



HISTORIC SPORTS CAR CLUB LTD

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HSCC Classic Clubmans Championship Regulations 2022

Eligible Cars:

The HSCC Classic Clubmans Championship is for competitors participating in non-standard sports racing cars constructed to the following Regulations. They must be open two seat front-engined Clubmans sports racing cars with cycle type front mudguards which were manufactured and raced before 31/12/1980

CLASS STRUCTURE:

- Class A: Pre '81 Chassis with 1700cc Ford X-Flow full race engines.
- Class B: Pre '81 Chassis with 1600cc Formula Ford X-Flow engines.
- Class C: Pre '72 Chassis with 8 valve 4 cylinder normally aspirated period engines up to 1600cc.
- Class S20: Invitation class for cars complying with SRCC regulations built prior to 31st December 1984
- Class Inv: Clubmans type cars that will be allowed to race only at the specific invitation of the Classic Clubmans Steering Group.

SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Classic Clubmans 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.)TBC**

Race Status: National B

Motorsport UK **Championship Grade: D**

1.2 Officials:

- 1.2.1 Coordinator : Mr. A Dee-Crowne, HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Eligibility Scrutineer: Mr. N. Edwards, Greenleaves, Fern Road, Storrington, West Sussex, RH20 4LW. Tel. 01903 742505
- 1.2.3 Championship Stewards: Mr. Frank Lyons. Mr Roger Bevan
All c/o HSCC Ltd, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN

1.3 Competitor Eligibility:

1.3.1 Drivers and Entrant/Drivers must:

- (a) be fully paid-up valid membership card-holding members of the HSCC and, In possession of a valid 2022 Motorsport UK Entrant's Licence.
- (b) be registered for the Championship and
- (c) be in possession of a valid 2022 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).

- 1.3.2 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 Coordinator prior to the Final Closing date for the first round being entered.

DRAFT REGULATIONS

- 1.4.2 The registration fee is **£210** 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 2022.

1.5 Championship Rounds:

The HSCC Classic Clubmans Championship will be contested over XX race meetings - if there are two races at a race meeting both will count for championship points:

Date	Circuit	Status	Org. Club

1.6 Scoring:

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

Position	Number of starters in class	2	1
	3 or over		
1 st	11	6	4
2 nd	8	5	
3 rd	6		
4 th	5		
5 th	4		
6 th	3		
7 th	2		
8 th	1		

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

In addition, there will be one point for fastest qualifying lap, (min 3 starters) one point for fastest lap in class (min of 3 starters), one point for race start and one point for race finish. In the event of there being less than 3 starters in a class, only the points for a start and a finish will be awarded.

- 1.6.2 The totals from all qualifying rounds 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.

1.7 Awards:

- 1.7.1 All awards are to be provided by the race organisers.
- 1.7.2 Per Race: Trophies will be given to 1st, 2nd and 3rd overall. Trophies to first, second and in each class subject to three, five or 9 starters in class based on the number of entries received prior to closing date. A trophy will be awarded to first place Sports 2000 in the Invitation Class, providing there are four or more starters.
- 1.7.3 Championship: Championship winner, 2nd and 3rd overall will receive a trophy 1st 2nd and 3rd in each class will receive a trophy. Other awards may be given at the Championship Organisers' discretion.
- 1.7.4 Presentations: Winners' trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class trophies will be available from the paddock office one hour after the official results have been published.

1.7.5 Entertainment Tax Liability

Prize Money and Bonuses not applicable.

In accordance with current government legislation, the HSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the organiser, the HSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool. L75 1BB. Tel: 0151 472 6488 Fax: 0151 472 6483

- 1.7.6 Title to all trophies: In the event of any Provisional Results or Championship Tables being revised after

any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the HSCC in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Often parts have to be manufactured and are not available 'off the shelf'. These cars require respect as do your fellow competitors. You will be expected to race within those parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

2.1 Entries:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice:

- 2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria, and the decision of the Clerk of the Course shall be final.
- 2.3.2 Any driver who has not raced on the course in its current layout within the preceding twelve months must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulation Q12.9.7).

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Q12.15 (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 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 Q12.11.1. 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.

1. **SESSION RED FLAG**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the Start Line and at all Marshals' Signaling 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.

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 **Refueling:** May only be carried out in accordance with the Motorsport UK Q12.25.1 - Q12.25.4 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.

