.2 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.).

5.3 GENERAL TECHNICAL REQUIREMENTS:

5.4 CHASSIS

5.4.1 General

As the cars HSCC Vehicle Detail Form.

The Chassis must remain as original with no additions or removals. Where the chassis has been the subject of structural repair, it will be subject to individual acceptance by the Series Eligibility Scrutineer.

5.5 BODYWORK

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

5.5.1

1. General

No modifications from original production specifications or materials are permitted unless otherwise stated.

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., 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 Registrar's discretion.

3. Exterior

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 Registrar.

Factory option hard tops are allowed.

Bumper bars, maybe removed, are subject to individual acceptance by the registrar.

Side and rear window glass may be replaced by perspex or similar material, in compliance with MotorSport UK Regs for safety reasons.

Side windows must be retained in their original form and must be fully operational by their original method.

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 of 100mm, such that a block of 8cm x 8cm x 10cm may be passed underneath the car from any side. Ground clearance may be measured at any time during an event, on a surface specified by the HSCC Eligibility Scrutineer (exhaust systems and safety equipment fittings are excluded from this requirement).

5.6 ENGINE

5.6.1

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

The engine must be the original make, material, type, stroke, bore, subject to a permitted 0.060ins oversize Roller rockers and solid lifters are not allowed unless fitted as standard.

The following may be modified:

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

Camshafts as to timing and profile.

Crankshafts maybe re-ground without affecting the class capacity

Valves as to size and material. Pistons.

Flywheels as to weight and material.

Clutch as to size and material.

Sumps as to size and material

It is not permitted to use Titanium or ceramic components unless fitted as standard

Dry sumping is permitted.

5.6.2 Location

The engine must be in the original location and position. Additional stabilizer for the engine is permitted

5.6.3 Oil/Water Cooling

An oil cooler is permitted but with no external ducting.

Aluminum radiators and an electric fan are permitted. Radiators must be mounted in the original position.

5.6.4 Induction Systems

All induction Systems must be the original standard fitment.

Carburetors must be of the same size, and where available same manufacture, number as original specification and located directly on to the original manifold. Class TC4 may where cars are fitted with a single side or down draft carburetors may substitute with a double side or down draft carburetor of the same type as standard.

Fixed choke dimensions must be as original.

Detachable choke tubes dimensions must be as originally manufactured for that production car. Jet and needle sizes 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.

5.6.5 Exhaust Systems

The exhaust system is free, but must comply with MSUK J5.17 and may also be subject to individual circuit requirements if specified in Supplementary Regulations.

5.6.6 Ignition

The ignition system must be original including the distributor.

Electronic ignition systems are allowed if manufacturers original production specification.

It is permissible to fit a basic/simple electronic ignition system in place of points, subject to Registrar approval, following full written description of layout and installation by competitor. In such systems the distributor must remain the sole means of triggering the spark.

Only original distributor mechanical advance and retard is allowed but maybe disconnected.

Engine management or mapping systems are not permitted unless fitted as standard and must remain as per the manufacturer default settings.

5.6.7 Fuel Delivery Systems / Tank

Fuel pumps are free.

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

The fuel tank must be either the original production specification (but may be foam filled), 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 or in the rear of the car.

5.7 SUSPENSION

5.7.1

The front and rear suspension must be as original and un-modified, except that dampers and springs may be changed. Single tube, steel adjustable shock absorbers are permitted as long as they are 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 may be fitted to the front and rear suspension if not fitted originally.

Either an anti-tramp bar, or a Panhard rod, or watts linkage may be fitted to cars without additional axle location.

Original bush material may be changed but must be non-metallic except for fitting sleeve. No spherical joints are permitted on any suspension components unless used in original specification, however, 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.

It is permitted to fit a bolt in front and rear suspension strut brace but it is not permitted to weld into the body work.

5.8 TRANSMISSIONS

5.8.1

No modifications from original production specifications are permitted.

The gearbox must be as original.

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

The original clutch control system (hydraulic or cable) must not be modified except Carbon thrust bearings may be replaced by roller bearings.

Concentric slave cylinder bearings are not permitted unless standard.

5.8.2 Transmission & Drive Ratios

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

Limited slip differentials may only be fitted if supplied as standard original equipment by the manufacturer (not optional)

Drive Shaft/Half Shaft maybe uprated but must retain the original dimensions.

5.9 ELECTRICS

All electrical equipment originally fitted must be retained, be in original location and be in full working order.

Wiring maybe modified and internal switches are free. Instruments can be changed and additional instruments fitted.

5.9.1 Rear Warning Light

A rearward facing red warning light is mandatory – see Motorsport UK regulation (Q19.14.8 and K5)

5.9.2 Batteries

The type, make, capacity (ampere-hours) and position of the battery are free.

If the battery is retained in the cockpit it must be securely fixed and be insulated, if it is a not a motorsport

specific battery it must be contained in an insulated and leak proof box.

5.9.3 Generators

The type and make are free.

5.10 BRAKES

5.10.1

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 which is recommended.

5.10.2

Disc brakes, ventilated discs and multiple pot calipers are only permitted if a period specification for that model.

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

Discs must be of original material specification and dimensions.

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

All forms of driver-adjustable brake bias devices are permitted. It is prohibited for these devices to be operable by the driver whilst seated.

5.10.3

Model Specific Exemptions

Jaguar XJS is permitted to move the rear brakes from inboard specification to outboard specification

5.11 WHEELS/STEERING

5.11.1 Wheels

The wheels must be of original diameter.

Rim width 6 in maximum unless a wider width was fitted as standard for that model by the manufacturer in period.

Alloy wheels of period appearance are recommended, but if Steel wheels were fitted as standard by the manufacturer they will be accepted.

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.

5.11.2 Steering

Steering rack and 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. Removable type is recommended.

5.12 TYRES

Tyres permitted are any Motorsport UK Year Book Section L Tyres list 1A/1B/1C.

They must have a minimum of 50 profile unless fitted with a lower profile as original.

Tyres of the same type/compound must be fitted on both axles and must be of a minimum tread depth of 1.6mm at the start of a race.

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

5.13 FUEL

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

5.14 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.

5.15 NUMBERS AND CHAMPIONSHIP DECALS:

Numbers must be displayed as per Motorsport UK Year Book Section J4 and Drawing 4. It is a competitor's responsibility for his 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 two HSCC badges, one on each side of the car.

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 Club 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

Eligibility Registrar

Ted O'Day – contact via HSCC Office

