



PUBLISHED REGULATIONS

HISTORIC SPORTS CAR CLUB LTD

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HSCC Historic Road Sports Championship © Regulations 2023

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic Road Sports Championship © is owned, organised and administered by The Historic Sports Car Club [HSCC] in accordance with the *Motorsport UK General Regulations* of (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2023/R072

Race Status: Interclub

Motorsport UK Championship Grade: D

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 Licensed Eligibility Scrutineers: Sue Bateman, C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.3 Championship Stewards: , Roger Bevan, Frank Lyons, Chris Alford c/o HSCC Ltd, Silverstone Circuit, Silverstone, 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 Registered for the Championship and
- III 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 Championship and
- III be in possession of a valid Motorsport UK Competition (Racing) Clubman status Licence, *as a minimum* *Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent

*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 register for the Championship via the online membership registration process at www.hsc.org.uk 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 7 events as follows:

Date	Circuit	Status	Org. Club
22-23 April	Snetterton 300/200	Interclub	HSCC
6-7 May	Cadwell Park	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	Interclub	HSCC
14-15 October	Silverstone Circuit	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 st	4	3	2	1
2 nd	3	2	1	
3 rd	2	1		
4 th	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 championship points unless stated otherwise.

- 1.6.2 The totals from all qualifying races less 2 (excluding any races which are abandoned and not replaced) will determine the final championship points and positions. For clarification a did not attend or a point scoring score will qualify for a drop score. A DNF, DNS and DNA will attract the score of 0 and may be used as a drop score however a DQ does not qualify. Handicap or two driver races do not qualify for Championship points.
- 1.6.3 Ties shall be resolved using the formula in the *Resolving Ties* paragraph in Section W1 of the *Motorsport UK General Regulations*.
- 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 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 race organisers.
- 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 be given to 1st in each class, except the Invitation Class, subject to four starters in the class.
- 1.7.3 **Championship:** Championship winner, 2nd and 3rd overall will receive a trophy. The highest placed finisher in each class will receive a trophy subject to 4 in class, the 2nd subject to 6 in class and 3rd subject to more than 6 in class. To qualify for a position in the championship results a competitor must have competed in at least 4 races. Other awards may be given at the Championship Organiser's 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 Championship co-ordinated 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 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.



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 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 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 the *Starts* paragraph in Section Q12 of the *Motorsport UK General Regulations* . 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 pitlane, 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 & 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 at all times. The onus shall be on all drivers to take all due care and respect the pitlane speed limits.
- 2.7.3 **Refueling:** May only be carried out in accordance with *Motorsport UK General Regulations*, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 **Speed Limit:** Pitlane 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 pitlane 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 pitlane 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 Pitlane 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. (*Publication of Results* paragraph in Section D26 of the *Motorsport UK General Regulations*).

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*. 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 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 *Motorsport UK General Regulations*.

4.1 DELETED

4.2 Additional specific championship 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 Section Q12 of the *Motorsport UK General Regulations*. 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 licence 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.

5(2) GENERAL DESCRIPTION:

Eligible Cars: A list of eligible cars is available on request. Other cars may be eligible, subject to proof of series production in accordance with the guidance below.

The HSCC Historic Road Sports Championship is open to genuine production road going sports and GT cars manufactured and road-registered between 1947 and 31/12/69 which have, as a model, international competition history in period.

Cars manufactured before 31/12/69 and road registered before 31/12/70 will also be accepted. Cars that were manufactured and road registered in the 1970's but are to the exact specification of the 1960's derivative, will be allowed to register as a fully compliant competitor.

Cars without international competition history in period may also be eligible (subject to individual approval by the Championship Coordinator). Cars which are either original cars, or cars from the period built to exactly the same specification as the model entered, which comply with the Championship Regulations may be considered for entry to the Championship subject to the approval of the HSCC.

All cars must comply with either HSCC/HRS regulations, as set out below or in classes B,D,E & F then cars conforming with the car's FIA HTP, relevant FIA Homologation paper and FIA Appendix K may compete. It is not permissible to mix and match across HRS and FIA regulations, a vehicle must conform to one or the other, but not permissible to have a mixture of both sets of regulations. Cars that have an out of date HTP are also eligible.

