



HISTORIC SPORTS CAR CLUB
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HSCC/FJHRA
HISTORIC FORMULA JUNIOR
CHAMPIONSHIP
REGULATIONS 2022

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The HSCC/FJHRA Historic Formula Junior Championship is organised by the Historic Sports Car Club (HSCC) on behalf of the Formula Junior Historic Racing Association in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (Motorsport UK) (incorporating the provision of the FIA International Sporting Code) and these Championship Regulations.

Motorsport UK Championship Permit No: (TBC) Race Status: Interclub
Motorsport UK Championship Grade: D

1.2 Officials:

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

Eligibility Scrutineer: Mr Matthew Lambkin-Smith

1.2.2 Championship Stewards: Mr Peter Wray, Mr Hugh Price

All c/o HSCC, Silverstone Circuit, Towcester, Northants, NN12 8TN Tel: 01327 858400

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.)
- (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:

All Competitors must be full racing members of the HSCC (£210 payable to HSCC) and register as Competitors for the Championship by returning the Registration Form with the Fee (£150 payable to FJHRA) to the Formula Junior Historic Racing Association prior to the Final Closing date for the first round being entered.

1.4.1 Registrations will be accepted from 1st January 2022.

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

1.5 Championship Events:

The Historic Formula Junior Championship will be contested over **X**: if there are two races at a race meeting both will count for championship points, unless otherwise stated:

Date	Circuit	Status	Org. Club

Scoring:

1.6.1 Points will be awarded within each class irrespective of the number of starters (subject to paras 1.6.3 and 1.6.4) to Competitors listed as classified finishers in the Final Results as follows:-

Position	Points
1 st	10
2 nd	8
3 rd	6
4 th	4
5 th	3
6 th	2
All other finishers	1

- 1.6.2 The totals from all qualifying rounds will determine final championship points and positions.
- 1.6.3 In the event that the number of cars that qualify to start in a qualifying round in any class is less than 4, then subject to para 1.6.4, the points to be awarded in that class shall be reduced as follows;
- 1.6.3.1 3 qualified to start - awarded 1st - 8 points; 2nd - 6 points; 3rd - 4 points
2 qualified to start - awarded 1st - 6 points; 2nd - 4 points
1 qualified to start - awarded 1st - 4 points
- 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
- 1.6.6 If under the provisions of para 1.6.3 any car shall prima facie be subject to a reduction in points then further calculations shall be effected as follows;
- 1.6.6.1 Firstly, if the reduction concerns any car in Classes A, B1 and B2 then (for the purpose of this calculation only) the positions of these 3 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)
- 1.6.6.2 If the reduction concerns any car in Classes C1, C2 and C3 then (for the purposes of this calculation only) the positions in these 3 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class

positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)

