



Historic Sports Car Club Ltd

Silverstone Circuit, Silverstone, Northants. NN12 8TN.
Tel: 01327 858400. Fax: 01327 858500. e-mail: office@hsc.org.uk.
Web site: www.hsc.org.uk

HSCC Historic Modsports & Saloons Series Regulations 2022

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic Modsports & Saloons is organised and administered by The Historic Sports Car Club Ltd [HSCC Ltd] in accordance with the General Regulations of the Motor Sports Association [Motorsport UK] (incorporating the provisions of the International Sporting Code of the FIA) and these regulations.

Motorsport UK Series Permit No. RS2022/055

Race Status: Interclub

1.2 Officials:

1.2.1 Co-ordinator: Mr. A. Dee-Crowne, HSCC, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN.

Tel. 01327 858400

1.2.2 Eligibility Scrutineer: Mr. N. Edwards C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- (a) be fully paid-up valid membership card-holding 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 racing members of the HSCC and,
- (b) be registered for the Series and
- (c) be in possession of a valid 2022 **Motorsport UK** Competition (Racing) Licence of *minimum* Interclub Licence.
- (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)25.2.1 and FIA ISC Article 2.3.7.b applies).

1.3.3 All necessary documentation, including HSCC or FIA Vehicle Identity document, 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 series 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.

1.4.3 Registrations will be accepted from 1st January 2022.

1.4.4 Registration numbers will be the permanent competition numbers for the Series.

PUBLISHED REGULATIONS



1.5 Series Events:

The HSCC Modsports & Saloons Series Series will be held at the following race meetings.

Date	Circuit	Status	Org. Club
4 th -5 th June	Cadwell Park	Interclub	HSCC
6 th August	Oulton Park	Interclub	HSCC

1.6 Awards:

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

1.6.2 Per race: An award to the winner overall plus 2nd and 3rd additional awards to first in each class subject to three starters in each class.

Presentations: Overall Awards trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class Awards will also be available for collection. Any awards not collected on the day will be forfeit.

2. SERIES 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 Series criteria and the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q12.4).

2.4 Races:

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



2.5

Starts:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a 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. There is no overtaking or changing direction of any cars 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 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 drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK Regulation Q 12.11.2. In addition, any driver unable to maintain grid positions on Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all marshals' 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 & Pitlane Safety:

- 2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.7.2 **Pitlane:** 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 circuits or in the pitlane.

2.9 Results:

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

2.10 Timing Modules:

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

2.11 Qualification Races: -If any event is oversubscribed the Organising Club may, at its discretion, run Qualification Races.

2.12 Operation of Safety Car: *The safety car will be brought into operation and run in accordance with Section Q, Appendix 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 SERIES REGULATIONS

Nil

4. SPECIFIC SERIES PENALTIES:

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

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK regulations: (C3.3.).

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 Series 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 has been obtained (whether inadvertently or not), may impose a Time Penalty in accordance with Motorsport UK Regulation C2.3 (Judicial)



5. TECHNICAL REGULATIONS:

Organising Club:

The Historic Sports Car Club Ltd, Silverstone Circuit, Silverstone, Nr. Towcester, Northants, NN12 8TN.

5.1 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 Eligible Cars:

Cars must be based on production sports or saloon cars (as available for sale in the UK) built before 31.12.1979. Cars must be powered by the same manufacturer's engine type that would have been in the period production road car.

ALL engines must be of the type installed in the original road version by the manufacturer available on general sale to the public before 31.12.1979. The engines **must be a maximum of 2 valves per cylinder**. No forced induction. No BDA or BDG type engines. No sequential gearboxes. No motorcycle engines. No Lotus / Caterham Seven type cars or kit car replicas.

Class Structure

Although the classes run together there will be an overall meeting award for the 1st placed Sports Car and the 1st Placed Saloon Car.

1- Up to 1150cc Modified Saloon Cars

2 – Up to 1150cc Modified Sports Cars + 1151cc to 1500cc Modified Saloon Cars

3 – 1151cc to 1500cc Modified Sports Cars + 1500cc to 1990cc Modified Saloon Cars

4 – 1501cc to 1990cc Modified Sports Cars + 1991cc to 3000cc Modified Saloon Cars

5 – 1991cc to 3000cc Modified Sports Cars + 3001cc to 4500cc Modified Saloon Cars

6 – 3001cc to 4500cc Modified Sports Cars + 4501cc and above Modified Saloon Cars

7 – Modified Sports cars 4501cc and above.

