



# PUBLISHED REGULATIONS

## HISTORIC SPORTS CAR CLUB LTD

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## HSCC Classic Formula 3 Series © Regulations 2023

**Eligible Cars: Moved to section5(2).**

### 1. SPORTING REGULATIONS - GENERAL

#### 1.1 Title and Jurisdiction:

The HSCC Classic Formula 3 Series © is organised and administered by The Historic Sports Car Club [HSCC] in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series regulations. The issue of a Vehicle Identity Form does not imply confirm eligibility or acceptance into the Series

**Motorsport UK Series Permit No. RS2023/081**

**Status: Interclub**

#### 1.2 Officials:

- 1.2.1 Co-Ordinator: Donna Skipworth-Michell, c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Licensed 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 valid members of the HSCC and
  - II be Registered for the Series and
  - III be in possession of a valid Motorsport UK Entrants Licences.
- 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 valid Motorsport UK Competition (Racing) Clubman status Licence, *as a minimum*
  - 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 Series will be contested over events as follows:

Date	Circuit	Status	Org. Club
22-23 April	Snetterton 300/200	Interclub	HSCC
27-28 May	Silverstone GP	Interclub	HSCC
24-25 June	Donington Park	Interclub	HSCC
15-16 July	Brands Hatch GP	Interclub	HSCC
2-3 September	Croft Circuit	Interclub	HSCC
14-15 October	Silverstone Circuit (National)	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			
	6 or over	Up to 5	Up to 3	1
1 <sup>st</sup>	15	10	5	1
2 <sup>nd</sup>	12	8	3	
3 <sup>rd</sup>	10	6		
4 <sup>th</sup>	9	4		
5 <sup>th</sup>	8	3		
6 <sup>th</sup>	7			
7 <sup>th</sup>	6			
8 <sup>th</sup>	5			
9 <sup>th</sup>	4			
10 <sup>th</sup>	3			

All other finishers will receive 2 points.

One point will be awarded for the fastest lap in each class at each round and one point to each non finisher.

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 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall; the Invitation Class does not qualify for overall positions. An award will be given to 1<sup>st</sup> in each class, except the Invitation Class, subject to four starters in the class.
- 1.7.3 **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, the 2<sup>nd</sup> subject to 6 in class and 3<sup>rd</sup> subject to more than 6 in class. The winner of class B shall be awarded the Tony Brise Trophy. To qualify for a position in the Series results a competitor must have competed in at least 50% of the races. Other awards may be given at the Series Organisers' discretion
- 1.7.4 **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 coordinated presentation one hour after the official results have been published. Any awards not collected on the day will be forfeit.
- 1.7.5 DELETED
- 1.7.6 Title to all trophies / **awards:**  
If event of any Provisional Results or Series Tables are revised after any provisional 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 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, 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 shall be determined 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 (1.6.4. above applies)

### 2.5 Starts:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 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 startline will be turned on.
  - V Competing cars must then hold their position and speed until the red lights at the Startline are extinguished denoting the start of the race. No overtaking or changing direction of any cars is allowed prior to crossing the Startline.
- 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 pit lane and may start the race after the last car has passed the startline or pit lane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per Motorsport UK Regulation Q12.11.1. In addition, any driver unable to maintain grid positions on Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

## 2.6 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 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 **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) . 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. Pitlane 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 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

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

- 3.1.1 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).
- 3.1.2 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 loss of Series points and/or race bans through to Series Expulsion and referral to Motorsport UK.
- 3.1.3 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 current Motorsport UK Yearbook.

**4.1 DELETED**

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

- 4.2.1 The Clerk of the Course (s) has 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 Series penalty: -
- 4.2.3 The event will be counted as one of the events contributing to their Series score and they will be excluded from the event. Additionally, the competitor will forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.
- 4.2.4 Any Competitor who is penalised under the Series Sporting Regulations at any stage of a Series event and receives an allocation of penalty points on their race license in accordance with Motorsport UK Regulations, will receive a Series points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another Series event then the number of Series points deducted will be double the number of penalty points applied. If penalty points are applied at a third event, then the Series 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.**

Competitors are advised to read sections: Section J of the current Motorsport UK Yearbook.