- 1.6.6.3 If the reduction concerns any car in Classes D1 and D2 then (for the purposes of this calculation only) the position of these 2 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)
- 1.6.6.4 If the reduction concerns any car in Classes E1 and E2 then (for the purposes of this calculation only) the position of these 2 classes shall be amalgamated and any car whose points would have been reduced under para 1.6.3 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para 1.6.3 that would have applied to such amalgamated class.)
- 1.6.6.5 Secondly if the reduction concerns any car that has been placed in the first six positions overall in any race then the reduction shall not result in points being awarded for that race that would be less than the points to which that car would have been entitled if points had only been awarded overall and not by class (and without any reduction).
- 1.6.6.6 For the avoidance of doubt, any car which qualifies to start in a Championship race but which is itself ineligible for Championship points shall not count as qualifying to start in determining the number of starters in that class for Championship points.
- 1.6.7 If two races are run at any one meeting for all the classes then both races shall count for Championship points for that meeting.
- 1.6.8 If two races (or more) are run at any one meeting for separate classes, then the supplemental regulations shall stipulate which race or races shall be a qualifying round for each class and championship points shall be awarded accordingly. If any class is split between two Championship races at one meeting, the supplementary regulations shall stipulate which race is the primary race for Championship points, but in any event the total number of cars in that class which qualified to start for both races shall determine the number of starters in that class for Championship points. Any car finishing in a race which is not designated as a championship round for that class shall score one point, but the overall race positions shall be unaffected and the organizers may still award trophies for non championship classes in that race.
- 1.6.9 If two (or more) Championship rounds for separate classes are run at any one meeting and a driver scores points in more than one race, then they shall count their best score in the overall position of the Championship but both (or more) scores shall count in the individual class positions of this Championship.
- 1.6.10 If a dead-heat exists in a Championship Race, the following steps are to be taken
- 1.6.10.1 The Driver of the older car will have priority.
- 1.6.10.2 Should the dead-heat persist, a dead-heat will be declared between the Drivers concerned.
- 1.6.11 If a dead-heat exists in the final classification of the Championship, whether Overall or in any class,
- the following steps are to be taken according to the following order of priority:
- 1.6.11.1 A Driver who has driven one car throughout the season will take precedence.
- 1.6.11.2 Should the dead-heat persist, precedence will be given to the Driver awarded the greatest number of- 10, then 8, then 6 (and so on) points obtained in each of the-qualifying Championship rounds in accordance with the provisions of the preceding paragraphs
- 1.6.11.3 Should the dead-heat persist, a dead-heat will be declared between the Drivers concerned.
- 1.7 Awards:**
- 1.7.1 All awards (both for the podium and class awards) are to be provided by the Organising Club at each race and by FJHRA and HSCC in the Championship.
- 1.7.2 Per Race: A Trophy to each of the podium position finishers in each race, and in addition in each class as follows: A Trophy for the 1st place irrespective of the number of **cars qualified to start** in each class, 2nd place subject to 4 cars qualified to start in a class, and 3rd place subject to 6 cars qualified to start in class.
- 1.7.3 Championship: Subject as hereinafter provided, a Trophy (to be held for 1 year) to the overall winner and to the winner of each class A, B, C, D, E and F presented by FJHRA; In addition, Trophies (to be retained) for the first three places in each of the classes A, B1, B2, C1, C2, C3, D1, D2, E1 and E2 presented by **Silverline**; and Trophies (to be retained) to the first three places overall in the Championship presented by the HSCC. No driver

who has qualified to start in less than 3 Championship rounds shall be entitled to a Championship Trophy

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 presented at the end of the meeting presentation ceremony.

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 of being requested to do so. All Championship Annual Trophies belong to the FJHRA.

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 drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK Regulation Q 12.11.1. 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:

- 5.2.1 The Historic Formula Junior Championship is open to original single seater racing cars complying with Formula Junior (1958-1963) and 500cc Formula 3 (1946-1962).

- 5.2.2 All cars shall hold a valid FIA HTP, HSCC VIF or 500 OA VIF

5.3 SAFETY REQUIREMENTS:

All Articles of Motorsport UK Section K Safety Criteria Regulations will apply as relevant. Items K4; K6 &7 and K12 are not mandatory.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 All vehicles (except Class G.12) must comply with their Identity Documents [FIA HTP, HSCC VIF or 500 VIF] and must comply with the FJHRA Technical and Eligibility Regulations in force at 1st January 2021 (available to download from the FJHRA Website www.formulajunior.com), or of the 500 Owners Association ("500 OA")

All Articles of Motorsport UK Section K Safety Criteria Regulations will apply as relevant. Items K4; K6&7 and K12 are not mandatory.