Class I – Invitation Class - Entry to this class is by invitation only

The Invitation class exists solely to encourage competitors to join the Series. Modified Sports Cars and Modified Saloon Cars of the period may be invited into this class by the HSCC, at its discretion. The Vehicle Detail Form (VDF), available from the HSCC Office, must be completed at least two weeks before the event; an offer of acceptance or refusal will then be given within seven days.

5.3 SAFETY REQUIREMENTS:

All **Motorsport UK** Section K safety criteria regulations apply as relevant.

Cars must comply fully with the 2022 MSUK safety regulations.

A Roll-Over Protection System (ROPS) must be fitted compliant with all relevant regulations in MSUK K1.

A plumbed-in fire extinguisher system must be fitted compliant with all relevant regulations in MSUK K3.1

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1 All vehicles must comply with their HSCC Identity Documents.

5.4.2 Competitors are requested to contact the registrar or any member of the Series Technical Committee if they have any questions regarding the acceptable specification of their car.

5.4.3 In any issues relating to the acceptability of cars presented for a race, the Series Eligibility Scrutineer will be the Arbiter. Any such decisions shall be final.

5.5 CHASSIS:



5.5.1 No fully space framed cars are permitted in classes 1 - 6. However, for 2022, original period space-framed Hillman Imp based cars will be considered by the HSCC for approval to enter the series in the Invitation class. They must comply in all other respects with the Series regulations.

For cars with a separate chassis, the chassis must remain as original within the wheel hub centres. For cars of a unitary construction the floor, sills, roof and pillars, etc., must remain as original within the wheel hub centres.. Bulkheads may be modified but must remain sealed as per MSUK regulation J5.2.2. Additional space framing / strengthening is permitted. It is permitted to flare wheel arches in order to fit wider wheels, it is permitted to modify inner wings. It is permitted to fit fibreglass wings, bonnet, boot and doors to a car which was originally manufactured in steel. The silhouette must remain as standard above the wheel hub centres with the exception of bonnet and boot covers.

Seam welding and other strengthening is permitted.

Windows in the side and rear of the car may be replaced with polycarbonate or Perspex with a nominal minimum thickness of 4mm, per MSUK regulation J5.20.8. Open cars can run an aero screen and a tonneau compliant with MSUK regulation Q13.2.3 or hardtop. If a hardtop is fitted the full windscreen must be in place.

Windscreens must be of laminated glass per MSUK regulation Q13.2.1(a) or Perspex or polycarbonate with a nominal minimum thickness of 4mm per MSUK regulation J5.20.8.

Rear deck spoilers and venturis are permitted within 2" of the overall plan periphery of the original dimensions of the rear of the car. A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window fitted to the vehicle, measured at the centre of the original window.

Rear aerofoils / wings are not permitted.

It is the driver's responsibility to ensure he has adequate means of rear facing vision in the way of mirrors either side of the centre line of the car as well as a centrally mounted mirror.

Front spoilers and splitters are permitted. They must not be wider than the car at its widest point. It must not protrude forward further than the most forward point of the car prior to any modifications from standard by more than 2".

Bumpers may be removed.

Driver must be sat clearly to one side of the centre line of the car.

Minimum ground clearance, excluding suspension components, is 40mm.

5.6 Interior: As the car's HSCC or FIA Identity document.

5.6.1 The interior may be stripped out, seats, roof lining, carpets, trim and dashboard may all be removed. The manufacturer's driver's seat may be replaced with a purpose made racing seat that is mounted in compliance with MSUK regulations K2.2 and K2.2.1.

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

5.7.1 The engine type must be the same type and manufacturer as in the production model available before 31.12.1979.

5.7.2 Permitted Modifications:

An iron block or head may not be replaced with an aluminium block or head.

Cylinder Block: The block must be from the same manufacturer; the same engine family and must be of the same material. Internals are free.

Cylinder Head: Must be no more than 2 valves per cylinder, and either an original item, or be from a recognised after-market manufacturer from period e.g. Cosworth, Broadspeed, Holbay, etc. Modifications are free but the cylinder head must be the same material as the original.



Period downdraught heads are permitted.

A period reverse flow (non cross-flow) cylinder head must not be replaced with a cross-flow cylinder head, unless there is evidence that this was actually replaced in period on this car.

