



PUBLISHED REGULATIONS

HISTORIC SPORTS CAR CLUB LTD

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F2 Classic Interseries Regulations 2024

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The F2 Classic Interseries 2024 Trophy is organised by HVM Racing SARL, 31 Rue d'Aguesseau, 92100 BOULOGNE, under the auspices of the Fédération Française du Sport Automobile jointly with the HSCC under the auspices of Motorsport UK.

All points not covered by these regulations are covered by the International Sporting Code, the general regulations of the FFSA, the General Regulations of Motorsport UK will appear in the special regulations for each event.

Motorsport UK Series Permit No.: RS2024/089 Race Status: National

1.2 Officials:

1.2.1 Co-ordinator: Donna Skipworth-Michell, c/o HSCC Ltd, Silverstone Circuit, Silverstone, Nr. Towcester, Northants NN12 8TN. Tel. 01327 858400.

1.2.2 Licensed Eligibility Scrutineers: Sue Bateman. Deputy: TBC C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.3 Competitor Eligibility:

- 1.3.1 The Trophy is open, by invitation only, to drivers holding a valid national or international licence issued by the MSUK, FFSA or by a foreign ASN (countries assimilated by the FIA). Foreign drivers may be required to present an authorisation to take part in a national event organised in a foreign country issued by their ASN.
- 1.3.2 The organisers HSCC and HVM Racing along with their governing bodies reserve the right to refuse any application in order to preserve the spirit of the Trophy, without having to justify their decision. Entries and commitments are not official until they have been confirmed by the organiser.
- 1.3.3 Each driver must be registered for the Trophy in order to take part in the Trophy races
- 1.3.4 By entering the Trophy and/or one of its events, the driver and competitor accept the terms of these regulations and undertake to comply with them in both form and spirit.



1.4 Registration:

1.4.1 - Any driver wishing to take part in the 2024 Trophy must send an online application form before 10th February 2024. This application must have :

- a. Copy of the HTP of the car, or a application form registered in the last 18 month by an ASN.
- b. payment of the registration fee of 650 €.

To enter the "Invitation Class", French FFSA or HSCC VIF and a complete description of the car is required.

1.4.2 Any new entry to the Trophy during the year remains possible. Entries must be received at least 6 weeks before the first event the competitor wishes to take part in.

A driver registered under these conditions will be a "non-priority driver". Their entry for each event will be "conditional", without the need to specify this.

1.4.3 Registration for the Trophy does not guarantee participation in all the races. Participation depends on the number of drivers authorised to start each race.

1.4.4 - To discover experience the Trophy, it will be possible to take part in an event without being registered for the Trophy, subject to payment of an additional fee of 250 €. Drivers registered under these conditions will not score any points in the championship and will only be able to enter if there are still places available on the grid. After the second entry, registration for the Trophy becomes compulsory. Points will not be awarded retrospectively.

1.5 Series Events:

The Series will be contested at 3 events as follows If there are two races at any race meeting both will count for Series points. Where there is a scheduled second race at a race meeting, race 2 may take the form of a handicap race. Starting positions/times will be determined by regulation Q 12.9.2 (c). Handicap regulations will be stipulated in the SR's of the meeting.

Date	Circuit	Status	Org. Club
14 - 16 June	Historic Grand Prix of Zandvoort	National	CM Zandvoort
13 – 14 July	Brands Hatch	Interclub	HSCC
23 – 25 August	Silverstone Festival	Interclub	HSCC

1.6 Awards:

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



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 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.
- 2.1.6 All documents and information will be sent exclusively by e-mail or WhatsApp. You must therefore have an internet address to register and take part in the Trophy. Competitors are solely responsible for ensuring that their e-mail accounts are working properly.

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 Qualifying 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 The competitors fastest lap time in qualifying will establish his starting position on the grid for Race 1 with the finishing order of Race creating the Starting Grid for Race 2.
- 2.3.4 At the end of Qualifying all cars will enter Parc Ferme. Any intervention is forbidden including measuring tyre pressure or temperature.

2.4 Races:

At each event there will be one qualifying session and two races.

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Q12.15 (1.6.4. above applies)

2.5 Starts: In the Final Instructions for each event competitors will be informed of the start procedure for that event.

- 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 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 pit lane and may start the race after the last car has passed the startline or pit lane exit, whichever is the later.
- 2.5.4 Any 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 Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped. All cars in the pitlane during a red flag period must take any restart from the pit exit.

