



# PUBLISHED REGULATIONS

## HISTORIC SPORTS CAR CLUB LTD

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## HSCC Aurora Trophy Series © Regulations 2023

### 1. SPORTING REGULATIONS - GENERAL

#### 1.1 Title and Jurisdiction:

The HSCC Aurora Trophy Series © is organised and administered by The Historic Sports Car Club Ltd [HSCC Ltd] in accordance with the Motorsport UK General Regulations (incorporating the provisions of the International Sporting Code of the FIA) and these Trophy regulations.

**Motorsport UK Series Permit No. RS2023/078**

**Race Status: National / Interclub**

#### 1.2 Officials:

- 1.2.1 Coordinator: Donna Skipworth-Michell, c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Eligibility Scrutineers: Sue Bateman, C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.3 Series Stewards: Roger Bevan, Frank Lyons, Chris Alford c/o HSCC, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN

#### 1.3 Competitor Eligibility:

##### 1.3.1 Entrants must:

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

##### 1.3.2 Drivers and Entrant/Drivers must:

- I be current members of the HSCC and,
- II be registered for the Series and
- III be in possession of a valid Competition Motorsport UK (Racing) Licence of *minimum* National (for Formula One, Formula 5000 and 2 Litre Formula 2 Cars) or Interclub Licence *as a minimum* for all other categories.
- IV Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent.
- V \*If participation in the Series 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 Series. 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 register for the series via the online membership registration process at [www.hsc.org.uk](http://www.hsc.org.uk) prior to the Final Closing date for the first event being entered.
- 1.4.2 The membership year runs from 1<sup>st</sup> January to 31<sup>st</sup> 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 Series for that year.

## 1.5 Series Events:

The HSCC Aurora Trophy Series will be held at the following race meetings.

Date	Circuit	Status	Org. Club
27-28 May	Silverstone GP Circuit	Interclub	HSCC
24-25 June	Donington Park	Interclub	HSCC
15-16 July	Brands Hatch GP	Interclub	HSCC
2-3 September	Croft	Interclub	HSCC

## 1.6 Scoring

- 1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results, except those competing in the Invitational class, as follows:-

Position	Number of race starters in class			
	4 or over	3	2	1
1 <sup>st</sup>	4	3	2	1
2 <sup>nd</sup>	3	2	1	
3 <sup>rd</sup>	2	1		
4 <sup>th</sup>	1			

Points will be based on the official published results of the race. If there is more than one race at an event, each will count for Series points unless stated otherwise.

- 1.6.2 The totals from all qualifying races will determine final Series points and positions. Handicap or two driver races do not qualify for Series points.
- 1.6.3 Ties shall be resolved using the formula in Section W1.3.4 of the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full point scoring race.
- 1.6.5 Competitors not registered for the Series may be permitted on an individual event basis and will:
- I be deemed "Guest Competitors"
  - II not score points and for the purpose of points scoring will be ignored
  - III 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 race organisers.
- 1.7.2 **Per race:** Awards will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall. An award will be given to first in each class, except the Invitation Class, subject to four starters in the class.
- 1.7.3 **Presentations:** 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 available either from the paddock office or at a Series co-ordinated presentation one hour after the official results have been published. Any awards not collected on the day will be forfeit.



1.7.4 **Series:** Series winner, 2<sup>nd</sup> and 3<sup>rd</sup> overall will receive a trophy. The highest placed finisher in each class will receive a trophy subject to 4 in class. A Hoosier trophy and a tyre bonus will be awarded on the basis of sporting achievement at the end of the year.

1.7.5 **Title to all trophies/awards:**

If any Provisional Results 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.



## 2. SERIES 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 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 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.
- 2.3.3 If there is more than one race at a race meeting, the grid position for race 2 will be set by the finishing order of Race1 irrespective of any driver change.

### 2.4 Races:

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

### 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. No overtaking or changing direction of any cars is allowed prior to crossing the Start Line.
- 2.5.3 Any car removed from the grid after the one minute signal or driven into pits on Green Flag Lap



shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later.

- 2.5.4 Any driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per *Motorsport UK General Regulation Q 12.11.2*. In addition, any driver unable to maintain grid position 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' signalling 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 pit lane during a red flag period must take any restart from the pit exit.

