



HISTORIC SPORTS CAR CLUB LTD
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HSCC Historic Formula Ford Championship Sponsored by Classic Race Car Simulators Supported by Radio Caroline and Avon Tyres Regulations 2022

Eligible Cars:

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

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic Formula Ford Championship is organised and administered by The Historic Sports Car Club (HSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (Motorsport UK) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK **Championship Permit No. (TBC)** **Race Status: Interclub**
Motorsport UK **Championship Grade: C**

1.2 Officials:

- 1.2.1 Co-ordinator: Mr. A. Dee-Crowne, HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Eligibility Scrutineer: Mr. Matthew Lambkin Smith, Triumph House, Wragby Road, Market Rasen, Lincs, LN8 5NS
- 1.2.3 Championship Stewards: Mr. Charles Barter, Mr Hugh Colman, Mr Peter Wray
All c/o HSCC Ltd, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN

1.3 Competitor Eligibility:

- 1.3.1 Entrants must:
 - (a) be fully paid-up members of the HSCC and
 - (b) in possession of a valid 2022 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 2022 Motorsport UK Competition (Racing) **Interclub minimum with the exception of Classes SRA - SRE where a National status License applies** (Motorsport UK Regulation Q 11.6.)

DRAFT REGULATIONS

(d) *Or be in possession of the highest grade of national Race license or valid FIA International License, together with their ASN's written consent ((H)25.2.1 and FIA ISC Article 2.3.7.b applies)

1.3.3 All necessary documentation, including FIA Identity documents, must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2 The registration fee is **£210** to include membership of the HSCC. Cheques made payable to the HSCC.

1.4.3 Registrations will be accepted from **1st January 2022**.

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

1.5 Championship Events:

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

Date	Circuit	Status	Org. Club

1.6 Scoring:

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

15 or more Starters

Position

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

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

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

- 1.6.2 The totals from all qualifying rounds will determine final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in Section **W1.3.4** of the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) be deemed "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2 (b), as appropriate.

1.6.7 Over 50s Championship

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

1.7 Awards:

- 1.7.1 All awards are to be provided by the race organisers.
- 1.7.2 Per Event: The awards will be as per the race organising Club's regulations - normally a trophy to the overall winner and trophies to second and third. In addition, there will be a trophy for the highest placed novice and highest placed lady driver in each round. If a driver in their novice season achieves 3rd place or better then they will forfeit the right to further novice trophies, including the end of season (Championship) novice trophy. In the over 50s Championship there will be a trophy to the overall winner and trophies to second and third.
- 1.7.3 **Championship:** Championship winner 2nd overall - 6th will each receive a trophy. There will also be an award for the best novice driver, (ie a competitor with no previous Race or Kart experience) and for the best lady driver. To qualify for an award a competitor must have competed in at least 4 rounds.
- 1.7.4 **Presentations:** Winners trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class trophies will be available from the paddock office one hour after the official results have been published.

1.7.5 **Entertainment Tax Liability:**
Prize Money and Bonuses not applicable.

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

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

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

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

1.7.6 Title to all trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the HSCC in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Parts often have to be manufactured as they 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 registering 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)

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.

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

Standing Start

2.5.2 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 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 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.

2.6.1 SESSION RED FLAG

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

2.7 Pits, Paddock & Pit Lane Safety:

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.

2.7.2 Pit Lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars, the onus shall be

on all drivers to take all due care and respect the pit lane speed limits.

2.7.3 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.

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 pit lane.

2.9 Results:

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

2.10 Timing Modules:

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

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 Circuit Racing 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 make the car comply, but if this is not possible 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(a) & (b).

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

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

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

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

4.3 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 license in accordance with Motorsport UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following technical regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you

cannot.