3. **Speed Limit:** Pit Lane Speed Limit will be 60 Km/h (37.2Mph)

2.8 **Race Finishes:**

Cars may either cross the Finishing Line or take the chequered flag in the pit lane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pit lane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down,
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep helmets on and harnesses done up while on the circuits or in the pitlane.

9. **Results:**

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3).

2.10 **Timing Modules:**

All cars must be fitted with a working HSCC approved transponder. Failure may result in competitors not being accredited with a qualifying time or excluded from the result as per Motorsport UK regulation Q12.8.1

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 3 of the Motorsport UK General Regulations.*

2.13 **Onboard Cameras**

The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident during the event.

2.13.1 **Data Logging**

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

3. SPECIFIC CHAMPIONSHIP REGULATIONS

Nil

4. SPECIFIC CHAMPIONSHIP PENALTIES:

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

4.1 Infringements of Technical Regulations:

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

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

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

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

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

4.2.1 The Clerk of the Course (s) has the right to impose a Stop Go or Drive Through penalty, in accordance with Motorsport UK Regulation Q12.26

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

4.3 Any competitor who is penalised under the Motorsport UK Sporting Regulations at any stage of an event may at the Clerk of the Course Instruction incur the following Championship penalty: -

The event will be counted as one of the events contributing to their Championship score and they will be excluded from the event. Additionally, the competitor will forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.

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

5. TECHNICAL REGULATIONS – All Classes

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, then you must work on the principle that you cannot. Doubts as to the eligibility of any vehicle or individual component must be clarified in writing by the Classic Clubmans Steering Group.

The intention of this Championship is to re-create the 'golden years' of Clubmans racing with cars prepared with due consideration to period detail and historical accuracy. General preparation should be to the highest possible standard to match those expected by the Classic Clubmans Steering Group.

1. GENERAL DESCRIPTION:

5.2.1 The 2019 HSCC Classic Clubmans Championship is for competitors participating in non-standard sports racing cars constructed to the following Regulations. They must be open two seat front-engined Clubmans sports racing cars with cycle type front mudguards which were manufactured and raced before 31/12/1980

5.2.2 CLASS STRUCTURE:

Class A: Pre '81 Chassis with 1700cc Ford X-Flow full race engines.

Class B: Pre '81 Chassis with 1600cc Formula Ford X-Flow engines.

Class C: Pre '72 Chassis with 8 valve 4 cylinder normally aspirated period engines up to 1600cc.

Class S20: Invitation class for cars complying with SRCC regulations built prior to 31st December 1984

Class Inv: Clubmans type cars that will be allowed to race only at the specific invitation of the Classic Clubmans Steering Group.

**NOTE: All vehicles must comply with the general regulations in sections 5.3 to 5.4
Regulations pertaining to Classes A, B & C are contained in sections 5.5 to 5.17
Regulations pertaining to Class INV are contained in section 5.18**

5.3 SAFETY REQUIREMENTS:

5.3.1 The following articles of the current Motorsport UK Yearbook Section K Safety Criteria Regulations apply:

(Safety roll-over structures) K1.5.1; K1.6.4(b), K1.6.6, K1.7.

(Seat belts) K2.1.2 Mandatory K2.1.3 advisory.

(Fire extinguishers) K3. NOTE: 'Large plumbed-in' is mandatory,

Red warning light K5.

Tank fillers vents and caps K6.

Crushable structures (see item 5.3.5 below) K7.

External circuit breaker K8.

Drive shaft restraint K12.

Head restraint K13.

General safety recommendations K14

5.3.2 In addition, all competitors are reminded that their personal equipment must comply with the provisions of K9 and K14.3 in respect of Overalls, K10 in respect of crash helmets and K11 of goggles / visors.

5.3.3 Providing all safety regulations are complied with, the petrol tank, oil tank, battery and fire extinguisher may be located in the passenger space (see item 5.5.3 below)

5.3.4 Competitors should respect the possibility of side-impact during competition, accordingly competitors in the Championship should make provision for adequate driver's side-impact protection on the driver's side of the chassis in the area that stretches between the rear of the driver's torso and the leading edge of the pedals at maximum depression ("the zone"). The material is free provided that it conforms with these Regulations. Any side-impact structure fitted to the zone must be securely affixed but may not be bonded or riveted direct to chassis rails. It may be bolted direct to chassis rails or bolted or riveted to other driver's side chassis panelling in conformity with these Regulations. Consideration should be given to the potential desirability of side-impact protection being afforded by a progressively deformable non-inflammable and/or non-toxic structure throughout the zone.