At least the first three finishers in each class in the race shall go directly to the scrutineering bay following any slowing down lap. The responsibility for ensuring attendance at post-race scrutineering is entirely that of the competitor. Any competitor failing to make their vehicle available for inspection to the scrutineers when directed, will be reported to the Clerk of the Course Motorsport UK Regulation C3.2

Any competitor failing to comply with either the letter or the spirit of the formula will be reported to the Clerk of the Course by the eligibility scrutineer/registrars for any further action.

Specific regulations for 2000cc engined Formula 3 and 1600cc Formula 3 cars are headed 2000cc and 1600cc respectively. If no such heading is present, the regulation covers ALL competing cars.

### 5(2) GENERAL DESCRIPTION:

**Eligible Cars:** The HSCC Classic F3 Series is open to Single Seater Racing Cars with 1600cc F3 engines built and raced between 1/1/71 and 31/12/73, and to those with 2000cc F3 engines built and raced between 1/1/74 and 31/12/84 and Formula Atlantic or Formula B Single Seater Racing Cars built and raced between 1.1.71 and 31.12.79 with engines used in the car model in period but excluding ground effect cars.

There is also the URS Trophy, open to Formula Ford 2000 cars built prior to 31/12/83 which must comply with the HSCC Historic Formula Ford 2000 regulations (excluding cars built in 1983 for sale as 1984 models and all 1983 Reynard models)

All cars must have current FIA HTP papers or HSCC Vehicle Identification Forms. The issuance of a Vehicle Identity Form does not imply confirm eligibility or acceptance into the Series.

#### **Class Structure for HSCC Classic Formula 3 Series**

Class A 2 litre F3 cars built and raced between 1<sup>st</sup> January 1974 and 31<sup>st</sup> December 1984

Class B 1600cc F3 cars built and raced between 1<sup>st</sup> January 1971 and 31<sup>st</sup> December 1973

Invitation classes for the URS Trophy not eligible for Classic Formula 3 Series points:

Class C Formula Ford 2000 Cars built between 1<sup>st</sup> January 1982 and 31<sup>st</sup> December 1983.

Class D Formula Ford 2000 Cars built prior to 31<sup>st</sup> December 1981.

Class FAA Formula Atlantic Cars built with engines conforming to an original Formula Atlantic or Formula B specification manufactured and raced prior to 31<sup>st</sup> December 1975.

Class FAB Cars built with engines conforming to an original Formula Atlantic or Formula B specification manufactured and raced between 1<sup>st</sup> January 1976 and 31<sup>st</sup> December 1979 but excluding ground effect cars.

### 5(3) SAFETY REQUIREMENTS:

The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply: - K1; K3.1; K1.3.2; K2. & K2.1.4 Six Point; K3.2; Section K Appendix 1, Table 3, K4; K5; K6 -13

Section **(K5)**: A rearward facing red warning light is mandatory and must comply with this regulation.

### 5(4) GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

- 5(4).1 All cars prior to being accepted and registered by the HSCC must comply with these Regulations and the provisions of the Regulations. Anything outside this must be approved by the eligibility scrutineer. Only very minor modifications to original specifications are permitted.



5(4).2 Competitors must always make prior application to the Series Registrar in writing with reference to the unavailability of original pattern parts, panels etc. Each such case and application will be considered by the Series Organisers and the Eligibility Scrutineer and ruled thereon. Failure to comply may result in rejection of the car.

5(4).3 All vehicles must comply with their HSCC or FIA Identity Documents; subject to their Identity Documents indicating otherwise, vehicles must comply with Technical Regulations for competitors (Section Q Technical).

**5(4).4 Engine Seals**

In case of official protest all engines shall have provision for sealing as listed:

All engines must have provision for scrutineer's wire seals. 1/16in holes pre-drilled in readily accessible locations on installed engines must be available:

- I Sump - two holes through the cylinder block/sump joint flange, specifically a pair, on each side or diagonally opposite.
- II Cam Cover - at least two retaining screw heads must be cross drilled
- III Cam Timing Pulley - retaining bolt must be cross drilled
- IV Inlet Manifold - at least two retaining bolt heads to the cylinder head must be cross drilled.
- V Carburettor - at least two retaining nuts to the cylinder head must be cross drilled
- VI Bell housing - at least two retaining bolts to the engine must be cross drilled to enable clutch and flywheel to be adequately sealed OR competitors must be prepared to remove either engine or transmission to enable sealing of clutch and flywheel in which case at least two clutch cover retaining bolts must be cross drilled. Failure to comply renders the engine ineligible.