Proof of original road registration is required but this may be from other than UK authorities.

It is the intention of the regulations that the appearance of cars should remain as close to original as possible. Only minor modifications to engine and suspension are permitted. Body shells must remain as standard. Cars must remain road legal in all respects.

All non FIA HTP vehicles must be road-registered, evidence of which must be brought to scrutineering for each qualifying event. Failure to present this document or the FIA HTP (as appropriate) may initially result in classification being changed to Class G "Invitation" and on further occasions may result in exclusion from eligibility to compete in the race.

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 a current HSCC Vehicle Identity Form approved by the Eligibility Scrutineer or conform with the car's FIA Historical Technical Passport (HTP) and relevant FIA Homologation paper. FIA registered cars must comply with Guards Trophy tyre regulations see section 5(13). The issuance of a Vehicle Identity Form does not imply confirm eligibility or acceptance into the Championship.

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. Non-period colour schemes are not acceptable.

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 of HSCC Historic Road Sports Championship

- Class A All cars over 3000cc- (Production cars only with HSCC VIF)
- Class B All cars 2001cc - 3000cc (Production Cars with HSCC VIF or cars with current or out of date FIA HTP conforming to Appendix K Homologation)
- Class C Glass-fibre cars 1301cc - 2000cc and Lotus 7s- (Production Cars only HSCC VIF)
- Class D Metal bodied cars 1301cc - 2000cc (Production cars with HSCC VIF or cars with current or out of date FIA HTP conforming to Appendix K Homologation)
- Class E All cars up to 1300cc (Production cars with HSCC VIF or cars confirming with the car's FIA HTP, relevant FIA Homologation paper and FIA c Appendix K)
- Class F All drum-braked cars. Plus all Period E (1947 – 1961) cars running to FIA regulations, running Dunlop L tyres (Production cars with HSCC VIF or cars conforming with the car's FIA HTP relevant FIA Homologation paper and FIA Appendix K)
- Class G Invitation Class – entries for cars not registered for the Championship may be accepted subject to individual approval from HSCC. A Vehicle Detail Form (VDF), available from the HSCC Office, will need to be completed to include the name of the driver and entrant at least two weeks before the event; an offer of acceptance or refusal will then be given by the Championship Chairman within seven days. The following rules for invitation cars will apply:

5.2.1 (Number & Championship Decals) Moved to section 5(17)

5(3) SAFETY REQUIREMENTS

- 5(3).1 The following sections of the *Motorsport UK General Regulations* will apply:
- Appendix K Safety Criteria Regulations
 - Section Q (Circuit Racing)
- Exceptions are Motorsport UK Section (K) Crushable Structures (K7.1 – K7.4) which do not apply.
- 5(3).2 Section **(K1)**: Roll Over Protection Systems (ROPS) and seat belts are mandatory for cars built after 31/12/1959. ROPS are strongly recommended for vehicles constructed before this date. ROPS are permitted only in the configurations outlined and shown in drawings in the Motorsport UK Technical Notes. ROPS must not become a chassis extension. Further advice on ROPS can be obtained from the Eligibility Scrutineer or HSCC Chief Scrutineer.
- 5(3).3 Section **(K2)**: Seats, seat belts and harnesses must comply with this regulation.
- 5(3).4 Section **(K3)**: Plumbed-in Fire extinguishers are mandatory and must comply with Q13.10.7 and K3.
- 5(3).5 Section **(K5)**: A rearward facing red warning light is mandatory and must comply with this regulation.
- 5(3).6 Section **(K6)**: Tank Fillers, Vents and Caps must comply with this regulation.
- 5(3).7 Glass sun-roofs are not permitted, as per Q13.10.6
- 5(3).8 Section **(K8)**: An External Circuit Breaker is mandatory and must comply with this regulation.
- 5(3).9 Section **(K9)**: Racing overalls are mandatory and must comply with this regulation.
- 5(3).10 Crash helmets are mandatory and must comply with **K10**. Either goggles or a visor must be worn unless in a closed vehicle **(K11)**.
- 5(3).11 All other race clothing must comply with Motorsport UK requirements K9.1.9, K9.1.10, K11 and Q.12.1,1(c).