## 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 General Regulation 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 pit lane once the front wheels of the car have crossed the pit entry line and you must not exceed the Pit Lane Speed Limit until the front wheels have crossed the pit exit line. Pit lane speed limiters are permitted.  
Failure to comply with the speed limit may result in the imposition of the following penalties **for each Km/h over the Pit Lane 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 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 General 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 General Regulations 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 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.

## 2.14 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

- 3.1 By registering for the Series 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 Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include race bans through to Series 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 Series 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](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.



**4. SPECIFIC SERIES PENALTIES:**

In accordance with Section C of the ***Motorsport UK** General Regulations*.





## 5. TECHNICAL REGULATIONS:

### 5(1) INTRODUCTION:

#### Organising Club: See 6.1

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.

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

### 5(2) GENERAL DESCRIPTION

#### Eligible Cars:

The HSCC Aurora Trophy series is open to F1, F5000 & F2 / F Atlantic, Formula 3, Formula Ford 2000 and Formula Super Vee (Water Cooled) cars built and raced between 1/1/67 and 31/12/84. Only models with a National or International Competition history in period are eligible.

Formula 2 Cars built after 31/12/79 to 31/12/84 are eligible by Invitation at Organisers' discretion see Class I. Cars must be in original specification with only the addition of current safety requirements. Regardless of period specification all cars must run flat bottomed.

The Championship Stewards may classify, reclassify or exclude any car, as per section W2.2.1 of the current *Motorsport UK General Regulations*. All cars must have current FIA papers or HSCC Vehicle Identity Forms(VIF) approved by the Registrar. The issuance of a Vehicle Identity Form does not imply confirm eligibility or acceptance into the Series.

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

All documentation must be available at events entered, produced at scrutineering and when required at post-event checks. Cars must at all times be entered in a presentable manner, including sponsors decals.

For the purpose of these technical regulations, the term manufacture or manufacturer refers to the manufacturer of the vehicle unless clearly specified otherwise.

Manufacturer option equipment is not permitted unless specifically stated.

Chassis is defined to mean a chassis to which bodywork and mechanical components are fixed or a monocoque bodyshell .

#### Class Structure

- Class A Formula B/Atlantic & 1600cc Formula 2 cars which as a model competed 01/01/ 1967 – 31/12/1971.
- Class GLA Trophy for Formula 2 cars which as a model competed 01/01/1979 – 31/12/1984.
- Class B **The Ray Mallock Trophy** for Formula Atlantic cars which as a model competed between 01/01/01972 – 31/12/1979 (non ground effects)
- Class GLB Trophy for Formula Atlantic cars which as a model competed between 01/01/1979 – 31/12/1989
- Class C **The Brian Henton Trophy** for 2000cc Formula 2 cars which as a model competed between 01/01/1972 – 31/12/1979 (non ground effects)
- Class GLC Trophy for Formula 3 Cars which as a model competed between 01/01/1985 – 31/12/89
- Class D Cars built to conform to either Formula 2 or Atlantic regulations but without aerodynamic devices manufactured and raced after January 1967.
- Class GLD Trophy for Formula Ford 2000 which as a model competed between 01/01/1983 – 31/12/1989
- Class E **The Howden Ganley Trophy for** Formula 5000 cars which as a model competed pre1972
- Class GLE Trophy for Formula Super Vee 01/01/1979 – 31/12/1989
- Class F **The Tony Trimmer Trophy** for Formula 5000 cars which as a model competed between 01/01/1972 – 31/12/1977
- Class GLF Trophy for Vauxhall (Opel) 01/01/1988 – 31/12/1989 later build accepted but must retain MK1 Bodywork and specification