**5(5) CHASSIS:**

5(5).1 **1600cc:** Any chassis manufactured before 31.12.73 and of a type raced in 1600cc Formula 3 between 1.1.71 and 31.12.73.

5(5).2 **2000cc:** Any chassis manufactured before 31.12.84 and of a type raced in 2000cc Formula 3.1985 Model cars, raced in 1984 as prototypes are prohibited. A case example is the Ralt RT30 which is prohibited. Furthermore, all carbon chassis cars are prohibited though the Anson SA4 Aluminium chassis with carbon panel is acceptable.

5(5).3 No modifications, other than those in 5(4).2, are permitted without the specific approval of the Eligibility Scrutineer.

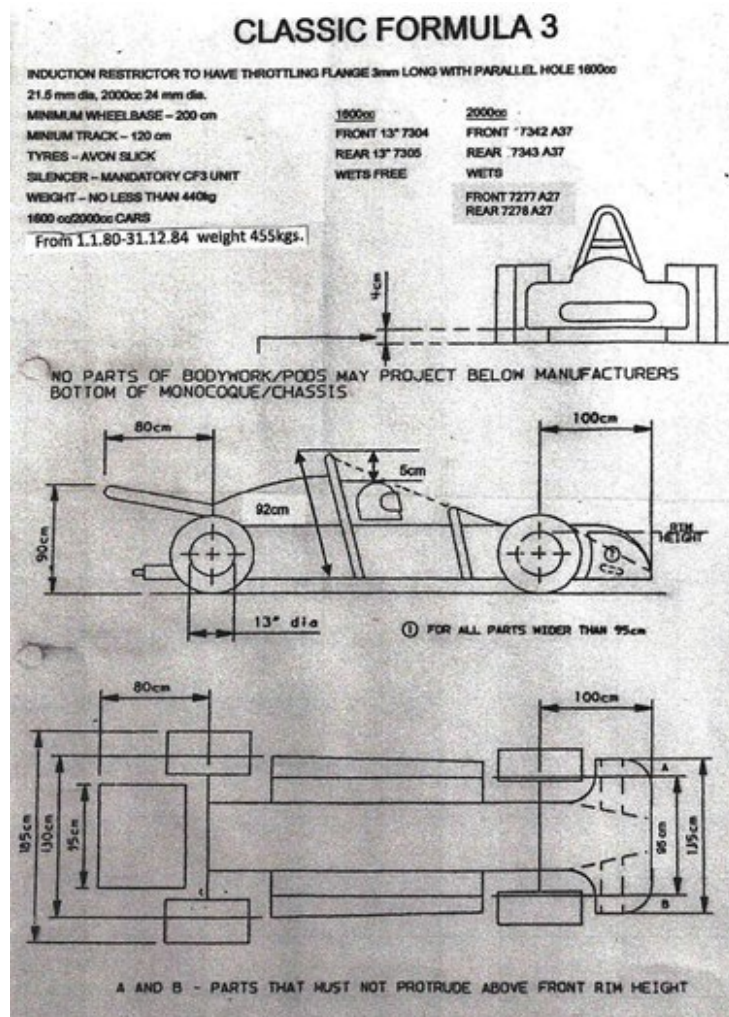
5(5).4 **FF2000:** Cars must conform with the Technical Regulations of the Historic FF2000 Championship run by the HSC

5(5).5 Formula Atlantic: No modifications, other than those in 5(4).2, are permitted without the specific approval of the Eligibility Scrutineer.

5(6) **BODYWORK:**

- 5(6).1 Bodywork must be as that originally fitted to the car. No modifications are permitted without the specific approval of the Eligibility Scrutineer.
- 5(6).2 The rear wing and the method of mounting must be as original.
- 5(6).3 The use of composite materials using carbon and/or Kevlar reinforcement is prohibited.
- 5(6).4 Enclosure of the sides of the engine or the use of any undertray under the engine bay is prohibited even if these items were a "period" modification.
- 5(6).5 Specifically, for 2000cc Formula 3 ground effect cars built between 01.01.1981 and 31.12.1984 the addition of a flat bottom as per the following construction and fixation methodology is mandatory. The valid year of specification will be as featured on the Historical Technical Passport first page, the HSCC VIF form or the FFSA VIF form, and will serve as reference.

