



PUBLISHED REGULATIONS



HISTORIC SPORTS CAR CLUB

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HSCC/FJHRA Historic Formula Junior Championship © Regulations 2023

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 (FJHRA) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (Motorsport UK Association Ltd) (incorporating the provision of the FIA International Sporting Code) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2023/R076

Race Status: Interclub

Motorsport UK Championship Grade: D

1.2 Officials:

- 1.2.1 Coordinator: Donna Skipworth-Michell, c/o HSCC, Silverstone Circuit, Towcester, Northants, NN12 8TN (Tel: 01327 858400)
- 1.2.2 Licensed Eligibility Scrutineer: Mr Matthew Lambkin-Smith, Triumph House, Wragby Road, Market Rasen, Lincs, LN8 5NS
- 1.2.3 Championship Stewards; Roger Bevan, Frank Lyons, Chris Alford c/o HSCC, Silverstone Circuit, Towcester, Northants, NN12 8TN Tel: 01327 858400

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- I be fully paid-up members of the HSCC and
- II be Registered for the Championship and
- III in possession of a valid 2023 Motorsport UK Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

- I be current members of the HSCC and FJHRA
- II be registered for the Championship
- III be in possession of a valid 2023 Motorsport UK Competition (Racing) **Clubman** status licence as a minimum, with the exception of an event outside of the UK where a **National** minimum status applies.

*Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent



- IV *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.4 Registration:

- 1.4.1 All Competitors must be full racing members of the HSCC (via the online membership registration process at www.hsc.org.uk) and register as Competitors for the Championship by returning the Registration Form with the Fee (£195 payable to FJHRA) to the Formula Junior Historic Racing Association prior to the Final Closing date for the first event being entered.
- 1.4.2 The membership year runs from 1st January to 31st December. Registrations will be accepted from 1st January in the membership year.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship for that year.

1.5 Championship Events:

The Championship will be contested over 12 rounds as follows:

Date	Circuit	Status	Org. Club
22 nd – 23 rd April	Snetterton		HSCC
6 th – 7 th May	Cadwell Park		HSCC
24 th – 25 th June	Donington Park		HSCC
15 th – 16 th July	Brands Hatch GP		HSCC
28 th – 30 th July	Oulton Park		HSCC
25 th – 27 th August	Silverstone		HSCC
23 rd September	Castle Combe		CCRC
14 th – 15 th October	Silverstone National		HSCC

1.6 Scoring:

- 1.6.1 Points will be awarded within each class, except those competing in the Invitational 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 less three (if there are 14 or more rounds) or less two (if the number of rounds is from 8 to 13) or less one (if there are less than 8 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;

3 starters	2 starters	1 starter
1 st 8 points	1 st 6 points	1 st 4 points
2 nd 6 points	2 nd 4 points	
3 rd 4 points		

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring race.

1.6.5 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;

1.6.5.1 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.)

1.6.5.2 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.)

1.6.5.3 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.)

1.6.5.4 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.)

1.6.5.5 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).

1.6.5.6 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

1.6.6 If two races are run at any one meeting for all the classes then both races shall count for Championship points for that meeting.

1.6.7 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 race 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 race 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.

- 1.6.8 If two (or more) Championship races 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.
- 1.6.9 If a dead-heat exists in a Championship Race, the following steps are to be taken
- I The Driver of the older car will have priority.
 - II Should the dead-heat persist, a dead-heat will be declared between the Drivers concerned.
- 1.6.10 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:
- I A Driver who has driven one car throughout the season will take precedence.
 - II 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 races in accordance with the provisions of the preceding paragraphs
 - III Should the dead-heat persist, a dead-heat will be declared between the Drivers concerned.
- 1.6.11 Competitors not registered for the Championship may be permitted on an individual event basis and will:
- I be deemed "Guest Competitors" and placed in the Invitational class
 - II not score points and for the purpose of points scoring will be ignored
 - III not qualify for Event awards
 - IV comply with the eligibility criteria as prescribed in Article 1.3 above with the exception of 1.3.1(II) and 1.3.2(II) as appropriate.

1.7 Awards:

- 1.7.1 All awards are to be provided by the Organising Club at each race.
- 1.7.2 **Per race:** Awards will be given to 1st, 2nd and 3rd overall; the Invitation Class does not qualify for overall positions. An award will also be given to 1st in each of any other classes taking part, other than the overall winning class, except the Invitation Class, subject to two having qualified to start in the class.
- 1.7.3 **Championship:** Subject as hereinafter provided:
- I 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, and
 - II 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
 - III Trophies (to be retained) to the first three places overall in the Championship presented by the HSCC.
 - IV 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 awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class awards will be presented at the Class presentation ceremony in the FJHRA paddock.



1.7.5 DELETED

1.7.6 Title to all trophies / awards:

If any Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of 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