5.2 GENERAL DESCRIPTION:

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

5.3 SAFETY REQUIREMENTS:

All MOTORSPORT UK Section K safety criteria regulations apply as relevant K3; K5; K8; K9; K10 & K11. K13 is mandatory. K4 is strongly recommended. The wearing of an approved Head and Neck Support Device is recommended

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

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

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

The chassis must be of tubular steel construction as per the original manufacturer's specification for materials, dimensions and construction methods that were available and used pre 1972 with no stress bearing panels except bulkhead and undertray. The curvature of the undertray must not exceed 2.54cm. The undertray/floor Section J5.2.3 extends from the bulkhead forward of the pedals to the bulkhead between the fuel tank and the engine. Monocoque chassis construction is prohibited. Stress bearing panels are defined as, sheet metal affixed to the frame by welding or bonding or by rivets, bolts or screws which have centres closer than 15.25cm. Bodywork must not be used as stress bearing panels. The use of stabilised materials, composite materials using carbon and/or Kevlar reinforcement is prohibited. Chassis - repairs and replacements should be undertaken using original materials and methods and in a way that both preserves the historic integrity of the car and meets the requirements of the HSCC rules on maintaining originality.

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

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

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

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

5.7.1 ENGINE SEALING All engines must have provision for scrutineer's wire seals. 1/16in holes pre-drilled in readily accessible locations on installed engines must be available. a) Sump - two holes through the cylinder block/sump joint flange, one either side of the engine. b) Rocker Cover - at least two retaining screw heads must be cross drilled c) Cam Timing chain case - retaining bolt must be cross drilled d) Inlet and exhaust Manifold - at least two retaining bolt heads to the cylinder head must be cross drilled. e) Carburettor - at least two retaining nuts to the inlet

manifold must be cross drilled f) Bell housing - at least two retaining bolts to the engine must be cross drilled to enable clutch and flywheel to be adequately sealed OR competitors must be prepared to remove either engine or transmission to enable sealing of clutch and flywheel in which case at least two clutch cover retaining bolts must be cross drilled. Failure to comply renders the engine ineligible.

5.8 **SUSPENSION:**

The Championship regulations reflect the original 1968 Formula Ford Regulations as published by Ford, which states in paragraph 22 'with the exception of springs, hub adaptors, rear hub carriers and bearing bushes, all parts must be of steel'.

Only steel front hubs are, therefore, eligible,

Only original type suspension utilising the original suspension pick up points may be used. Only twin tube, single adjustable, steel bodied dampers are permitted.

Double adjustable dampers with one adjustment blanked off is not eligible.

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

There is no minimum droop setting.

5.9 **TRANSMISSION:**

Only gearboxes and transaxles of a type appropriate to the chassis may be fitted. Differentials must be of a type and design used in period with four planetary gear open differentials. Later, post 1998, Three planetary gear open differentials are prohibited.

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

5.10 **ELECTRICS:** As the car's HSCC Vehicle Identification document

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

5.12 **WHEELS/STEERING:**

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

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

Front - 5.0/22.0-13 A25 7267M

Rear - 6.5/23.0-13 A25 7290M

5.14 **WEIGHTS:**

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

5.15 **FUEL TANK/FUEL:**

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

5.16 **SILENCING:**

Any dedicated FF silencer may be used, but all vehicles must comply with

Motorsport UK Regulation J5.17 i.e. 105db and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.17 NUMBERS AND CHAMPIONSHIP DECALS:

5.17.1 Positions

As per Motorsport UK Yearbook Section J4 and Drawing 4. Individual sponsor's decals are limited to two per vehicle. All competing cars must display at least two HSCC badges one on each side of the car. If at any time the Championship has a sponsor - sponsors' decals, when provided, must be displayed (one each side of car) failure to comply may result in championship points being deducted for any round where no decals were applied. Individual advertising as per Motorsport UK Regulations H28.1.1 - H28.1.6

5.18 DATA RECORDING

5.18.1 Simple lap time recorders (not predictive) are allowed

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

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

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

5.19 MISCELLANEOUS

Any competitor failing to comply with either these regulations will be reported, by the eligibility scrutineer/registrar of the Historic FF1600 championship for possible further action. Historic FF1600 is a category for historic cars being raced in a specification in which they originally competed. The organisers therefore reserve the right to disallow any developments they feel not to be in keeping with the regulations, or any actions by competitors which would result in an unacceptable increase in costs for the category.