Between the rear edge of the complete front wheels and the front edge of the complete rear wheels, all sprung parts of the car visible from directly beneath the car must lie on one plane within a tolerance of (+/-) 5mm. Dimensions as per the technical drawing below:



All these parts must produce a uniform, solid, hard, rigid (no degree of movement in relation to the body/chassis unit), impervious surface, under all circumstances. The periphery of the surface formed by these parts may be curved upwards with a maximum radius of 5 cm-no diffuser are permitted.

- 5(6).6 Any specific part of the car influencing its aerodynamic performance.  
Must comply with the rules relating to bodywork,  
Must be rigidly secured to the entirely sprung part of the car (rigidly secured means not having any



- degree of movement)  
Must remain immobile in relation to the sprung part of the car,
- 5(6).7 Any device or construction that is designed to bridge the gap between the sprung part of the car and the ground is prohibited under all circumstances.
- 5(6).8 No part having an aerodynamic influence and no part of the bodywork may under any circumstances be located below the geometrical plane generated by the plane surface provided by this article.
- 5(6).9 **In respect of 1600cc cars** it is permitted to update the bodywork of a particular chassis to that used by the same manufacturer up to and including the last 1600cc Formula 3 race in 1973 (e.g., a March 713 may have March 733 bodywork). However, it should be understood that bodywork not originally fitted to the chassis may invalidate HSCC and/or FIA Vehicle Identity Documents.
- 5(6).10 Formula Atlantic:** Bodywork must be as that originally fitted to the car.  
The rear wing and the method of mounting must be as original.  
The use of composite materials using carbon and/or Kevlar reinforcement is prohibited.  
Enclosure of the sides of the engine or the use of any under-tray under the engine bay is prohibited even if these items were a “period” modification.

#### REAR WING SPECIFICATION

- Max height from ground** 90cms  
**Max width** 110cms  
**Max overhang from Axle centre line** As HTP or VIF

#### 5(7) ENGINE:

##### 5(7).1 Permitted Modifications

**1600cc:** The engine block and cylinder head castings with machining completed shall be those of an engine equipping a road car model of which the series production was at least 5000 units annually. The original engine block and cylinder head may be modified freely by removal of material. The addition of material is specifically excluded. However, it is permitted to sleeve an engine that was not originally fitted with sleeves. The type of crankshaft bearings shall not be modified (e.g., the replacement of a plain bearing by a roller bearing is forbidden).

**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. Development engines or accessories (i.e., programmable electronic ignition) developed prior to 31.12.84 for use after 31.12.84 are not permitted. As an example, this will be a VW engine with the extra- long intake manifold developed by Speiss for electronic fuel injection, even if the engine has been converted to mechanical injection.

**FF2000** Engine specifications as per the Historic FF2000 Regulations issued by the HSCC

**Formula Atlantic:** Cars must be powered by a normally aspirated engine not exceeding 1600cc of the type originally fitted to the model of car during its participation in National or International competition. An increase of engine capacity up to 1% over the original maximum limit will be permitted subject to an individual application and approval from the Eligibility Scrutineer.

The Series Chief Scrutineer may select any engine for Eligibility and Compliance checking by internal dimensional measurement.

Formula Atlantic and Formula B Ford BDA engines must comply exactly with all the engine linear dimensions specified in FIA homologation paper No. 1605 Ford Escort 1600RS and in the period RAC Motor Sport Technical Manual Formula Atlantic regulations. In particular, these are: Bore 80.97mm: Stroke 77.62mm: Inlet valve diameter 1.22” (30.98mm): Exhaust valve diameter 1.01” (25.65mm)



N.B. not 26.65mm.

SCCA Formula B cars may also be fitted with up to 1600cc Lotus-Ford "twin-cam" and similar engines as fitted in period. The technical specification for these engines must be as used in period and as per the car's identity document.

#### **ENGINE SEALING: Moved to 5(4)**

5(7).2 **Engine Location** as per original.

5(7).3 **Oil/Water/Cooling** system is free, but the water-cooling radiator/s must remain in its original location.