- Class G Invitation Class. For single seater cars 1600cc - 2 Litre, built between 01/01/1974 – 31/12/1979, conforming to the period regulations for Formula 3, Formula Ford 2000, and Formula Super Vee.
- Class H Invitation Class. For single seater cars 1600cc – 2 Litre built between 01/01/1980 – 31/12/1984 conforming to the period regulations for Formula 3, Formula Super Vee and Formula Atlantic. (Flat bottomed) Formula Ford 2000 built between 01/01/1980 – 31/12/1984 conforming to the period regulations.
- Class I Invitation Class. For Single Seater cars, of unlimited capacity, built between 01/01/67 – 31/12/84, invited at the discretion of the organisers. All classes of Invitation Cars, will run as flat bottomed.
- Class GLI Invitation Class. For Period Single Seater cars, of engine capacity up to 2 litre, built between 01/01/79 – 31/12/89 not included in the above classes or not complying fully with the period specification for the above classes. Earlier period single seater cars up to 2 litre, that maybe accepted at the organisers discretion.

**5(3) SAFETY REQUIREMENTS:**

All Motorsport UK General Regulations Section K safety criteria regulations apply as relevant. Items K4, K6 & 7 and K12 are not mandatory.

**5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

5(4).1 Vehicle Identity Papers

All vehicles must comply with their HSCC VIF and with National or International Formula regulations of period (proof of period specifications will be required). Competitors are encouraged to race their cars in as close to period specification as reasonably possible. Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section J and K. The driver must ensure the VIF is available at scrutineering and throughout each day of each event they attend.

5(4).2 Competitors are requested to contact the HSCC if they have any questions regarding the acceptable specification of their car.

5(4).3 No modifications can be made to cars beyond those originally fitted in period beyond those contained in these regulations. (No modifications effected during a car's use in "centre seat Can-Am racing" etc...)

**5(5) CHASSIS:**

As the cars HSCC VIF or FIA Identity document, or as per FIA regulations of the period. Any variation is at the discretion of HSCC.

**5(6) BODYWORK:**

- 5(6).1 As the car's HSCC or FIA Identity document.
- 5(6).2 Bodywork must be as originally fitted in period. Aerofoil devices may only be fitted if eligible for that category of car prior to 31.12.1979 and only then if they are as originally fitted and acceptable to modern Motorsport UK Safety Standards.
- 5(6).3 Bodywork MUST be of a type with proven competition history for that type of car. Competitors are strongly encouraged to retain a period livery/colour scheme.
- 5(6).4 Wings MUST be of a proven period design and MUST respect period dimensions for the chassis type in question. Any aerodynamic aids used on cars raced in the Series must be to dimensions and method / position(s) of fixing must be as the car type raced in period. Any deviation from such (standard arrangements for the car type) must be supported by (period) photographic evidence accompanied by submissions from manufacturer or team personnel from the period in which the car raced.
- 5(6).5 There is an absolute maximum rear wing height of 90cm including driver when measured from the ground for all **F5000**.

For Formula 2 and Atlantic cars see table below.

***Rear Wing specification for Classes A B & C***

Max height from the ground	All cars	90cm
Max width	All cars	110cm
Max overhang from axle centre line	1971 cars	Period
	1972	Period
	1973	Period
	1974	Period
	1975	100cm
	1976	80cm
	1977	80cm
	1978	80cm
Max overhang from Axle centre line Formula Atlantic Cars	All cars	Period

**5(7) ENGINE:**

As the car's HSCC or FIA Identity Document.

The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s).

**For F5000 Cars**



- 5(7).1 Engines fitted should be of the same type, make and swept volume as that originally fitted. Engine maximum capacity shall be 5000 c.c. (5 litres)
- 5(7).2 Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.
- 5(7).3 Fuel injection shall be allowed on Class E Cars provided evidence is available to confirm that the particular car actually ran with fuel injection during its period of competition (e.g. cars raced in the USA Formula A Championship), otherwise class E cars shall run carburetor fed engines.
- 5(7).4 Fuel injection or carburetor fed engines shall be allowed on Class F Cars.
- 5(7).5 Rev. limit for engines is free.
- 5(7).6 Exhaust systems must be to the same configuration as those used on the particular car type in its period of competition. No crossover manifolds or "2 into 1" type "balanced" systems shall be allowed.
- 5(7).7 The HSCC may permit, by individual application, the substitution of various original engines by another more readily available type, however competitors should note that the acceptance of a particular engine/chassis combination for this particular Series does not guarantee acceptance for international events.
- 5(7).8 Cast-Iron or aluminium cylinder heads are permitted.