2.7 Pits, Paddock & Pit Lane Safety:

- 2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.7.2 **Pit Lane:** 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 **Refuelling:** May only be carried out in accordance with the Motorsport UK Q12.25.1 – Q12.25.4 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.



2.7.4 **Speed Limit:** Pit Lane Speed Limit will be 60 Km/h (37.2Mph). You are classed as being in the pitlane once the front wheels of the car have crossed the pit entry line and you must not exceed the Pitlane Speed Limit until the front wheels have crossed the pit exit line. Pitlane speed limiters are permitted.

Failure to comply with the speed limit may result in the imposition of the following penalties **for each Km/h over the Pitlane Speed Limit:**

Races: A minimum fine of £10 and/or a one-second race time penalty.

2.8 Race Finishes:

To be classified as a finisher, a car must either cross the Finishing Line or take the chequered flag in the pit lane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pit lane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

After taking the Chequered Flag drivers are required to:

- I progressively and safely slow down,
- II remain behind any competitors ahead of them,
- III return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV comply with any directions given by Marshals or Officials
- V keep helmets on and harnesses done up while on the circuit or in the pit lane.

2.9 Results:

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

2.10 Timing Modules:

All cars must be fitted with a working transponder approved to correspond with the requirements of the event. Within the UK failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per Motorsport UK Q12.8.1.

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 Qualification Races: If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12 Operation of Safety Car: The safety car will be brought into operation and run-in accordance with Section Q, Appendix 3 of the Motorsport UK Circuit Racing Regulations.

2.13 Onboard Cameras:

The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event.

2.14 Data Logging

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in cockpit is not permitted



3. SPECIFIC SERIES REGULATIONS

- 3.1 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 which may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.
- 3.3 Any contact between two vehicles on the track, whether in qualifying or during the race, may be investigated by the Race Officials. Any driver involved in an accident may not leave the circuit (except in the case of a medical emergency duly certified by the meeting doctor) until he has reported the circumstances of the accident to the Clerk of the Course.
- 3.4 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 If a competitors car is found to be underweight following qualifying the standard MSUK penalty will be applied. However if following a race a car is found to be underweight by less than 4kg a time penalty of 40 seconds will be applied. If the car is underweight by more than 4kg then the standard MSUK penalty will apply.

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

5(1) INTRODUCTION

The following 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:

Cars built and complying with the original Formula 2 regulations, Formula B and Formula Atlantic, from 01/01/67 to 31/12/78, in original specifications and using components of a type used during that period but excluding ground effect cars in all classes. Continuation cars or modern replicas are not permitted and are not eligible.

These cars must comply in all respects with their HTP and with FIA appendix K 2023. HTP compulsory.

- Category 1 - Formula 2 2000cc
- Category 2 - Formula 2 1600cc
- Category 3 - Formula Atlantic
- Category 4 - Invitation

All cars will be invited at the sole discretion of the Trophy organiser, who will not be required to justify any refusal. The Trophy organisers may refuse approval in order to preserve the spirit of the Trophy without having to justify their decision.

To be eligible to race all cars must have proven continuous history in and since the period, and must be in a specification that represents the standard specification for that model, or be in an alternative specification which can be proved by contemporary evidence e.g. documents and / or photographs, as being the period specification for that chassis.

The original of the valid FIA Historic Technical Passport (HTP) must be presented by the Competitor at scrutineering at each round of the Series. All Competitors must submit a full colour copy, in paper or digital format, of their HTP to HVM Racing before their first competition in any new season. It is the responsibility of Competitors to ensure that the HTP copy held by HVM Racing is valid and complete.

Authorised or compulsory modifications and additions

5.2.1 - Cars which have undergone modifications at the time, before 31/12/1978, and which have competed in official races in this modified configuration may take part in the Trophy if they meet the following conditions:

- a. The manufacturer of the original chassis approved by the FIA or FFSA must be identified,
- b. The structural unit and any other component must not have been modified after the period accepted for the Trophy, i.e. after 31/12/1978.
- c. The competitor must be able to provide proof that the modifications were carried out before 31/12/1978.

As a general rule, the techniques and materials used should reflect those that existed at the time.

5.2.2 - Cars must be approved by the Trophy organisers. They may refuse approval in order to preserve the spirit of the Trophy without having to justify their decision.