5.3.5 No fluids may pass through the chassis tubes in space frame vehicles (Motorsport UK J5.20.12)

5.3.6 Classic Clubmans cars may be updated with forward facing rollover bar supports, dash hoops and crushable structures as 5.3.4. With regard to the fitting of crushable structures (5.3.4.), exemptions will be made for cars where separate rear mudguards are used, if the following alternative is adopted: The chassis rails from the pedal box to the rear of the seat area should be double skinned, at least one skin being a minimum of 16SWG and filled with foam as 5.3.4.

5.3.7 Removable steering wheels are permitted.

5.3.8 It is recommended that modern Formula type mirrors are fitted to improve rear visibility

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

5.4.1 All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of sections J & K of the Motorsport UK Yearbook except where specified below

5.4.2 Electronic data logging is not permitted.

5.4.3 All engines must have cross-drilled bolts / nuts / studs sufficient to enable the rocker cover and / or cylinder head and sump pan to be wire sealed to the engine block at any time.

5.5 CHASSIS: Classes

5.5.1 The chassis may be updated to 31/12/1980 for Classes A & B, and to 31/12/1971 for Class C

- 5.5.2 All cars must have a protective bulkhead of non-flammable material between the engine and the driver / passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with GRP or in-tumescent putty. Magnesium is prohibited for bulkheads.
- 5.5.3 All cars must have a bulkhead between any fuel tank and filler and the driver / passenger compartment sufficient to prevent the passage of fluid or flame. Where a fuel tank constitutes part of the bulkhead between the passenger and other compartments, an additional bulkhead must be fitted.
- 5.5.4 Chassis tubes may encroach upon the minimum internal cockpit width of 81.28cm (32") providing they only extend diagonally from the body sides and / or X the mandatory safety roll over bar, or if tubes are longitudinally placed for the purpose of creating a division between driver and (notional) passenger space and also for the purpose of supporting a tonneau cover.
NOTE: The mandatory roll over bar must at all times *respect* Motorsport UK Yearbook K1.6.4, that is to say that the roll over bar must extend across the entire width of that part of the cockpit occupied by the driver, but may not extend across the width of the entire cockpit including the notional passenger space unless the car was constructed accordingly in period.
Respecting Motorsport UK Yearbook K1.6.4 the roll over bar must be effectively mounted and braced to structural members forward and aft of the cockpit. Aluminium alloy roll over bars are prohibited Motorsport UK Yearbook K1.7.
- 5.5.5 The vertical centre line through the steering wheel must be a minimum of 7.62cm (3") behind the centre of the rearmost spark plug hole.
- 5.5.6 The chassis is only to be constructed from steel, aluminium or aluminium alloy.
- 5.5.7 Replacement Chassis; Partial or complete replacement chassis are allowed providing:
- The chassis is constructed from the same materials, gauge and the method of construction (i.e. welding or brazing) is the same as the original
 - Overall chassis dimensions and suspension pick up points must remain as appertaining to the marque. Permission must be obtained for all upgrades and modifications, in line with VIF.
 - The replacement chassis must be the same marque as the original chassis and the provenance of the original chassis must be available.

5.6 BODYWORK:

5.6.1 Modifications Permitted

- 5.6.1.1 **General:** Cars from Classes A & B may run any configuration of bodywork that was available to, and used by, their specific manufacturer of vehicle up to 31/12/1980. Similarly, cars from Class C may run any configuration of bodywork that was available to, and used by, their specific manufacturer of vehicle up to 31/12/1971. Cars complying with this rule will be automatically acceptable.

Additionally, any car that can be shown to have run a non-standard bodywork configuration that was used by their car within the relevant periods as defined above will also be acceptable but it will be the owners' responsibility to present such proof to the Championship Technical Officer.

Cars from Classes A, B & C may also be permitted to run other alternative bodywork configurations that do not comply with 5.6.1 or 5.6.2. However, dispensation for this must be obtained on an individual vehicle basis. To be considered for a dispensation, the alternative bodywork must comply with the image and style of a pre-1981 Clubmans Sports Racing Car and it must not be considered to provide a performance advantage over an original bodywork format. It is the responsibility of the competitor to apply for dispensation from the Championship Steering Group via the Championship Registrar whose decision on any issue of bodywork eligibility is final.