- 5.4.2 All vehicles (except Class G.12) must have been built to race in period and subject to any variation specifically permitted by the FJHRA Regulations race in that specification.
- 5.4.3 All vehicles must comply with vehicle regulations Section J and Q Except section (J5.13) Fuel Systems Use pump fuel (see nomenclature and definition) except, subject to prior written authority having been given by the Motorsport UK, where permitted otherwise under SRs, Formula Rules and/or Championship Regulations and Section (J5.14.7.) Electrical Systems must be fitted with suppressors as required by the wireless Telegraphy Regulations.
- 5.5 **CHASSIS:** As the car's FIA Identity Documents (if any); and/or as originally constructed.
- 5.6 **BODYWORK:** As the car's FIA Identity Documents (if any); and/or as originally constructed.
- 5.7 **ENGINE**
- 5.7.1 As the car's FIA Identity Documents (if any) and (in the case of Class F only) in compliance with the Eligibility and Originality Standards of the 500 OA; and/or as originally fitted to that vehicle in period; or (in the case of Class F) an identical model in period.
- 5.7.2 The cylinder-head re-manufactured to the specification of the Ford Cosworth105E/109E cylinder head by Richardson to replace the original cylinder heads of the same specification is not permitted for Classes A, B and C. Any car which would otherwise be eligible for these classes but for the Richardson head shall be admitted to Class D
- 5.8 **SUSPENSION**
- As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle in period.
- 5.9 **TRANSMISSIONS**
- As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle in period.

5.10 ELECTRICS

As the car's FIA Identity Document (if any) and (in the case of Class F) in compliance with the Eligibility and Originality Standards of the 500 OA; and/or as originally fitted to that vehicle in period.

5.11 BRAKES

As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle or any identical model in period. Hydraulic pipes may be replaced by Aeroquip or similar.

5.12 WHEELS/STEERING

As the car's FIA Identity Document (if any); and/or as originally fitted (or as near as possible, similar) in period.

5.13 TYRES

Eligible Tyres will be as follows:-

Classes A, B, C, D & E as per FIA Appendix K ('L' Section 204 compound CR 48 or CR65 tread).

Class F as per FIA Appendix K (Dunlop Vintage R5 tread or earlier tread).

Class G.1. 'L' Section 204 compound CR65 tread

Class G.2. As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)

Classes G.3. & G.4. 'L' Section 204 compound **CR48 or** CR65 tread

Class G.5. As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)

Class G.6. 'L' Section 204 compound CR65 tread, or earlier, or Dunlop Vintage R5 tread or earlier

Class G.7. 'L' Section 204 compound CR65 tread

Class G.8. Dunlop Vintage R5 tread or earlier or Michelin X

Class G.9 As per FIA Appendix K (Dunlop Vintage R5 tread or earlier)

Class G.10 & G12 'L' Section 204 compound CR65 tread, or earlier or Dunlop Vintage R5 tread or earlier

Class G.11 'L' Section 204 compound CR 65 tread

Class H 'L' Section 204 compound CR65 tread (or in accordance with the regulations of the Formula applicable to that car but in the case of any car of F3/2 (FIA F3 1000cc) only Dunlop tyres).

5.14 WEIGHTS

5.14.1 As the car's FIA Identity Document (if any); and/or

5.14.2 Classes A, B, C, D & E in accordance with the original Rules of Formula Junior (1958-1963).

5.14.3 Classes F, G & H - In accordance with the rules of the applicable Formula to that car or (if not specified) to that car's original specification.

5.15 FUEL TANK/FUEL

5.15.1 Fuel Tank - As the car's FIA Identity Document (if any); and/or in accordance with FIA Appendix K.

Classes A, B, C, D & E - commercially available pump fuel or fuel complying with FIA Appendix J Article 252, Article 9

Classes F, G.5 and G.6. - Commercially available pump fuel or Methanol

Class G.1,G.2, G.3, G.4, G.7, G.8, G.9, G.10, G.11, G12 and H. Commercially available pump fuel or fuel complying with FIA Appendix J Article 252, Article 9

5.16 SILENCING

To Motorsport UK vehicle regulation (J5.17) i.e. 108db where mandatory and also subject to individual circuit requirements in supplementary Regulations.