5.2.3 - All radio communication systems between the driver on the track and his team, at trackside or in the pits are forbidden



5(3) **SAFETY REQUIREMENTS:**

5(3).1 All vehicles must comply with Motorsport UK Vehicle Regulations Section J and Q

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

5(4).1 All vehicles must comply with their HSCC or FIA identity documents and, subject to those documents indicating otherwise, must comply with Motorsport UK general technical regulations Section J and Q.

5(5) **INTERIOR:**

5(5).1 **Firewall:** the single-seater must have a fixed, non-flammable firewall between the passenger compartment and the engine compartment, capable of preventing the passage of liquids or flames. The use of magnesium for this partition is forbidden.

5(5).2 **Headrest:** a headrest capable of supporting a mass of 17kg subjected to a deceleration of 5G must be fitted. It must measure at least 10x10cm. It is recommended that it should be no more than 5cm from the driver's helmet when the driver is normally seated.

5(6) **BODYWORK:**

5(6).1 **As the car's FIA HTP.**

The car must comply with the FIA Regulations laid down in the FIA yearbook of the particular year the car was manufactured and its participation in International competition. All parts of the wing assembly including side plates and Gurney flaps are subject to the dimension regulations. Wing mounting design and position must be as period and the car's HTP. Photographic evidence may be requested from competitors to support particular examples.

5(6).2 A minimum ground clearance of 40 mm under all parts of the car must be controllable at all times, with the driver in full gear and seated in the car.



5(6).3 Wings and aerodynamic devices

All Cars must be fully compliance to its HTP.

Specific features of the rear wing for F2 > 1600cc :

Max height from the ground

All cars : 90cm

Max width

All cars : 110cm

Max overhang from axle

From 1971 to 1974 :

As the car's FIA HTP.

1975 : 100cm

1976 : 80cm

1977 : 80cm

1978 : 80cm

5(6).4 Max overhang from Axle centre line

All cars : As the car's FIA HTP.

Penalties: Failure to comply with this article will result in a penalty

5(7) ENGINE:

5(7).1 Cars must be powered by a normally aspirated engine not exceeding 1600cc and 2000cc according to type originally fitted to the model of car during its participation in International competition. As allowed in Appendix VII of FIA Appendix K, a Ford Cosworth FVA may be replaced by the Ford Cosworth BDA engine. An increase of engine capacity up to 1% over the original maximum limit to the relevant class/formula will be permitted subject to an individual application and approval from the Drivers Representative and the Eligibility Scrutineer.

5(7).2 The Series Chief Eligibility Scrutineer may select any engine for Eligibility and Compliance checking by internal dimensional measurement at any time.

5(7).3 Formula Atlantic and Formula B engines must comply exactly with all the engine linear dimensions specified in FIA homologation paper No. 1605 Ford Escort 1600RS and in the period RAC Motor Sport Technical Manual Formula Atlantic regulations. In particular, these are: Bore 80.97mm: Stroke 77.62mm: Inlet valve diameter 1.22" (30.98mm): Exhaust valve diameter 1.01" (25.65mm) N.B. not 26.65mm.

5(7).4 Engine sealing
Engine sealing must be carried out as part of the technical scrutineering. For this purpose, the screws must be drilled to allow seals to be fitted to prevent removal of the cylinder head (camshaft cover or rocker arm cover screws) and the lower crankcase. Competitors are responsible for the seals fitted to their engines.

Seals may be affixed by the scrutineers at any time during an event. They must remain intact until the Steward authorizes their removal. Among other things, they may enable the Steward to postpone any inspection operation, if necessary and on his own initiative.

The absence of seals affixed by the scrutineers will result in the disqualification of the competitor.



It must be possible to seal the engine during roadworthiness checks. To this end, the screws must be drilled to allow seals to be fitted to prevent the removal of the cylinder head (camshaft cover or rocker arm cover screws) and the lower crankcase. The competitor is responsible for the seals fitted to his engine.

The cost of dismantling and reassembly is entirely at the competitor's expense. However, if compliance is found, and in order to help competitors, an allowance of :

reassembling cylinder head(s): €250 all taxes included

complete engine reassembly: €500 all taxes included

If the inspection requires a scrutineer to travel to the competitor's home, the related costs will be borne by the competitor.