#### **For Formula 2 Cars**

- 5(7).8 Engines fitted should be of the same type, make and swept volume as that originally fitted. However, Cosworth BDG or FVC engines are permissible substitutes for certain engines (e.g. BMW and Hart F2 engines), by individual application to the F2 registrar.
- 5(7).9 Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.
- 5(7).10 Exceptionally registered substitute engines for the FVA will be allowed provided that they are of a type manufactured within the era and that the substitute engine does not change the car's category or class, typically the Ford BDA engine shall be accepted as a replacement for the FVA.
- 5(7).11 The HSCC may permit, by individual application, the substitution of various original engines by another more readily available type, however, competitors should note that the acceptance of a particular engine/chassis combination for this particular Series does not guarantee acceptance for international events.
- 5(7).12 An increase of engine capacity up to 1% over the original maximum limit to the relevant class/formula will be permitted, subject to an individual application, and approval from the Formula 2 Registrar.



**5(8) SUSPENSIONS**

- 5(8).1 As the car's HSCC or FIA Identity document.
- 5(8).2 All cars must run at a minimum ride height of 40 millimetres, or as per FIA or RAC period regulations.
- 5(8).3 Suspension mountings and pick-up points shall be in original positions as when the car was manufactured or the car type's competition period.
- 5(8).4 Suspension should be as originally fitted to the car or of a type for which there is proven competition use in period. Remote reservoir dampers of any type are NOT acceptable. Variable rate springs may only be used where there is proven competition use on that type of chassis in period, (rising rate suspension only allowed on cars that were originally fitted with such – e.g. Lola T400).

**5(9) TRANSMISSION:**

As the car's HSCC or FIA Identity document, and to period regulations.

**5(10) ELECTRICS:**

- 5(10).1 As the car's HSCC or FIA Identity document, and to period regulations.
- 5(10).2 Original production specification with only assisted electronic aids allowed to a retained original distributor. Electronic ignition is acceptable, ignition systems must be of the period or to a manufacturer's replacement specification.
- 5(10).3 A red warning light must be fitted (K5.)
- 5(10).4 No electronic "measuring device" (except Tacho / Rev. Counters) shall be allowed. No potentiometers, wheel sensors, data-logging of any type or description shall be allowed.
- 5(10).5 Any such data-logging / sensor system fitted to a car presented for scrutineering shall render the car ineligible for racing and the car shall be deemed as having failed scrutineering and shall not be allowed to race at that particular meeting (or any future meeting unless all system is removed).

**5(11) BRAKES:**

- 5(11).1 As the car's HSCC or FIA Identity document.
- 5(11).2 Hydraulic pipes may be replaced with Aeroquip or similar.
- 5(11).3 Friction material shall be free provided on steel rotors.

**5(12) WHEELS/STEERING:**

As the car's HSCC or FIA identity document, and to comply with period regulations. Wheel manufacture is free provided that wheel dimensions are as per original fitment for car type / model.

**5(13) TYRES:**

Avon A11 slick tyres as standard, optionally Hoosier R35 or R20 tyres may be used. When conditions dictate Avon wet weather tyres, of the type Avon / BMTR refer to as their Contract Historic Wet Weather Tyre in A15 Compound, may be used. For all cars classes a variation maybe permitted at the discretion of the HSCC.

**5(14) WEIGHTS:**

As the car's identity document, and to comply with period regulations.

All cars MUST respect the period minimum weight limit for the type of chassis and formula in period.

**Class A B, and C**



1971	450 Kgs
1972	450 Kgs
1973	450 Kgs 4cyl/475 6 cyl
1974	475 Kgs 4cyl/500 6 cyl
1975	500 Kgs
1976	500 Kgs
1977	500 Kgs
1978	500 Kgs
Class B All Years	440 Kgs
Class D All years	420 Kgs

**5(15) FUEL TANK/FUEL:**

As the car's HSCC identity documents, and to comply with period regulations.

Fuel must be in accordance with Motorsport UK General regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b),

**5(16) SILENCING:**

Maximum permitted noise levels are not defined in these series regulations. However, some circuits/venue owners/meeting organisers may impose restrictions in the Supplementary Regulations. The HSCC will give as much advanced warning as possible of the need for cars to comply with any noise restriction.