**5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:****5(4).1 Vehicle Identity Papers**

All vehicles must comply with their HSCC Vehicle Identity Form (VIF) or FIA HTPs. Vehicles must comply with Technical regulations in Sections J and Q of the *Motorsport UK General Regulations* and these technical regulations (subject to not contravening Sections J and Q Technical regulations). The driver must ensure the VIF is available at scrutineering and throughout each day of each event they attend.

5(4).2 Engine Seals

All engines shall have provision for sealing as listed: Sump: Two holes through block/sump flange, specifically a pair, on each side or diagonally opposite. An alternative method can be two adjoining pairs of bolts or studs, again a pair, each side or diagonally, cross or a single bolt or stud each side through, drilled. The simple intention is that the bolt or stud cannot be withdrawn without breaking the sealing wire. Cylinder Head: Two adjoining head bolts or studs (per head) cross drilled or such other drillings which prevents head removal. Hole diameter in all instances to be 2mm minimum.

All strip-down/rebuild and associated costs incurred by competitors following engine and/or component seal(s) by HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) are to be borne by the competitor / entrant whose car has been sealed. Such seal(s) will only be considered and/or fixed by the appropriate relevant HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) on the day in question. Please note Motorsport UK Regulation section (J3.1.4.) and (J3.1.6.)

'Championship seals' may be fixed during the season to engines by the Eligibility Scrutineer or delegated assistant. These seals are subservient to Motorsport UK seals, and do not have specific time limits imposed. A minimum of 7 days' notice is required by the club office and Eligibility Scrutineer prior to an engine strip, when seals are to be removed.

5(5) CHASSIS:

5(5).1 All cars in points-scoring classes must comply with their HSCC Vehicle Identity Form.

5(5).2 The Chassis must remain as original with no additions or removals, except fixings for roll cages as required by Motorsport UK regulation K1. It is not permitted to attach the ROPS to the chassis at any additional points. Where the chassis has been the subject of structural repair, the repair will be subject to approval by the Eligibility Scrutineer.

5(5).3 It is not permitted to fit strut brace bars.

5(6) BODYWORK:**5(6).1 General**

Bodywork must be as described on the car's HSCC Vehicle Identity Form.

No modifications from original production specification are permitted, except where specifically allowed. Glass side and rear windows may be replaced by Perspex or similar material no less than 4mm thick. Side windows must be fully operational by their original method.

5(6).2 Interior

It is permitted to remove passenger seat and floor carpets but if the passenger seat is retained it must be rigidly secured.

Interior trim other than dashboard and door trim is free. Position of dashboard instruments and switches are free. Roof linings may be removed for safety reasons.

Original outer door handles must be fitted and working.

Wooden dashboards may be replaced by other non-structural period material. Non original racing style seats may be fitted in place of the standard seats.



In the event that fitting of safety equipment would permanently damage seats or trim, relaxation of the above requirements may be allowed subject to agreement from the Eligibility Scrutineer.

Pedal Boxes are free.

5(6).3 Exterior

Factory option hard tops are allowed. Open cars fitted with a front roll-bar hoop must practice and race with hardtop fitted or with their hood erected. Bumper bars and brackets, if removed, are subject to individual acceptance by the Eligibility Scrutineer. Side and rear window glass may be replaced by Perspex or similar material no less than 4mm thick. The windscreen may only be removed if it is designed for the complete assembly to be removable and is subject to individual acceptance by the Eligibility Scrutineer. Vehicles must have an effective means of ventilating closed cars.