- 5.6.1.2 **Interior:** The floor in the passenger space may be removed to increase cooling to the differential unit.
- 5.6.1.3 **Exterior:** The vehicle must be fitted with:
- cycle type front mudguards conforming to 5.6.7 and which must be a distinctly separate component from the rest of the bodywork. There must be a gap between these mudguards and the rest of the body of not less than 5cm (2") when the steering is central, and be equipped on all wheels with mudguards which present no sharp edges and cover the width of the tyre in contact with the road surface around an arc of not less than 120° and no more than 180°.
 - either cycle type rear mudguards conforming to 5.6.6 (a) or
 - bodywork covering in plain view but not enclosing the rear wheels and conforming to 5.6.1 - 5.6.4 and 5.6.7, 5.6.9 and 5.6.12 in accordance with original period type/use.

The front and rear mudguards may be mounted on unsprung parts of the car

For Classes A & B the maximum height of the bodywork, with the driver aboard, including aerofoils but excluding the safety roll over bar, must not exceed 110cm (43.3") measured vertically from the ground. For Class C there is no such requirement.

For Classes A & B the rear aerofoils must not exceed in width the outer faces of the rear wheel rims. No rear aerofoils are permitted in Class C. For Classes A & B the width of the coach work ahead of the front wheels must not exceed the width of the outer faces of the front wheel rims when the steering is central. No part of the coach work ahead of the front wheels may exceed the height of the front mudguards. For Class C the maximum width must not exceed the width of the centre line of the front wheel rims.

No part of the bodywork including aerofoils shall extend more than 100cm (39.37") behind the rear wheel axis.

All cars must be fitted with a detachable bonnet which must cover and surround all parts of the engine, with the exception of the cylinder head and rocker cover and associated parts such as induction and exhaust.

The minimum covering of wheels provided must be:

- a) Achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents and
- b) Extend forward of the axle line and
- c) Extend downward behind the rear wheel to at least 7.5cm (3") above the axle line

5.6.1.4 Mallock Rear Sidepods: The maximum permitted width of Mallock rear sidepods is 13 ¼ inches, this is measured from the inside edge to the outer extremity of the wheel arch.

5.6.2 Modifications Prohibited

- 5.6.2.1 **General:** No carbon fibre or Kevlar is permitted in any bodywork structure with the exceptions only of:
- a. a flywheel scatter shield mounted as an addition to non-carbon fibre non-Kevlar internal panelling
 - b. seat
 - c. propshaft tunnel
 - d. other detachable non-structural driver protection conforming with Regulation 5.3.4 in flat sheet form securely affixed to, but easily removable from, the faces of vertical chassis sides
 - e. fuel tank protection

No under car venturis of any type are allowed. Multi element rear wings are not permitted unless used as original period fitment. Aerofoil sections must be of period type.

5.7 ENGINE:

5.7.1 For Classes A, B & C the engine and gearbox must be located in front of the rear axle line and the centre of the rearmost spark plug hole must be not less than 91.44cm (36") in front of the rear axle line.

5.7.2 Engine type - Classes A & C

- a) For Class A engines must be up to 1700cc Ford side draught pushrod engines as in period at 31/12/1980. Down draught engines are not permitted.
- b) For Class C engines must be 8 valve 4 cylinder normally aspirated period engines up to 1600cc, manufactured before 31/12/1971. eg:- X flow, pre X flow,
- c) Crossflow blocks 711M and AX 831M are allowed
- d) Camshaft –the Kent Control A8 numbered camshaft available through the Steering Group is **MANDATORY from 2018** and the number of your camshaft must be identified on the car's HSCC VIF.