**5(17) NUMBERS AND DECALS:**

- 5(17).1 Numbers must be displayed as per Section J4 and drawing 4 of the *Motorsport UK General Regulations*. 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 one on each side of the car, together with series or race sponsor stickers as required. Failure to display the required stickers by an individual competitor may result in grid or race penalties being applied.
- 5(17).4 Individual advertising as per *Motorsport UK General Regulations* H28.1.1 – H28.1.6

**5(18) Geoff Lees Class Technical Regulations**

The Geoff Lees Classes are open to Formula 2, Formula Atlantic, Formula 3, Formula Ford 2000 and Formula Super Vee (Water Cooled) cars built and raced between 1/1/79 and 31/12/89. Cars must be in original specification with only the addition of current safety requirements. Cars should have a current FIA Historic Technical Passport (HTP) or an HSCC Vehicle Information Form (VIF) as proof of conformity.

**5(18).1 SAFETY REQUIREMENTS:**

All **Motorsport UK** Section K safety criteria regulations apply as relevant. Regulations K4, K6 & 7 and K12 are not mandatory.

**5(18).2 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

All vehicles must comply with their HSCC VIF and with National or International Formula regulations of period (proof of period specifications will be required). Competitors are encouraged to race their cars in as close to period specification as reasonably possible.



Only models with a National or International Competition history in period are eligible.

Subject to their HSCC VIF indicating otherwise, vehicles must comply with Motorsport UK Regulations Sections J and K

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.

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(18).3 CHASSIS:** As the cars HSCC VIF or FIA HTP, or as per FIA or National regulations of the period. Any variation is at the discretion of the Series Technical Committee.

**5(18).4 BODYWORK:** Exactly as the car's HSCC VIF or FIA HTP.

Bodywork must be as originally fitted in period.

Bodywork MUST be of a type with proven competition history for that type of car. Competitors are strongly encouraged to retain a period livery/colour scheme.

Wings MUST be of a proven period design and MUST respect period dimensions for the chassis type in question. Any aerodynamic aids used on cars raced in the Series must be to dimensions and method / position(s) of fixing must be as the car type raced in period. Any deviation from such (standard arrangements for the car type) must be supported by (period) photographic evidence accompanied by submissions from manufacturer or team personnel from the period in which the car raced.

No part of the car may be lower than the main monocoque floor.

**5(18).5 ENGINE:** As the car's HSCC VIF or FIA HTP.

For Formula 2 Cars

Engines fitted should be of the same type, make and swept volume as that originally fitted. However, Cosworth BDG or FVC engines are permissible substitutes for certain engines (e.g. BMW and Hart F2 engines), by individual application to the HSCC Office.

Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.

The organisers may permit, by individual application, the substitution of various original engines by another more readily available type, however, competitors should note that the acceptance of a particular engine/chassis combination for this particular Series does not guarantee acceptance for international events.

An increase of engine capacity up to 1% over the original maximum limit to the relevant class/formula will be permitted, subject to an individual application, and approval from the HSCC Office. For Formula Atlantic Cars

Either Ford BDA or BDD engines will be accepted. For Formula 3 Cars

**2000cc:** The only engines permitted are units having a maximum capacity of 2000cc and of a type used in period and in a chassis permitted to be used.

All cars will have an induction system which must be of original specification and can be either mechanical or electronic injection. All air feeding the engine must pass through a throttling flange of 3mm minimum length, and having a parallel hole of 24mm diameter maximum. The airbox must be of the original pattern as used in the period and be constructed of material as used in period. A jig will be used to fit over the existing airbox. It is prescribed that the entire inlet system, including manifolds, injectors or carburettors, airbox and restrictor must fit into a box of 1m long by 110mm wide by 150mm high. The total airbox system must be capable of sustaining a vacuum of 5" Hg (mercury) when using a pump drawing a maximum of .9cfm of free air.