5(6).4 Ground Clearance

All Classes may be lowered but all sprung parts of the car must have a minimum ground clearance with the driver seated normally of 10cm, such that a block of 8cm x 8cm x 10cm high may be passed along any route underneath the car. Ground clearance may be measured at any time during an event, on a surface specified by the HSCC Eligibility Scrutineer. Exhaust systems, outer lower suspension pickup points, all lower anti-roll bar mountings and bolts required to attach safety equipment are excluded from this requirement.

5(6).5 Silhouette

The silhouette of the car must not be altered, (except for safety equipment or minor amendments subject to individual acceptance by the Eligibility Scrutineer).

5(7) ENGINE

5(7).1 General

No modifications from original production specification are permitted unless stated.

The engine must be as specified on the car's HSCC Vehicle Identity Form. The engine must be the original manufacturer's make, type, material, stroke and bore, capacity (subject to a maximum overbore of .040"), and date from the same period as the vehicle. The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s).

5(7).2 Permitted Modifications

Original main bearing caps must be used, except for 'round' main bearing caps which can be replaced with 'square' or steel items if required, but ladder frame main bearing caps are not permitted. Bolts may be upgraded, but their number and fixing method must stay the same. Steel Crankshafts and connecting rods are allowed but cranks must be to original design, size, configuration of plane, and have the same number and position of balancing webs. Connecting rod section must be as original design for engine - Carillo style 'H' section rods are not permitted. Narrow Main or Big end bearing configurations are not allowed.

Stone polishing and balancing is permitted. No titanium or other exotic materials are allowed within the engine. Rod bolts and other nuts, bolts and studs may be upgraded providing method of fixing, thread size and number is the same.

Forged aluminium pistons are permitted.

Camshaft profiles are free, but must operate in the original intended method. Timing chains and gears may be updated.

Cylinder heads may be ported and flowed, but location and number of valves, and fitting points of all components must remain as original. Valves may be enlarged providing they fit within the bore. Valve opening mechanism must remain as original design method. Valve material must be as available in period.



The lubrication system must be as original but higher pressure and capacity pumps are allowed. Oil coolers may be fitted.

5(7).3 Prohibited Modifications

As detailed in each specific section.

5(7).4 Location

The engine must be in the original manufacturer location and position.

5(7).5 Oil/Water Cooling

Aluminium radiators and electric fans are permitted. Radiators must be mounted in the original manufacturer's position and be to the original shape and size, but more cores are permitted. Electric water pumps are not allowed.

5(7).6 Induction Systems

All induction Systems must be the original manufacturer standard fitment.

Carburettors must be of the same size (except for Class E metal-bodied cars), and where available same manufacturer, and number as original specification, and be mounted directly onto the original manifold. Classes E and F- not running to FIA specification - metal-bodied cars are allowed a 1/4" increase in carburettor size. Class D cars running SU or Stromberg carburettors are allowed a 1/4" increase in size to a maximum of 1 3/4" Jet and needle sizes are free.

Cars fitted with fuel injection must use the original manufacturer-standard fitment fuel injection system.

5(7).7 Exhaust Systems

The exhaust system is free, but must be road legal and comply with Section J5.17 of the *Motorsport UK General Regulations* and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5(7).8 Ignition Systems

The ignition system must be as original manufacture including the distributor, except it is permissible to fit a basic electronic switching system in place of points, subject to Eligibility Scrutineer approval, (e.g. Lumenition or Aldon Ignitor).

Only the original distributor mechanical (and vacuum) advance and retard mechanism is allowed to control ignition timing.

Engine management or mapping systems are not permitted.

5(7).9 Fuel Delivery Systems

Fuel pumps are free. Use of braided flexible hose and metal fuel lines is recommended.