#### **5(7).4 Induction Systems**

**1600cc:** The induction system is free, but it shall mandatorily be fitted with a throttling flange of 3mm in length and with a parallel orifice of 21.5mm diameter. Through this restrictor all the air feeding the engine must pass. The restrictor shall be made of metal or metallic alloy. 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 carburetors, airbox and restrictor must fit into a box of 1m long by 110mm wide by 150mm high. No supercharging device shall be allowed even if a series production one was fitted to the original engine. The total induction system must be capable of holding a vacuum of 3in Hg (mercury) as tested on the Classic Formula 3 Association pump.

**2000cc:** The induction system must be of original mechanical injection type. All electronic injection systems are prohibited even if some were tested in 1984 - they have to be mechanical 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 carburetors, 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.

**All cars:** Action to be taken in the event of any car failing to achieve between 50% and 100% of the relevant vacuum readings which will be at the sole discretion of the eligibility scrutineer/registrar

#### **5(7).5 EXHAUST SYSTEMS**

The exhaust system and manifold are free, within Vehicle Regulations.

#### **5(7).6 IGNITION SYSTEMS**

**1600cc:** Ignition systems are free except electronic engine management systems are excluded.

**2000cc:** The ignition system must be as originally fitted; management systems are not allowed.

Distributors are free providing they retain the original drive and location. The distributor is defined as the component which triggers the LT current and distributes the HT ignition current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute or time the ignition. It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel

#### **5(7).7 FUEL DELIVERY SYSTEMS**

Only the standard mechanical fuel pump for the engine is permitted. Fuel pipes are free. Fuel cooling radiators are permitted, within safety regulations, but must be mounted within the main chassis frame.



5(8) **SUSPENSIONS**

- 5(8).1 Suspension as original. Remanufactured or replacement suspension components shall be dimensionally as original, but material thickness may be changed in the interests of safety.
- 5(8).2 The suspension shall utilise only the original pick-up points unless these were modified and used on the chassis and raced in a Formula 3 1600cc race prior to 31.12.73 and 2000cc prior to 31/12/80.
- 5(8).3 No modification permitted without consultation and ratification by the Eligibility Scrutineer.
- 5(8).4 The use of any additional anti squat/anti droop devices is strictly prohibited.
- 5(8).5 Dampers shall be of the same type in terms of appearance as originally fitted to the car and shall be mounted to the original mounting points. Remote reservoirs or any form of external control system are excluded. The use of more than one spring per corner is prohibited.
- 5(8).6 Minimum wheelbase: 2000mm  
Minimum track: 1200mm
- 5(8).7 Formula Atlantics: Must be as the original type for the car. It is forbidden to alter the working of the suspension by modifying the pick-up points. Rising rate and helper springs are forbidden. Dampers shall be of a type fitted in period, of aluminium or steel twin-tube construction and with no more than two way adjustment eg. Koni 8212 or equivalent period Bilstein. Out of period dampers are not permitted.

5(9) **TRANSMISSION:**

- 5(9).1 **1600cc:** The gearbox and differential casings shall be those of a car manufactured in at least 5,000 units in 12 consecutive months of a model recognised by the FIA, but not necessarily the model from which the engine has been taken.
- 5(9).2 **2000cc:** Gearbox and final drive must be of the type originally fitted to the car. Torsen and Quaife differentials are strictly forbidden for all cars.
- 5(9).3 **FF2000:** The gearbox must not contain more than four forward gears and include an operable reverse gear, capable of being engaged by the driver whilst normally seated. The ratios are free
- 5(9).4 Torque biasing, limited slip and locked differentials are prohibited. Non-ferrous differential components prohibited.

**5(10) ELECTRICS:**

- 5(10).1 Batteries must be of a type which does not leak acid if inverted. The location is free.
- 5(10).2 The engine must be fitted with an operable electric starter motor (compressed air starters are prohibited).
- 5(10).3 The electrical system shall be fitted with a safety cut out switch as per K8 Motorsport UK Technical Regulations.

**5(11) BRAKES:**

- 5(11).1 The braking system must be as that originally fitted to the car.
- 5(11).2 No modifications are permitted without the specific approval of the Eligibility Scrutineer.

