



PUBLISHED REGULATIONS

HISTORIC SPORTS CAR CLUB

Silverstone Circuit. Silverstone. Nr Towcester. Northamptonshire. NN12 8TN

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HSCC Historic Modsports & Special Saloons Series © Regulations 2023

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

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

Motorsport UK Series Permit No. RS2023/082

Race Status: Interclub

1.2 Officials:

- 1.2.1 Coordinator: Donna Skipworth-Michell, c/o HSCC, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Eligibility Scrutineer: 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, Silverstone, Nr. Towcester, Northamptonshire, NN12 8TN

1.3 Competitor Eligibility:

- 1.3.1 Entrants must:
 - I be fully paid-up members of the HSCC and
 - II in possession of a valid **Motorsport UK** Entrant's Licence.
- 1.3.2 Drivers and Entrant/Drivers must:
 - I be fully paid-up racing members of the HSCC and,
 - II be registered for the Series and
 - III be in possession of a valid **Motorsport UK** Competition (Racing) Interclub 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

1.4 Registration:

- 1.4.1 All competitors must register for the series 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 Series for that year.

1.5 Series Events:

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

Date	Circuit	Status	Org. Club
22/23 April	Snetterton	Interclub	HSCC
24/25 June	Donington	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

Not applicable.

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 1st, 2nd and 3rd 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 **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 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 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 cars 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 drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK Regulation Q 12.11.2. In addition, any driver unable to maintain grid positions on Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

2.6 Session Red Flag

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all marshals' signaling points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials

Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped. 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 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 circuits or in the pitlane.

2.9 Results:

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

2.10 Timing Modules:

All cars must be fitted with a working 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 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 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) have the right to impose a Stop Go or Drive Through penalty, in accordance with Motorsport UK Regulation Q12.26. There is no right to appeal any such penalty.



5. TECHNICAL REGULATIONS:

Organising Club: See 6.1

5(1) INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

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

5(2) GENERAL DESCRIPTION

Eligible Cars:

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

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

Class Structure

Class	Modsports	Special Saloons
1		Up to 1150cc
2	Up to 1150cc	1151cc to 1500cc
3	1151cc to 1500cc	1501cc to 1990cc
4	1501cc to 1990cc	1991cc to 3000cc
5	1991cc to 3000cc	3001cc to 4500cc
6	3001cc to 4500cc	4501cc and above + All 4 valve engines
7	4501cc and above + All 4 valve engines	
I	Invitation Class	Invitation Class

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

5.3 SAFETY REQUIREMENTS:

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

Cars must comply fully with the 2023 MSUK safety regulations.

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

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

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1 All vehicles must comply with their HSCC Identity Documents.



- 5.4.2 Competitors are requested to contact the registrar or any member of the Series Technical Committee if they have any questions regarding the acceptable specification of their car.
- 5.4.3 In any issues relating to the acceptability of cars presented for a race, the Series Eligibility Scrutineer will be the Arbiter. Any such decisions shall be final.

Modsports Cars

Regulations based on RAC Motor Sport TECHNICAL MANUAL 1979.

Modified sports cars derived from vehicles produced in minimum homologation quantities. Mechanical modification, are only limited by the following regulations.

5.5 CHASSIS:

- 5.5.1 The chassis or unitary construction must remain as produced by the manufacturer in construction and material within the wheel hub centres. The chassis may be reinforced. Bulkheads may be modified but must remain sealed as per MSUK regulation J5.2.2.
- 5.5.2 Minimum ground clearance, excluding suspension components, is 40mm.

5.1.2

5.6 BODYWORK INCLUDING AEROFOILS

- 5.6.1 The silhouette as seen in side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine boot/cover, boot lid/rear deck.
- 5.6.2 The doors, roof, engine bonnet/cover, luggage compartment boot lid/rear deck may be changed for different material of the same shape and dimensions. Alternative materials may be used for external wings. Detachable hard tops are permitted.
- 5.6.3 Windows in the side and rear of the car may be replaced with polycarbonate or Perspex with a nominal minimum thickness of 4mm, per MSUK regulation J5.20.8. Open cars can run an aero screen and a tonneau compliant with MSUK regulation Q13.2.3 or hardtop. If a hardtop is fitted the full windscreen must be in place.
- 5.6.4 Windscreens must be of laminated glass per MSUK regulation Q13.2.1(a) or Perspex or polycarbonate with a nominal minimum thickness of 4mm per MSUK regulation J5.20.8.
- 5.6.5 Air dams / splitters are permitted below the level of the road wheel centres, providing they do not protrude beyond the original coachwork in plan view, including bumpers grille etc., by more than 2".
- 5.6.6 Spoilers are permitted within the overall plan periphery of the engine cover/luggage compartment lid. "A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window of the original car at its centre point.
- 5.6.7 Rear wings are permitted. They must not be wider than the rear wheel arches, can only comprise of a single element and no part of the wing structure can be higher than the original height of the roof of the car at its highest point. Wings cannot protrude beyond the original coachwork in plan view, including bumpers etc., by more than 2". Wings must be of period appearance, no modern style wings.
- 5.6.8 Venturis are permitted.

