



Historic Sports Car Club Ltd

Silverstone Circuit, Silverstone, Northants. NN12 8TN.

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Web site: www.hsccl.org.uk

CHASE Equipment - HSCC - Historic Modsports & Special Saloons Series Regulations 2024

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. RS2024/081

Race Status: Interclub

1.2 Officials:

1.2.1 Co-ordinator: Mr. A. Dee-Crowne, 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

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- (a) Be fully paid-up valid membership card-holding members of the HSCC and
- (b) In possession of a valid 2024 **Motorsport UK** Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be fully paid-up racing members of the HSCC and,
- (b) Be registered for the Series and
- (c) Be in possession of a valid 2024 **Motorsport UK** Competition (Racing) Licence of *minimum* Interclub Licence.
- (d) Or be in possession of the highest grade of national Race Licence or valid FIA International Licence, together with their ASN's written consent ((H) 25.2.1 and FIA ISC Article 2.3.7.b applies).

1.3.3 All necessary documentation, including HSCC or FIA Vehicle Identity document, must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All drivers must register as competitors for the series by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2 The registration fee is £210 to include membership of the HSCC.

1.4.3 Registrations will be accepted from 1st January 2024.

1.4.4 Registration numbers will be the permanent competition numbers for the Series.

PUBLISHED REGULATIONS



1.5 Series Events:

The 2024 HSCC Modsports & Special Saloons Series will be held at the following race meetings.

Date	Circuit	Status	Org. Club
20 th – 21 st April	Snetterton		HSCC
18 th – 19 th May	Cadwell Park		HSCC
8 th - 9 th June	Donington Park		HSCC
10 th - 11 th August	Croft Historic Festival		HSCC
12 th - 13 th October	Silverstone National – Finals Meeting		HSCC

1.6 Awards:

1.6.1 All awards are to be provided by the race organisers.

1.6.2 Per race: An award to the winner overall plus 2nd and 3rd additional awards, First in class subject to three starters in the class.

Presentations: Overall Awards trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class Awards will also be available for collection. Any awards not collected on the day will be forfeit.

2. SERIES EVENT MEETINGS & RACE PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Often parts have to be manufactured and are not available 'off the shelf'. These cars require respect, as do your fellow competitors. You will be expected to race within those parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

2.1 Entries:

2.1.1 Competitors are responsible for sending in 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 D25.1.12 applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification/Practice:

2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Series criteria and the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q12.4).



2.4 Races:

Races will be 2 x 20 minute duration.

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Motorsport UK Regulation Q12.15)

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. There is no overtaking or changing direction of any cars allowed prior to crossing the Start Line.

- 2.5.3 Any cars removed from the grid after the one minute stage 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 start line 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 start line and RED FLAGS will be displayed at the start line 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.

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)

2.8 Race Finishes:

Cars may 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 HSCC approved transponder. Failure may result in competitors not being accredited with a qualifying time or excluded from the result as per Motorsport UK Q12.8.1

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.

2.13.1 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.

4.2 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



5. TECHNICAL REGULATIONS:

Organising Club: See 6.1

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

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

5.2 GENERAL:

These regulations are based significantly on the original regulations from the 1979 version of the RAC Motor Sport TECHNICAL MANUAL.

There are two separate, distinctive sets of regulations, one for 'Modsports', one for 'Special Saloons', with some common regulations relating to both categories.

NB: Cars which were originally homologated with a 4 valves per cylinder (VPC) engine, are permitted to run these engines, but no 4 VPC engines can be transplanted into other vehicles. It is for the competitor to detail the engine origin.

Original cars which ran in period and are outside the regulations will be reviewed on an individual basis and will be allowed to enter the series, if they prove to be outside of the performance envelope all other cars are operating within, their eligibility will be reviewed a second time, and they may be asked to change the specification. However, all newly built cars must comply strictly with these regulations.

Period liveries are encouraged.

Class Structure

Four classes, taken from the original 1979 Blue Book regulations with Modsports and Saloons combined in each class. As well as normal race and class awards, there will be an overall meeting award for the 1st placed Sports Car and the 1st Placed Saloon Car, based on elapsed times for the two races combined.

Class	Modsports Cars	Special Saloon Cars
A	Up to 1150cc	Up to 1000cc
B	1151 to 1500cc	1000 to 1300cc
C	1501cc to 2000cc	1301cc to 2500cc
D	Over 2000cc	Over 2500cc

On occasion, cars may be 'invited' to compete, but they will not be eligible for awards.

5.3 SAFETY REQUIREMENTS:

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

Cars must comply fully with the 2024 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 manufacturer 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.

5.6 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 **not** permitted. All engines must be of the type installed in the original road car 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. (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. Original mechanical fuel injection is permitted.



- 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. Change of engine block material is 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.. Original fitment fuel injection is permitted, but no modern throttle bodies / management, (if in doubt please speak to the organisers) 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 Type of suspension must be the type 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 overall maximum diameter 15". **Variation by agreement.**
- 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 other than original fitment mechanical 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.
- 5.13.7 Spaceframes are permitted.

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.. Original mechanical fuel injection is permitted. 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 Suspension and springing systems 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 overall maximum diameter 15". **Variation by agreement.**
- 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 other than original fitment mechanical 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)

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.

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 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 – sponsors decals when provided must be displayed (one each side of car) failure to comply may result in grid or race penalties being applied. Individual advertising as per Motorsport UK Regulations H28.1.1 – H28.1.6

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.

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 Organizing Clubs and Contact

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

Please address all correspondence through the HSCC office

Chairman

Steven Watton

Coordinator

Andy Dee-Crowne