5.17 NUMBERS AND CHAMPIONSHIP DECALS:

5.17.1 Positions

As per current Motorsport UK Yearbook Section J4 and Drawing 4. Individual sponsor's decals are limited to two per vehicle. All competing cars must display both two HSCC badges and two FJHRA 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 CLASS STRUCTURE

- Class A. Front-engined Formula Junior cars fitted with Fiat or Lancia engines and built to race before 31.12.1960 (FIA Category FJ/1A).
- Class B1 Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A). (FIA Category FJ/1B) fitted with engines of 1000cc or less.
- Class B2 Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A). (FIA Category FJ/1B) fitted with engines of 1100cc or less but in excess of 1000cc.
- Class C1 Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960 (FIA Category FJ/1C) fitted with engines of 1000cc or less.
- Class C2 Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960 (FIA Category FJ/1C) fitted with engines of 1100cc or less but in excess of 1000cc.
- Class C3 Rear-engined Formula Junior cars fitted with Fiat or Lancia engines and both built and raced before 31.12.1960
- Class D1 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D), and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1000cc or less.
- Class D2 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D), and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1100cc or less but in excess of 1000cc.
- Class E1 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2E), and fitted with a disc brake or brakes, other than those cars complying with Class E2
- Class E2 Rear-engined and front-engined Formula Junior cars fitted with engines other than Ford or fitted with Ford engines and a 4 speed gearbox of the original make and type as fitted in period built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2E) and fitted with a disc brake or brakes.
- Class F. Formula 3 500cc cars built and raced prior to 31st December 1962 (FIA Category F3/1). BY INVITATION ONLY, cars which in the absolute discretion of the Championship Committee are deemed to be within the spirit of Formula Junior, to have a high standard of presentation and construction and which comply with one of the following criteria:-
- Class G1. Non-series production Formula 3 1000 cc cars built and raced between 01.01.1964 and 31.12.1965 (e.g. North Star, Lova, Barnett, Greenwood, Belgica) and series production Formula 3 1000cc cars fitted with sidedraft or two- stroke engines built and raced between the same dates.
- Class G2. Non-series production single-seater open wheel Formula 2 1.5 litre cars built and raced between 01.02.1956 and 31.12.1960 (e.g. Smith, Fry, H.A.R. Lister, Laystall, Lola-Smith).
- Class G3. Single-seater racing cars which were built to the rules of the Monoposto Register and which competed in that specification in races run to the Monoposto Formula (Class A and Class B) between 1st January 1958 and 31st December 1965.
- Class G4. Single-seater racing cars fitted with the Ford 1172 engine built and raced to that specification between 01.01.1958 and 31.12.1963 in races for the 1172 Ford Championship of Ireland.
- Class G5. Rear-engined single seater racing cars fitted with V.twin motorcycle engines greater than 900cc and less than 1100cc unsupercharged built and raced to that specification in races between 01.01.1947 and 31.12.1958 (e.g. Cooper, Kieft, C.F.S.)
- Class G6. Single seater racing cars not exceeding 250cc built and raced to that specification between 01.01.1954 and 31.12.1962 to the rules of the 250 Motor Racing Club.
- Class G7. Racing cars built and raced between 01.01.1963 and 31.12.1969 to the specification of R.A.C. Formula 4 (up to 250cc) and Formula 4/2 (up to 650cc) [NOT Formula 4/4 - 875 cc Imp engines].
- Class G8. D.B. Monomil single seater racing cars.
- Class G9. Cisitalia D.46 Single Seater racing cars
- Class G10. Single seater racing cars greater than 500cc and not exceeding 1100cc [except USA-1300cc] unsupercharged built to a recognised National Formula in USA, Canada, Italy, Germany, Morocco or France and raced to that specification between 01.01.1946 and 31.12.1964
- Class G11. Lotus 20 racing cars with bodies converted by Jim Russell for use in the film "Grand Prix" but otherwise complying with the specification of Formula Junior (FIA category FJ/2)

Class G12. Formula Junior Cars designed in Period and constructed to Formula Junior Specification to that design, but after period (e.g. Cosworth)

Class H Single seater racing cars not covered by classes A to G (which may include original series production FIA Formula 3 1000cc cars built between 1964 and 1970 and with make of engine as originally fitted to that chassis) which in the opinion of the championship committee should be invited to participate in any one particular race.

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

Championship Committee - Please direct all correspondence through the FJHRA Office

Duncan Rabagliati	Chairman
Sarah Mitrike	Competition Secretary
Grant Wilson	Technical

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