- 5.6.9 On rear engine cars the engine and cover ancillaries must not extend above the level of the bottom of the rear window of the original car at its center point. On front engine cars the engine and engine cover and its ancillaries' must not be more than 4" above the highest point of the original bonnet.

5.7 ENGINE

- 5.7.1 Change of power unit is permitted. All engines must be of a type installed in an original road car by a manufacturer available on general sale to the public before 31.12.1979. The engines **must be a maximum of 2 valves per cylinder. (Except 5.7.4)**



- 5.7.2** Manifolds and carburettors are unrestricted, providing manifolds fit directly on to the original port faces of the cylinder head.
- 5.7.3** Period downdraught heads are permitted. BMC 8 port heads are permitted. Weslake 7 port heads are permitted. Engine internals are free. Dry sump systems are permitted.
- 5.7.4** **4 valve per cylinder engines are permitted but cannot be transplanted into other vehicles; they can only run in the original vehicle the manufacturer homologated them for. Lotus Elite, Eclat, Espirit. Jensen Healey etc.. They must run on carburettors, cannot run on injection even if homologated on it. They cannot run any form of engine management but can run electronic ignition provided the only form of triggering mechanism is the distributor. No BD type engines allowed in Modsports cars.**
- 5.8 SUSPENSION**
- 5.8.1** The type of suspension must remain unaltered from that offered by the original manufacturer in period. The suspension and springing system may be modified, but components / systems must have been available in period.
- 5.8.2** The wheelbase must be to the dimensions of the original vehicle $\pm 2\%$ or 2" whichever is the greater
- 5.9 TRANSMISSION**
- 5.9.1** Change of gearbox is permitted but must have the same number of forward gears as the original (overdrive is counted as a gear). Gearbox must have been available on general supply prior to 31.12.1979. Internals are free. No sequential gearboxes or gear change mechanisms allowed. Period homologated gearbox's ZF etc., are permitted.
- 5.9.2** Final drive and its position is free. LSD's are permitted.
- 5.10. BRAKES**
- 5.10.1** No carbon materials permitted. Must comply with MSUK regulation Q 13.4.
- 5.11. WHEELS & TYRES**
- 5.11.1** Wheels must be of period appearance and must be of original diameter. **Variation by agreement.** Overall maximum diameter 15"
- 5.11.2** Tyres are free
- 5.12 MISCELLANEOUS RESTRICTIONS**
- 5.12.1** No forced induction
- 5.12.2** No motorcycle engines
- 5.12.3** No fuel injection
- 5.12.4** No engine management of any kind. No crank triggers
- 5.12.5** No 4 valves per cylinder engines. (Except as describes in 5.7.4.)



Special Saloon Cars

Regulations based on RAC Motor Sport TECHNICAL MANUAL 1979.

Any cars the RAC have verified as having been produced in minimum homologation quantities. Mechanical modification, are only limited by the following regulations.

5.13 CHASSIS

- 5.13.1 The engine clutch and gearbox casing must remain at the same end of the vehicle as envisaged by the manufacturer of the body / silhouette of the car used.
- 5.13.2 On front engine cars the rear of the gearbox casing (not including tail shaft and gear lever extensions) must not pass the centre line of the original car. Conversely on rear engine cars the most forward point of the engine casting must not pass the centre line of the original car.
- 5.13.3 The wheelbase to be as stated in the manufacturers buyers' guide for the original car with a tolerance of $\pm 2\%$ or 2", which ever is the greater.
- 5.13.4 The driver must sit on the same side as in the original car.
- 5.13.5 Bulkheads may be modified but must remain sealed as per MSUK regulation J5.2.2.
- 5.13.6 Minimum ground clearance, excluding suspension components, is 40mm.

5.14 BODYWORK INCLUDING AEROFOILS

- 5.14.1 The silhouette in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine boot/cover, boot lid/rear deck.
- 5.14.2 The material of the bodywork may be changed as long as original structural strength is maintained.
- 5.14.3 No part of the engine cover or luggage compartment lid may be lowered.
- 5.14.4 Air dams / splitters are permitted below the level of the road wheel centres, providing they do not protrude beyond the original coachwork in plan view, including bumpers grille etc., by more than 2".
- 5.14.5 Spoilers are permitted within the overall plan periphery of the engine cover/luggage compartment lid. "A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window of the original car at its centre point.
- 5.14.6 Rear wings are permitted. They must not be wider than the rear wheel arches, can only comprise of a single element and no part of the wing structure can be higher than the original height of the roof of the car at its highest point. Wings cannot protrude beyond the original coachwork in plan view, including bumpers etc., by more than 2".
- 5.14.7 Venturi's are permitted.
- 5.14.8 On rear engine cars the engine and cover ancillaries' must not extend above the level of the bottom of the rear window of the original car at its centre point.
- 5.14.9 On front engine cars the engine and engine cover and its ancillaries must not be more than 4" above the highest point of the original bonnet.