**5(8) SUSPENSIONS**

- 5(8).1 All cars must be as per the car's HSCC VIF. Limited tuning is permitted.
- 5(8).2 All suspension components must be original factory specification except as set out below and must use original manufacturer's mounting points. Adjustable spring platforms are permitted. Leaf spring camber alterations are permitted.
- 5(8).3 Adjustable dampers are allowed, provided they are of the same size and shape as the original dampers, using technology available in period and mounted in the original way.
- 5(8).4 Original bush material may be changed, but no spherical joints are permitted on any suspension components unless used in original specification.
- 5(8).5 **Front suspension** Must be as original but dampers and springs may be re-rated and a non-adjustable anti-roll bar may be fitted, if not fitted originally.
- 5(8).6 **Rear suspension** Must be as original, but dampers and springs may be re-rated and a non-adjustable anti-roll bar be fitted, if not fitted originally. In addition, anti-tramp bars, a Panhard rod and/or a Watts linkage may be fitted to cars without additional axle location.

5(9) TRANSMISSIONS**5(9).1 Gearbox/Clutch**

No modifications from original production specification are permitted. Aluminium bell housings may be used in place of original cast iron items, provided they are dimensionally the same as the original, with all mountings and pick up points in the same position as the original item.

Gear-sets can be repaired by welding/brazing replacement gearwheels to existing shafts as long as gear ratios and helix angles are not altered. The original clutch control system must not be modified. Clutch type is free.

Straight cut gears are not permitted unless fitted as original manufacturer equipment.

5(9).2 Final Drive

The rear axle must be as original though the final drive ratio may be changed.

Limited slip, or torque biasing, differentials are not permitted unless fitted as standard original equipment by the manufacturer.

Uprated half-shafts may be fitted.

5(10) ELECTRICS

- 5(10).1 All electrical equipment and exterior lighting originally fitted must be retained (except as listed below) in the original location, and must be and fully operational.
- 5(10).2 Battery type and location are free, subject to conforming to Sections J5.14.1, J5.14.2 and K14.1 of the *Motorsport UK General Regulations*.
- 5(10).3 Dynamos may be replaced by alternators, but must be in the original position. The dynamo or alternator must generate an electric output and be on load when the engine is running. Starter motors are free.

5(11) BRAKES

No modifications from original production specification are permitted, except as follows:

- A servo is allowed.
- Friction material is free.
- Brake fluid is free.
- Dual circuit braking systems are allowed as a conversion, but there must be no method of adjusting front/rear



brake bias from the driving position.



- 5(11).1 Handbrakes must be functional to MOT standard and be operated mechanically unless period fitment.
- 5(11).2 Discs may not be cross-drilled, grooved or ventilated, unless fitted as original. Discs and drums must be of the material originally specified.
- 5(11).3 Cooling scoops and ducting of 2" or less diameter to front brakes are allowed, subject to (a) no holes in external bodywork and (b) no change to silhouette (i.e. nothing protruding). For cars with inboard rear brakes (defined as the rear brakes being closer to the centre line of the car than the inner rim of the wheel) cooling scoops and ducting to rear brakes are also allowed under the same conditions.

5(12) **WHEELS/STEERING**

- 5(12).1 The wheels must be of original diameter (except 16" which may be replaced by 15") and type.
- 5(12).2 Rim width may be up to 5 1/2" for classes C and E, and up to 6" for classes A, B, D and F, a wider width was fitted as standard for that model by the manufacturer in period, in which case the original width may not be exceeded.
- 5(12).3 The same size wheels must be used front and rear, unless varied in original manufacture.
- 5(12).4 The wheel and tyre must be capable of being used within standard bodywork and permitted suspension modifications.
- 5(12).5 Alloy wheels of the period are permitted subject to individual acceptance by the Eligibility Scrutineer.
- 5(12).6 Steering wheel is free.

5(13) **TYRES**

- 5(13).1 Tyres permitted are any road legal tyre with a minimum 60% aspect ratio listed in *Motorsport UK General Regulations* Section L List 1A, 1B or 1C or Dunlop L or M Section 204 compound. Competitors in classes B, D & E, competing with FIA HTP papers must use Dunlop L or M section 204 compound tyres only. Competitors in Class F competing with FIA HTP papers must use Dunlop L Section 204 compound tyres only. Yokohama AO48 are the preferred tyre. Should the Yokohama tyre not have an 'E' Mark for the purposes of the HRS Championship this tyre would still be permitted.
- 5(13).2 The same size, type and compound of tyres must be used front and rear, unless varied in period.