5.7.3. The following restrictions apply:

- a) For Class A maximum bore 83.5mm plus 0.2mm wear allowance. Class C free.
- b) For Class A maximum inlet valve 40.3mm - Class C free
- c) Valve stems must be spaced to original specification and remain vertical
- d) Camshaft – maximum lift at Pushrod must not exceed .295 (7.493mm) – maximum lift at the valve with tappet clearance reduced to zero must not exceed 0.454" (11.53mm)
N.B. In theory, the 234 Cam will meet the lift requirements, however competitors using this Cam may require some modifications to the Rocker to ensure the lift at the Valve complies.
- e) Rockers must be standard ratio (1.54 : 1) – otherwise free.
- f) Carburettors can be up to 48DCOE or similar, with a maximum choke of 38mm - Class C max 36mm
- g) No titanium parts can be used other than valve spring retainers
- h) Where electronic ignition is fitted it must be a simple electronic ignition, a single coil and distributor must be used. Multi spark ignitions are not allowed. The ignition timing may only be varied by vacuum and / or mechanical means. It is prohibited to use any other method or component to trigger, distribute or time the ignition.
- i) A standard diameter steel flywheel and ring gear must be used
- j) 7.1/4 bronze clutches must be used. Carbon clutches are not permitted
- k) No engine management systems are permitted
- l) Forced induction and / or fuel injection are prohibited
- m) Non iron cylinder heads and / or engine blocks are not permitted
- n) Major engine components must be to period dimensions.
- o) Crankshaft journal dimensions must be the same as in period including regrind dimensions. Piston and connecting rod design must remain unchanged from period. No major changes are allowed to the cylinder block which facilitate a major design change.

Please consult the Steering Group if you have any eligibility queries.

Engine type - Class B

For Class B engines must be Formula Ford 1600cc Kent engines to current regulations (save as provided in these Regulations) with the exception of fuel pumps. The current Formula Ford regulations only specify the FFI supplied camshaft 711M 6250 BA as the sole camshaft. It is also acceptable to use the original specified camshaft 711M 6250BA provided it is unmodified in any way and fully meets the lift and dwell requirements of the regulations.

The following restrictions apply:

- a) A rebore allowance on Kent engines of +0.030" is permitted.
- b) The pistons used in re-bored engines are restricted to use of either Hepolite 18649 or equivalent.
- c) The of oil to water/water to oil heat exchangers are not permitted in B Class. Conventional oil to air coolers can be used if required.

(a) It is permitted to reduce the weight of the mandatory standard flywheel to a minimum weight of 10.5kg.

(b) The minimum weight of 10.5kg is inclusive of:-

- (1) The entire clutch assembly (driven and cover plate) and
- (2) The clutch assembly mounting bolts and
- (3) The flywheel mounting bolts.

5.7.4 If additional engine cooling is required, this must be by means of a traditional, oil to air, oil cooler. The use of oil/ water heat exchangers is not permitted in any class.

5.8 SUSPENSION

5.8.1 This regulation has been drafted to ensure compliance with the period spirit of the Championship, and as a core element in respect of performance, it is aimed at ensuring cars do not run configurations which appeared on later post 1980 models, by the process of evolution. It is the intention of the regulations, to outlaw any suspension configurations/systems that were not in use prior to 1981. After 1981, older cars were routinely modified to run with suspension configurations from later models from the same manufacturer. Such modifications are not eligible and suspension pick up points and component dimensions must be to pre 1981 specifications. Specific attention is drawn to the following:

With the car stationary, tyres at race pressures and the car at race ready static ride height (with driver on board). The chassis of the car (front or rear) must be capable of being raised by a minimum of $\frac{3}{4}$ " before the tyre loses contact with the ground. Note this figure includes an allowance for tyre deflection.

Suspension can only be as fitted up to 31/12/1980 for classes A & B, and up to 31/12/1971 for class C. Later types such as Mumford or TAM are not permitted.

5.8.2 Droop limiting devices are not allowed, e.g. no external suspension restraining devices such as: droop bars, or cables will be allowed, all cars must demonstrate a minimum amount of droop of $\frac{3}{4}$ ". In the event that this has to be checked, then the following will apply:

It is up to the individual competitor to demonstrate their compliance with this rule to the satisfaction of the Eligibility Scrutineer. It is commonly thought that most cars of the period would have considerably more suspension droop than the minimum prescribed above, and in the "spirit" of the regulations this is what we would expect to be demonstrated in practice.

5.8.2.1 The rear track of all Mallock cars must not exceed 65 inches measured from the outer extremity of each rim or rear tyre – whichever is the wider.

5.8.2.2 The rear track on non Mallock cars must be verified by the Steering Group prior to completion and submission of the car's HSCC VIF.

5.8.2.3 The front track on all Mallock cars must not exceed 65 inches. On all non Mallocks the front track must not exceed 66 inches measured from the outer extremity of each rim or front tyre whichever is the wider.

5.8.3 Shock absorbers must be steel bodied period items. Alloy bodies, modern monotube dampers or separate reservoirs are not permitted.