Engine internals are free. Dry sump systems are permitted.

Induction must be by carburettors of a type available in period. No motorcycle carburettors. No fuel injection unless original fitment, then it must be the original type used. Forced induction is not permitted. The engine must be located at the same end of the car as the original and in the same orientation and configuration.

5.8 SUSPENSION:

5.8.1 Suspension is free but must be of a type available on the production car from the original manufacturer. Remote reservoirs for shock absorbers and monotube gas pressurised types are not permitted. It is permitted to change leaf springs, or torsion bars for coil springs.

5.9 TRANSMISSION:

5.9.1 The gearbox must be the same type and manufacturer's design as in the original production model available before 31.12.1979.

Internals are free. Cases may be exchanged for alternative material. Straight-cut and 'dog' engagement gears are permitted. Ratios are free but there must be no more forward ratios than the standard gearbox. Reverse gear must operational.

Sequential boxes are not permitted; transaxles are not permitted unless originally fitted to that model of car. Paddle shift or flat shift devices are not permitted.

Applications for advice to be submitted to the series technical advisor / Eligibility Scrutineer if the original car was only available with an auto box e.g. 1979 Jaguar XJS.

5.10 ELECTRICS:

5.10.1 A means of charging the battery must be fitted and operational. The engine must be capable of making repeated starts without outside assistance. Batteries are free but if retained in the cockpit must be securely fixed and housed in a leak proof container compliant with MSUK regulation J5.14.1 and J5.14.2. Lithium batteries are not permitted.

A rear rain compliant with MSUK regulation K5.1 and brake lights must be operational, no other lights are required, but if removed an appropriate cover must be put in their place.

A circuit breaker, with driver and external triggers, must be fitted that isolates all electrical circuits (except any fire extinguisher circuits) in compliance with MSUK regulations K8.1 to K8.5.

5.11 **BRAKES:** As the car's HSCC or FIA Identity document.

5.11.1 Brakes are free as long as they comply with MSUK regulation Q 13.4. No more than 4 cylinders per calliper, vented discs are permitted. Carbon brakes are not permitted.

5.12 WHEELS/STEERING:

5.12.1 Wheels must be of the **original diameter** for that vehicle. Rim widths are free, but wheels must remain covered by the wheel arches when the wheels are pointing forward. Wheels must be of period appearance. Steering is free. Steering box systems may be replaced with rack and pinion systems.

5.13 TYRES:

5.13.1 Free. Unrestricted slicks are permitted. Wet weather tyres must be a purpose made commercially available wet and not a cut slick.

5.14 WEIGHTS:

5.14.1 Weights will be monitored and penalties may be added to prevent cars winning by unacceptable margins.



The classes have been configured to try and accommodate the difference in the power to weight ratio between a sports car and a saloon car. Weights will be monitored over the 2022 races and changes may be considered at the end of the season.

5.15 FUEL TANK/FUEL:

5.15.1 Only fuel defined by MSUK rules are permitted.

Fuel tanks must comply with MSUK regulations K6 and K14.1.2

Fuel delivery systems must have a cut-off facility compliant with MSUK Q13.8.

5.16 SILENCING:

5.16.1 Exhausts are free but must comply with MSUK noise requirements and also to be able comply with the relevant circuit noise limits.

5.17 NUMBERS AND DECALS:

5.17.1 Positions

As per Motorsport UK Yearbook Section J4 and drawing 4. All competing cars must display at least two HSCC badges one on each side of the car. If at any time the Series has a sponsor – sponsors decals when provided must be displayed (one each side of car) failure to comply may result in grid or race penalties being applied. Individual advertising as per Motorsport UK Regulations H28.1.1 – H28.1.6

5.17 Ignition

5.17.1 Electronic ignition is permitted but the triggering process must be by utilising the original distributor. No programmable systems, no crank triggers, or mapped systems are permitted.

5.18 Cooling

5.18.1 Water and oil cooling are free, but must remain within the confines of the bodywork of the car. Only water based coolant such as anti-freeze is permitted.

5.19 Rear Axle

5.19.1 **The axle must be the same type as available in the production model available before 31.12.1979.**

Ratios are free, original pick up points must be used, additional axle location devices are allowed. Changing a live axle for independent is not permitted. Limited slip / torque biasing devices are permitted. The transmission configuration must remain as standard. Uprated half shafts are permitted.

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

Steven Watton

Co-ordinator

Andy Dee-Crowne