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.
- 2.1.4 The Entry Fee for each event shall be specified on the HSCC website.
- 2.1.5 In the event of any competition being oversubscribed at the official closing date, the starters and reserves will be selected as follows;
 - 2.1.5.1.1 Firstly in equal numbers from each of the ten Formula Junior classes and Class F. If an equal number of cars in each class cannot be achieved (except in the case of insufficient numbers in any one class), the order of priority shall be Classes A, B1, B2, C1, C2, C3, D1, D2, E1, E2, and then finally Class F. If at any time between the selection at the closing date, and the start of the competition a car is withdrawn, such car shall be replaced by the first reserve from that class in priority to any other class.
 - 2.1.5.1.2 In the case of insufficient numbers in Class E2, then (but not otherwise) the next car from Class E1 in order of selection shall stand for selection as a starter as if in (place of) Class E2 (but for no other purpose) and selection shall continue taking two cars from Class E1 in order of priority as aforesaid in 2.1.4.1)
 - 2.1.5.1.3 The selection of a second choice from Class E1 shall be restricted to the intent that when selection for the maximum number of starters that are permitted for that track shall be completed, no class shall have less than 4 cars selected where there are 4 or more competitors entered for selection, and Class E1 shall be reduced accordingly (but not to less than 4).
 - 2.1.5.1.4 Secondly the selection in each class shall be from among those Drivers who have already scored points in the current Championship and secondly from among those Drivers who scored points in the Championship of the previous season, the order of priority being determined in each case (separately) by the number of points scored. In the case of equal points and in the case of Drivers who have not already scored points in either the current Championship, or the Championship of the previous season (as the case may be), the order of priority shall in each case be determined separately by the order of times set in the official qualifying session. In any case where there are more reserves either on equal points or no points, than can take part in the qualifying session according to the track limit, the order amongst these cars shall be determined with priority given inter se in order of receipt of entry.
 - 2.1.5.1.5 In the case of any Class G or Class H entry being received, if it is received before the closing date, and the Championship round is not oversubscribed, it shall have a confirmed entry. If the entry is received before the closing date and the Championship round is oversubscribed, it shall become last reserve of the entries received before the closing date (or if more than one then with priority in order of receipt.)



2.1.5.1.6 Entries may be received after the official closing date subject to approval by HSCC and FJHRA. Any entry received after the closing date will not take precedence over any entry received prior to the closing date. All entries received after the closing date, in the case of oversubscription, will be reserves in the order of receipt of entry, regardless of class

2.1.6 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 or re-run the session; 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, in order to qualify.

2.3.3 If there is more than one race at a race meeting, the grid positions for both Race One and Race Two will be drawn up according to the classification of the qualifying session

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 (1.6.3. 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.

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 /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 signal 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 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. All cars in the pitlane during a red flag period must take any restart from the pit exit.

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). You are classed as being in the pitlane once the front wheels of the car have crossed the pit entry line and you must not exceed the Pitlane Speed Limit until the front wheels have crossed the pit exit line.

Failure to comply with the speed limit may result in the imposition of the following penalties **for each Km/h over the Pitlane Speed Limit:**

Races: A minimum fine of £10 and/or a one-second race time penalty.

2.8 Race Finishes:

To be classified as a finisher, a car must 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 Motorsport UK approved transponder. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per Motorsport UK Q12.8.1

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

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.

2.14 Data Logging

- 2.14.1 No form of driver/chassis logging may be used whether to acquire technical information from the car or for other purposes at any time or in any part of an official Competition, in official practice, qualifying or racing.
- 2.14.2 No data acquisition systems which require any wired connection to any part of the car, or any wireless connection to any of the car's systems are permitted.
- 2.14.3 No form of GPS and/or camera with built-in GPS may be used to record the above.
- 2.14.4 No form of in-car lap timing systems are permitted.
- 2.14.5 Except for time-keeping purposes, radio communications between cars and pits are forbidden.



3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.



4. SPECIFIC CHAMPIONSHIP PENALTIES:

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

4.1 DELETED Infringements of Technical Regulations:

4.2 Specific Championship penalties as set out in the Supplementary Regulations:

- 4.2.1 The Clerk (s) of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with Motorsport UK Regulation Q12.26. There is no right to appeal any such penalty.
- 4.2.2 Any competitor who is penalised under the Motorsport UK Sporting Regulations at any stage of an event may at the Clerk of the Course's discretion incur the following Championship penalty: -
The event will be counted as one of the events contributing to their Championship score and they will be disqualified 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.
- 4.2.3 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 Championship event then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third event, 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.

If you are in any doubt check with the Eligibility Scrutineer or Eligibility Scrutineer.

5(2) GENERAL DESCRIPTION:

Eligible Cars: 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).

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

All documentation must be available at events entered, produced at scrutineering and when required at post-event checks.

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 Club 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 Club should be invited to participate in any one particular race.
- Invitation Entries for cars not registered for the Championship may be accepted subject to individual approval from the Club or Eligibility Scrutineer.

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 also comply with either Section 3.5 of the FJHRA Technical and Eligibility Regulations in force at 1st January 2023 (available to download from the FJHRA Website www.formulajunior.com), or for Class F cars, with the 500 Owners Association ("500 OA") Technical Regulations.
- 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.)

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

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.

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.

Electrical Systems must be fitted with suppressors as required by the wireless Telegraphy Regulations.

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. & G.12. '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.

5(15).2 Fuel:

- 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 Numbers must be displayed as per current Motorsport UK Yearbook Section J4 and Drawing 4. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.
- 5(17).2 Individual sponsor's decals are limited to two per vehicle, dimensions and limitations as per sections H27 and H28 of the *Motorsport UK General Regulations*.
- 5(17).3 All competing cars must display at least two HSCC badges and two FJHRA badges, one on each side of the car, together with championship or race sponsor stickers as required. Failure to display the required stickers by an individual competitor may result in the withholding of championship points and corresponding awards.

5.18 CLASS STRUCTURE

Moved to section 5(2)



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 Representatives

Chairman

Duncan Rabagliati

Competition Secretary

Sarah Mitrike

Technical Delegate

Grant Wilson

Please direct all correspondence through the FJHRA Office:

FORMULA JUNIOR HISTORIC RACING ASSOCIATION

4 Wool Road Wimbledon London SW20 OHW

M: 07871 046031

F: 020 8946 2367

formulajunior@gmail.com www.formulajunior.com



APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.