5(14) **WEIGHTS**

- 5(14).1 Weights of cars in race trim less fuel shall be no less than listed in the attached schedule 'Schedule of eligible cars and minimum permitted weights for cars with HSCC HRS VIF'
- 5(14).2 Ballasting is not normally permitted to achieve the relevant minimum weight in the HRS Schedule. If a car is initially underweight, standard items such as passenger seat, spare wheel (rigidly attached) and interior trim should be refitted as necessary. If this is still insufficient, approval for added ballast must be obtained from the Eligibility Scrutineer, who will annotate the VIF accordingly and will check that the ballast is correctly mounted per section J5.15.2 of the *Motorsport UK General Regulations*, with four 8mm bolts and 3m steel counter plates.
- 5(14).3 Weights of individual cars may be verified by the Eligibility Scrutineer at circuit weigh-bridges in accordance with the *Motorsport UK General regulations*.

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

5.15.1 (Fuel Delivery Systems) Moved to section 5(7).9



- 5(15).1 **Types:** The fuel tank must be either the original production specification, or a safety tank. Any fuel tank must comply with FIA Appendix K Art. 5.5, and must not exceed the originally specified capacity.
- 5(15).2 **Locations:** Fuel tank must be in the original manufacturer location or within the luggage compartment, if that space is separated from the cockpit by a sealed fire-resistant firewall.
- 5(15).3 **Fuel:** Fuel must be in accordance with *Motorsport UK General Regulations* Section B Nomenclature & Definitions Pump Fuel parts (a) or (b).

5(16) **SILENCING**

As described in Regulation 5(7).7.

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

- 5(17).1 Racing numbers should be pre-fixed with a number 1 (or 11 if being added to a single number).
- 5(17).2 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).3 Individual sponsors' decals are limited to two per vehicle, dimensions and limitations as per sections H27 and H28 of the *Motorsport UK General Regulations*.
- 5(17).4 All competing cars must display at least two HSCC 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) **ADDITIONAL SPECIFIC MODEL REGULATIONS:**

5(18).1 **Lotus 7:**

Honeycomb side-panels are permissible for safety reasons but must not be bonded into place. A space of 8cm minimum must be allowed between rivets.

The windscreen may be removed if it is designed for the complete assembly to be removable and is subject to individual acceptance by the Eligibility Scrutineer.

Cycle wings are permissible only where supplied as standard or listed as a factory option for the model.

Engines fitted must have been listed as original equipment by Lotus Cars for use in the Lotus Seven as applicable, engines must be correct period specification i.e. Ford 1500cc pre crossflow maximum for *S2 Sevens*. N B. - Lotus Twin Cam engines are specifically excluded from all S1, S2 & S3 Lotus Seven cars.

Maximum carburettor size is 2 x 40 DCOE (or equivalent) with maximum internal choke size 30mm, or 2x 1¼" S.U. or 1 x 1¾" S.U.

The exhaust is restricted to maximum bore size of 44mm allowed throughout the length of exhaust pipe, excluding silencer box.

Alloy bodied dampers are prohibited. Minimum ride height excludes bellhousing.

Rear axle must have been fitted to the Lotus Seven S1, S2 or S3 as original equipment. Later back axles may be fitted to earlier chassis (e.g. Ford rear axle to Series Two chassis) and vice versa.

A maximum of four forward gears and an operational reverse gear is required. Limited-slip differentials are expressly prohibited.

Vehicles must be fitted with lights as specified for the Lotus Seven, with front headlamps facing forwards.



Brakes must be as used on eligible S1 – S3 Lotus Sevens only. Choice of pads is free. For reasons of safety, front drum brakes may be substituted by later disc brakes as used on the Lotus Seven in period.

The wheels must conform to the following;

- Maximum wheel width - 5 ½"
- Maximum wheel diameter - free
- Maximum tyre width (radial) - 185mm

5(18).2 Lotus Elan:

The Chassis must remain as original specification in EN2 mild steel, although Lotus replacement galvanized chassis are allowed. Localised reinforcement is not allowed unless when performed as part of a repair and with the specific agreement of the Eligibility Scrutineer. Chassis with type 26R style reinforcement or other aftermarket replacement chassis are not permitted.