5.9 TRANSMISSION:

5.9.1 For Classes A, B & C gearboxes must be four speed manual, non-sequential units. The main case must be iron. Otherwise gearboxes are free.

Rear axles must conform to original design, i.e. beam, de Dion, independent, otherwise free.

5.9.2 Limited slip differentials are not permitted.

5.10 ELECTRICS

5.10.1 Rear Fog Light - as required by current Motorsport UK Regulations

5.11 BRAKES:

5.11.1 Only twin piston callipers of no more than 2" diameter are permitted, these may be manufactured from either iron or alloy no other material is allowed. Carbon brakes and / or pads are not permitted. Bias adjustment can only be done Front to Rear.

5.11.2 Vented disc brakes are not permitted. Slots and / or grooves in the surface of the disc and cross-drilling are permitted.

5.12 WHEELS / STEERING:

5.12.1 Wheels are free for classes A, B & C.

5.13 TYRES:

5.13.1 Slick Tyres A & B

Radial Tyres are not permitted

The control tyre is Avon A24 compound:

B Class - Rear 9.20 x 22 x 13 Front 7.20 x 20 x 13

A Class - Rear 9.20 x 22 x 13 OR 9.00 x 20 x 13 Front 7.20 x 20 x 13 OR 8.20 x 20 x 13

Wet Tyres Radial Tyres are not permitted, otherwise free

Period treaded tyres are permitted for class C and any crossply slick can be used in C Class.

5.13.2 **Limitation on use:** The following limitation on tyre use applies to classes A, B & C.

No more than 10 x Avon A24 slick tyres can be used during the Championship. This is the only permitted dry tyre.

It is the responsibility of all competitors to insure they use no more than the allocation. Any transgressions to this will be referred to the Championship Steering Group for consideration.

Competitors will be allowed to replace any allocated tyres that are damaged, but will only be allowed to do so after such tyres have been inspected by the Eligibility Scrutineer whose decision is Final.

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

5.13.4 Class S20 As per SRCC Sports 2000 Regs

Specifications: Yokohama Radial: Front: 160/520R13 Code N 2669 (Slick) N 2701 (Wet). Rear: 240/45VR13 or 200/50VR13 Code N1803 (Slick) N 2045 (Wet). The use of un-cut wets is prohibited.

5.14 **WEIGHTS:** There are no weight limits.

5.15 FUEL

Fuel must be in accordance with Motorsport UK regulations Section B Nomenclature & Definitions Pump Fuel parts

(a) or (b),

5.16 **SILENCING:** Silencers are free for classes A & C.S20 and Inv but must conform to current Motorsport UK requirements (108db). Class B cars must use the standard Formula Ford Kent silencer (108db).

5.17 NUMBERS and CHAMPIONSHIP DECALS:

5.17.1 Competition numbers and backgrounds shall be displayed in accordance with the requirements of the Championship Organisers and shall be regulation numbers with number backgrounds conforming to the following colours:

Class A White with black numbers 1 – 39

Class B Yellow with black numbers 40 – 69

Class C Light blue with black numbers 70 – 79

S20 and Invitation Class 81 – 99

All competing cars must carry such decals and/or logos as may be required by the Classic Clubmans Steering Group and HSCC from time to time. For the avoidance of doubt cars must carry the HSCC shield logo at all times.

5.18 TECHNICAL REGULATIONS—for Invitation Classes

Class S20

Sports 2000 invitation class for cars complying with SRCC regulations built prior to 31st December 1984

CLASS INV– INVITATION CLASS

1. The Invitation Class is only open to cars by specific invitation of the Classic Clubmans Steering Group.
2. Vehicles in this class may be required to comply with any or all of the technical regulations relating to the other Classes within the Championship save and except where the invited cars are those currently competing in the BARC Championship. Such specific requirements will be communicated at the time of invitation.
3. In all other respects cars will be required to comply with any general regulations relating to safety as defined within the various sections of these regulations and they will have to comply with any regulations pertaining to the Championship that the cars would normally compete in.
4. Any cars competing in this Class will not be required to be registered for the Classic Clubmans Championship and will not score any points.

5. Deleted

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Series 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

Please address all correspondence through the HSCC office

Chairman **Mike Sales**
Co-ordinator **Andy Dee-Crowne**

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 The intention of this Series is to re-create the 'golden years' of Clubmans racing with cars prepared with due consideration to period detail and historical accuracy. General preparation should be to the highest possible standard to match those expected by the Classic Clubmans Steering Group.