5.15 ENGINE

- 5.15.1 Change of power unit is permitted. (With the exception of 5.15.7)
- 5.15.2 All engines must be of a type installed in an original road car by a manufacturer available on general sale to the public before 31.12.1979. The engines **must be a maximum of 2 valves per cylinder. (Except 5.15.7)**
- 5.15.3 Electronic ignition is permitted as long as the only source of triggering is the distributor.
- 5.15.4 Period downdraught heads are permitted.
- 5.15.5 BMC 8 port heads are permitted. Weslake 7 port heads permitted.
- 5.15.6 Engine internals are free. Dry sump systems are permitted.
- 5.15.7 **4 valve per cylinder engines are permitted but cannot be transplanted into other vehicles, they can only run in the original vehicle the manufacturer homologated them for. Ford Escort Mk1 and Mk2. Lotus Sunbeam etc.. They must run on carburettors, cannot run on injection even if homologated on it. They**



cannot run any form of engine management. Can run electronic ignition as long as the only triggering mechanism is the distributor.

5.16. SUSPENSION

- 5.16.1 The suspension and springing system may be modified, but components / systems must have been available in period.
- 5.16.2 The wheelbase must be to the dimensions of the original vehicle $\pm 2\%$ or 2" whichever is the greater

5.17 TRANSMISSION

- 5.17.1 Transaxles are permitted
- 5.17.2 Final drive and its position is free.
- 5.17.3 Change of gearbox is permitted but must have the same number of forward gear as the original (overdrive is counted as a gear). Gearbox must have been available on general supply prior to 31.12.1979. Internals are free. No sequential gearboxes or gear change mechanisms allowed. Period homologated gearbox's ZF etc., are permitted.

5.18 BRAKES

- 5.18.1 No carbon materials permitted. Must comply with MSUK regulation Q 13.4.

5.19. WHEELS & TYRES

- 5.19.1 Wheels must be of period appearance and must be of original diameter. **Variation by agreement.** Overall maximum diameter 15".
- 5.19.2 Tyres are free

5.20 MISCELLANEOUS RESTRICTIONS

- 5.20.1 No forced induction
- 5.20.2 No motorcycle engines
- 5.20.3 No fuel injection
- 5.20.4 No engine management of any kind. No crank triggers
- 5.20.5 No 4 valves per cylinder engines. (Except as describes in 5.15.7)

5.1.3

COMMON REGULATIONS RELATING TO BOTH MODSPORTS AND SPECIAL SALOONS

5.21 WEIGHTS:

- 5.21.1 Weights will be monitored and penalties may be added to prevent cars winning by unacceptable margins. The classes have been configured to try and accommodate the difference in the power to weight ratio between a Modsports and a Special Saloon. Weights will be monitored over the 2023 races and changes may be considered at the end of the season.

5.22 FUEL TANK/FUEL:

- 5.22.1 Only fuel defined by MSUK rules are permitted.
- 5.22.2 Fuel tanks must comply with MSUK regulations K6 and K14.1.
- 5.22.3 Fuel delivery systems must have a cut-off facility compliant with MSUK Q13.8.



5.23 SILENCING:

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

5.24 NUMBERS AND DECALS:

5.24.1 Positions

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

5.25 IGNITION

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

5.26 ELECTRICS:

- 5.26.1 The engine must be capable of making repeated starts without outside assistance. Batteries are free but if retained in the cockpit must be securely fixed and housed in a leak proof container compliant with MSUK regulation J5.14.1 and J5.14.2.

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

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

5.27 COOLING

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

5.28 SPECIAL DISPENSATION.

- 5.28.1 For 2023 vehicles with genuine period history, which may wish to join the series and fail the regulations in a way which does not change their performance, will be permitted to join the series and run in their normal class. This dispensation will not apply to newly built vehicles, which will need to comply with the regulations from the off.

- 5.28.2 For 2024 we propose to change the series to become a Championship, at this point we will engage in discussions with the owner of these vehicles, to either bring the car fully inside the regulations or else apply a penalty agreed by all parties. This is to ensure cars do not perform outside of the normal performance envelope of either their class or the race overall



6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Series Stewards and/or the Motorsport UK /MSC

6.1 Race Organising Clubs and Contacts

HISTORIC SPORTS CAR CLUB: Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN
(T) 01327 858400 (F) 01327 858500 email: office@hsc.org.uk
Website: www.hsc.org.uk

Series Representatives

Chairman **Steven Watton**

Please address all correspondence through the HSCC office



APPENDIX 1

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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.