Headlights must be fully functional, including the lifting mechanism.

Carpets which cover the floors of the drivers and passenger compartments can be removed, but those behind the seats on the sides of the transmission tunnel and the sill closing trims must be retained.

Bodywork must remain as original specification with 16 bolted attachment points to the chassis, no flared wheel arches, lightweight panels or additional ducting. All composite bodywork must be original specification chopped strand glass reinforced plastic only; any use of woven glass, carbon fibre, Nomex, Kevlar and similar materials are specifically banned. The thickness of the body panels must remain as standard, this will be judged by comparison with other Elans if necessary.

Series 3 and 4 cars must retain fully operational electric side windows with chrome window frames, although the glass may be replaced with 4mm Perspex.

Original type 'Pre-crossflow' cylinder blocks must be used. 'Kent' type (i.e. 711M) cylinder blocks are not eligible. Worn cylinder blocks may be reclaimed using dry cylinder liners if necessary. Pistons must retain three element ring packs.

Steel crankshafts can be used, but only in EN19 steel of original pattern and weight with four counterbalance webs.

Emission control systems can be disabled/removed on Stromberg equipped cars. Earlier pattern radiators can be used in later model cars if required.

The exhaust manifold and system is free, although the routing between the cylinder block and chassis must be as original.

Alternative engine mounts may be used but engine position must remain as original.

Original specification fabricated C section front suspension wishbones must be used, tubular or adjustable replacements are not permitted.

Type 26R dogleg wishbones are not permitted. Non-original Oval section or type 26R rear wishbones are not allowed.

The original 'Lotocone' rear strut upper mounts must be used, alternative spherical jointed mounts are not permitted.

Original rear dampers can be replaced with period-appropriate adjustable inserts.

Only Lotus original cast aluminium issue 16 or 18 rear uprights are allowed. No fabricated or reinforced alternatives are allowed.

Standard design helical cut gears with synchromesh must be used, with any of the three following ratio sets, all of which were available ex-works in period. No other ratios are permitted.

Ratio	'Classic'	'Close Ratio'	'2000E'
1	3.543	2.510	2.972
2	2.396	1.636	2.01



3	1.412	1.231	1.397
4	1	1	1

Any form of torque biasing, limited slip or locking differential is not permitted. Standard Lotus cast aluminium housings must be used. It is permitted to use a bolt on steel bridge of maximum thickness 2mm between the upper 'ears' of the differential casing. Differential cooling ducts beyond those originally specified on the standard road cars are not permitted.

The Rotoflex coupling drive-shafts can be replaced with sliding spline shafts with Hooke type joints at each end or alternatively with single Rotoflex and Hooke joint shafts if desired.

Alternative shaft designs including Constant Velocity jointed shafts are not permitted.

Differential output shafts and Rear wheel hub shafts can be replaced with items machined from billet steel to the same basic pattern, size and design.

Original specification Iron Girling brake calipers must be used; aluminium type 26R units are forbidden. No form of additional ventilation is permitted to front or rear discs.

13" wheels up to a maximum of 5.5J rim section are permitted, in either knock-on or bolt on form. Aluminium or steel wheels of period design are permitted, but magnesium alloy wheels are not allowed. Where knock-on wheels are used original specification brass centre nuts should be used; aluminium alloy items are not permitted.

5(18).3 Porsche 911:

Solex Carburettors can be replaced by Weber ID Type 40 carburettors.

5(18).4 Sunbeam Tiger:

Front wing vents, as per the rally cars in period are permitted, however cooling ducting is not allowed.



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 Chairman **Kevin Kivlochan** mobile 07768 681211 email kevin.kivlochan@gmail.com

Eligible Cars Moved to section 5(2)

Class Structure of HSCC Historic Road Sports Championship Moved to section 5(2)



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

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.