#### Formula Ford 2000

The only permitted engine is the Ford NE series 2 Litre SOHC with 2 Venturi carburettors with nominal bore 90.84mm + 0.5mm rebore allowance and stroke 76.95mm Production tolerances are permitted providing the total swept volume does not exceed 2025cc. Engines will be mounted upright and aligned fore and aft in the chassis.

#### Formula Super Vee

The permitted engine must have a maximum displacement of 1600cc made from standard VW components of series production in the VW Golf, Scirocco or Passat.

#### **5(18).6 SUSPENSION:** As the car's HSCC or FIA Identity document.

##### Ground Clearance:

The minimum ride height for all cars applies at all times through a Competition and testing for compliance may take place at any time during a Competition, including when the Competitor is seated, stationary in the

car, with fuel and fluids. All cars must pass a simple ground clearance test to show a minimum ride height of 40mm at all times during a Competition. No entirely sprung part of the car may be less than 40mm from the ground with the car stationary, in its normal racing trim, and with the Competitor on-board.

Apart from the complete front and rear wheels, no part of the car shall systematically or continuously touch the ground when the car is in motion. Any device bridging the space between the bodywork and the

ground is prohibited. Any device fitted to the car to lower its ground clearance whilst in motion, and/or any component (including "helper springs" which are of a lower spring rate to the spring they are intended to "help") which has that same effect is forbidden.

Suspension mountings and pick-up points shall be in original positions as when the car was manufactured or the car type's competition period.

Suspension should be as originally fitted to the car or of a type for which there is proven competition use in period. Remote reservoir dampers to period specification (or of an equivalent design where original specification dampers are no longer available) are permitted. Subject to regulation 19.17.1 above, variable rate springs may only be used where there is proven competition use on that type of chassis in period.

#### **5(18).7 TRANSMISSION:** As the car's HSCC VIF or FIA HTP, and to period regulations.

#### **5(18).8 ELECTRICS:** As the car's HSCC VIF or FIA HTP, and to period regulations.

Original production specification with only assisted electronic aids allowed to a retained original distributor. Electronic ignition is acceptable, ignition systems must be of the period or to a manufacturer's replacement specification. Ignition timing must be set by the distributor – no "mapping" of electronic timing systems is permitted unless used in period in that model.

A red warning light must be fitted (Motorsport UK Regulation K5.)

#### **5(18).8 BRAKES:** As the car's HSCC VIF or FIA HTP.

Hydraulic pipes may be replaced with Aeroquip or similar.

Friction material shall be free provided on steel rotors.

#### **5(18).9 WHEELS/STEERING:** As the car's HSCC VIF or FIA HTP, and to comply with period regulations.

Wheel manufacture is free provided that wheel dimensions are as per original fitment for car type / model.

#### **5(18).10 TYRES:** Avon A11 slick tyres as standard, optionally Hoosier R35 or R20 tyres may be used. When





conditions dictate Avon wet weather tyres, of the type Avon / BMTR refer to as their Contract Historic Wet Weather Tyre in A15 Compound, may be used. For all cars classes a variation maybe permitted at the discretion of the HSCC.

**5(18).11 WEIGHTS:** As the car's HSCC VIF or FIA HTP, and to comply with period regulations.

**5(18).12 FUEL TANK/FUEL:**

**(a) Tank:** As per the FIA Regulations to comply with period regulations.

**(b) Fuel:** - As FIA Regulation Appendix J Art 252. Art 9

**5(18).13 SILENCING:** Maximum permitted noise levels are not defined in these series regulations. However, some circuits/venue owners/meeting organisers may impose restrictions in the Supplementary Regulations. The HSCC will give as much advanced warning as possible of the need for cars to comply with any noise restriction.

**5(18).14 NUMBERS AND DECALS: Positions**

As per Motorsport UK Yearbook Section J4 and drawing 4. Individual sponsor's decals are limited to two per vehicle. All competing cars must display at least two HSCC badges one on each side of the car. If at any time the 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



## 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](mailto:office@hsc.org.uk)  
Website: [www.hsc.org.uk](http://www.hsc.org.uk)

**Series Chairman:** Keith Norris

**Series Registrar:** Terry Jacob



## 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](https://Motorsportuk.org/racewithrespect)  
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

### The Values

- Respect
- Integrity
- Fair play
- 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.