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

- 5(12).1 Wheels should comply with current FIA Appendix J for Formula 3.
- 5(12).2 Centre lock wheel retaining nuts must be fitted with safety ('R') clips and painted in a bright colour. Aircraft type self-locking nuts are not acceptable as an alternative.
- 5(12).3 Wheels may be constructed from aluminium alloys or magnesium alloys.
- 5(12).4 Note: Competitors are reminded that alloy/mag wheels can have a tendency to crack, especially the older ones. For safety reasons, please keep a check on your wheels.
- 5(12).5 Rim dimensions:  
Front 13" dia x 8.5" wide maximum: Rear 13" dia x 10" wide maximum.  
**FF2000** 13in diameter wheels with maximum front rim width 6in and rear 8in are the only wheels permitted Material is free providing it is metal.  
**Formula Atlantic:** - Front 13"x 10" and Rear 13"x 14".
- 5(12).6 Aerodynamic plates are expressly forbidden.

**5(13) TYRES:**

- 5(13).1 All cars use the same type and compound of Avon control tyres. Only the following tyres are permitted:

**2000 F3**

## AVON

Dry Front	7.5/210 x 13	spec no 7342 A37
Rear	9.2/220 x 13	spec no 7343 A37
Wet Front	7.5/210 x 13	spec no 7277 A27
Rear	9.2/220 x 13	spec no 7278 A27

**1600 F3**

## AVON

Dry Front	7.5/210 x 13	spec no 7342 A37
Rear	9.2/220 x 13	spec no 7343 A37
Wet Front	7.5/210 x 13	spec no 7277 A27
Rear	9.2/220 x 13	spec no 7278 A27

**FF2000**

## AVON

Dry Front:	6.5 /21.0 X 13	Spec no. 8814
Rear	8.2 /22.0 X 13	Spec no. 8815
Wet Front	160/530 R13	Spec no. 13593M
Rear	180/565 R13	Spec no. 13594M



**Formula Atlantic:**

Avon A11 Slick Tyre

Dry Front - 9.0/20.0-13 A11 Slick Code 7210S

Rear - 12.0/23.0-13 A11 Slick Code 7239S

Avon A15 Classic Wet Tyre

Wet Front - 9.0/20.0-13 A15 Classic Wet Code 2553W

Rear - 12.0/23.0-13 A15 Classic Wet Code 2888W

- 5(13).2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 5(13).3 A maximum of twelve Dry weather tyres per car per season ONLY are permitted by F3 or by URS FF2000 cars in the URS Trophy. Each competitor is required to complete a form indicating the tyre numbers that are going to be used at each race. The completed form must be handed to the scrutineers when the car is being scrutineered. Failure to do so could prevent a scrutineering ticket being issued. The Chief Scrutineer will monitor the tyres used and advise if the maximum number is exceeded.

5(14) **WEIGHTS:**

Weight is the weight of the vehicle as it finishes the qualifying and/or races but excludes the driver and his equipment.

**1600cc:** The weight of the car shall not be less than 420kg

**2000cc:** The weight of the car must not be less than 440 kgs for cars built prior to 31.12.79. or 455 kgs for cars built between 01.01.80 and 31.12.84.

**FF2000:** The weight of the car shall not be less than 440kg for cars built up to 31.12.83

**Formula Atlantic:** The weight of the car shall not be less than 440kg.

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

- 5(15).1 The fuel tank should be located in the same position as that originally fitted to the car. On safety grounds, it may be relocated subject to approval by the Eligibility Scrutineer.
- 5(15).2 Fuel tank capacity is free.
- 5(15).3 Fuel must be in accordance with Motorsport UK regulations Section B Nomenclature & Definitions Pump Fuel parts (a) or (b).
- 5(15).4 **FF2000:** Tanks outside the chassis frame must comply with FIA Spec/FT3 Inboard tanks, covered externally with fireproof coating, are acceptable for events of less than 70km.  
A metal tank coated with GRP does not comply  
Maximum capacity 41 litres unless carried in FIA Spec/FT3 tank.

5(16) **SILENCING:**

- 1.1** All vehicles must comply with Motorsport UK Regulation J5.17 and are also subject to individual circuit requirements if specified in Supplementary Regulations. i.e.,108db
- 1.1.1 **FF2000:** A mandatory silencer, Ford part no: 9095317 must be fitted and must comply with Motorsport UK Regulation J.5.17.





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

- 5(17).1 Numbers must be displayed as per Section J4 and Appendix 1 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. Individual advertising as per Motorsport UK Regulations H28.1.1 – H28.1.6
- 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 the withholding of Series points and corresponding awards.

**MISCELLANEOUS: – Moved to 5(1) and 5(4)**



## 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: **Stephen Barlow**



## 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

### 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.