6. APPENDICES

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

6.1 Race Organising Clubs and Contacts

HISTORIC SPORTS CAR CLUB - Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN

(T) 01327 858400 (F) 01327 858500 email: office@hsc.org.uk
website: www.hsc.org.uk

CHAMPIONSHIP COMMITTEE - Please direct all correspondence via the HSCC Office
Ted Pearson - Championship Chair

6.2 Formula Ford Chassis built prior to 1972

Alexis 14,18,18B (1971)
Beach MkII (1969 - '70)
Bee Gee (1971)
Beattie (1970)

Blackjack (1968)
 Bobsy (1969)
 Bowin P4/P4A (1969-71)
 Centaur - Scholar (1969 - 1970)
 Caldwell D9 (1969) D9B (1970-71)
 Cooper_Chinook (1970)
 Corsair (1969 Australia)
 Crossle 16F (1968-69) 20F (1971-72)
 De Sanctis FF1600
 DRW Mk8 (1970)
 Dulon LD4 (1967) LD4B (1968) LD4C (1969) LD9 (1970-72)
 Elden PH6 (1969) PH8 (1970-72)
 Elfin 600 (1969-72)
 Forsgrini MK12 (1968-69)
 Ginetta G18 (1969-70) G18B (1971)
 Hamlen FF69 (1969)
 Hawke DL2 (1969) DL2A (1970) DL2B (1971), DL9 (1970-72)
 Huron FF (1971)
 Jamun T2 (1968 - '69), T3 (1971)
 Jomo (1967 - '71)
 Ladybird MK8 (1968) MK9 (1969)
 Legrand MK10 (1969-72)
 Lenham P80FF (1969)
 Lola T200 (1970) T202 (1971) T204 (1971)
 Lotus 31
 Lotus 51 (1967) 51B (1968) 51C (1969) 61M (1970-72) 61MX (1972) 69 (1971-72)
 Macon MR6 (1967), MR7 (1969), MR7B (1969), MR8 (1970), MR8B (1971)
 March 709 (1970) 719 (1971)
 Mallock U2 MK9 (1969-70) U2MK9B (1971) U2MK9DD (1969-71)
 Martini (1969 - '71)
 Mcnamara FFA (1969 - 1970)
 Merlyn MK11 (1968) MK11A (1969) MK17 (1970) MK17A (1971) MK20 (1971) MK20A
 (1972)
 Micron (1969)
 Mirage MK5 (1970)
 Mistrale (1969 -'70)
 Mystere (1967) Mk2 (1968)
 Nike MK4 (1968-69) MK6 (1970) MK10 (1971-72)
 Palliser WDF1 (1969), WDF2 (1970), WDF3 (1971)
 Piper (1967)
 Pirola (1971)
 Pringett-Mistrale (1969 - '70)
 Raven (1970)
 Rostron CT1 (1969), CT2 (1969 - '70), CT3 (1970), CT4 (1971)
 Royale RP2 (1969) RP3 (1970) RP3A (1971-72)
 Tecno FF (1970)
 Titan MK4 (1969) MK5 (1969) MK6 (1970) MK6A (1971)
 Varo (1968)
 Viroy (1969 - '70)
 Winkleman WDF1 (1969) WDF2 (1970) WDF3 (1971)
Specials
 Brabham BT21 /28
 Chevron B1 5/17
 Kvantti Mk1
 March 718/2

Smith Ford Special (can participate as “Guest” status and therefore cannot score points nor be eligible for event awards)
Varo (Lotus 22 derivative)

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