5(8) **SUSPENSIONS**

Must be as the original type for the car. It is forbidden to alter the working of the suspension by modifying the pick-up points. Rising rate springs and additional "helper" springs are forbidden. Dampers shall be of a type fitted in period, of aluminium or steel twin-tube construction and with no more than two way adjustment eg. Koni 8212 or equivalent period Bilstein. Monotube aluminium or steel, non-adjustable dampers are allowed by the FIA for Period G (1/1/66 – 31/12/71) onwards cars.

Out of period dampers are not permitted

5(9) **TRANSMISSION:**

As the Car's FIA HTP

5(10) **ELECTRICS:**

- 5(10).1 Circuit breaker: this cuts off all the electrical circuits, battery, starter, rear light, etc. It also stops the engine. It must also stop the engine. The circuit breaker must be of an explosion-proof type and must be operable from inside the car by the driver in his normal position and, from outside the car, by the track marshal via a control located at the foot of the roll bar, indicated by a red flash within a blue equilateral triangle measuring 12 cm on each side. Clearly marked "ON" - "OFF".
- 5(10).2 Lithium batteries are prohibited
- 5(10).3** A starter must be fitted with an on-board power source that can be operated by the driver seated behind the wheel. The engine may be started in the pre-grid, on the grid or in the pits with the aid of an external power source, temporarily connected to the car.
- 5(10).4 Ignition system: Programmable electronic ignition is forbidden. Electronic injection systems are also forbidden; they must be mechanical.
- 5(10).5 Signal light: the rear red light must have multiple diodes (such as Tarsys). Minimum surface area of 20 cm². Installed within 10 cm of the central axis of the single-seater. The light must be an FIA-approved model. In addition, at least 75% of the LEDs must be lit. Several lights may be fitted.

5(11) **BRAKES:**

As the car's FIA HTP.

Hydraulic pipes may be replaced by Aeroquip or similar. Pad material is free. Drilled and grooved brake discs are forbidden unless accepted by the FIA in the car's HTP.

5(11).1 Permitted modifications.

The braking system is free, together with modifications to the chassis/bodyshell necessary for the fitment of a pedal box.



Brake cooling ducts and hoses are permitted, but they must not pass through the external bodywork or protrude forward of the bodywork.

5(11).2 Prohibited modifications.

A.B.S. Anti lock braking or similar brake assistance systems are prohibited.

5(12) WHEELS

As the car's FIA HTP.

Replacement wheels will be permitted providing the fitting and dimensions are identical to the original.

5(13) TYRES

5(13).1 Cars must be fitted with Avon tyres supplied by the supplier designated by the operator. Tyres must not exceed the maximum original dimensions: Front 13 "x 10" // Rear 13 "x 14" or Front 13 "x 10" // Rear 13 "x 15".

For slick tyres:

AVON A11 rubber, size 9.0/20/13 at the front and 12/23/13 or 13/23/13 at the rear. The sidewalls of these tyres bear the engraved references 7210S for the front and 7239S or 7262S for the rear.

For wet tyres:

AVON A15 rubber, size 9.0/20/13 at the front and 12/23/13 or 13/23/13 at the rear. The sidewalls of these tyres bear the engraved references 2553W for the front and 2888W or 2391W for the rear.

For cars built between 01/01/1967 and 31/12/1971, in addition to the tyres listed above, the following hand-cut tread tyres are permitted:

In dry weather: AVON A11 Historic rubber, size 8.2/22/13 or 9/20/13 at the front and 10.5/23/13 or 12/23/13 at the rear. The sidewalls of these tyres bear the engraved references 3146HAW or 7210HAW for the front and 4125HAW or 7239HAW for the rear.

In wet weather: AVON A15 Classic rubber, size 8.2/22/13 at the front and 10.5/23/13 at the rear. The sidewalls of these tyres bear the engraved references 14209W for the front and 4864W for the rear.

5(13).2 The production codes, the engraved marking of the grade of rubber and the marking applied by the Trophy organiser must remain visible and legible.

5(13).3 Penalties: Failure to comply with any of the articles may result in penalties, including exclusion from the race (see article 4.2.1.7 of the Supplementary Regulations).

NB : - The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. The number of tyres that can be used per season is limited as follows:

1. Slick tyres are limited to 1 new set per event, regardless of the number of races, qualifying sessions and their duration, in which the driver participates.
By "set" we mean = 1 pair of front tyres + 1 pair of rear tyres = 4 tyres
Private practice are not affected by this rule.
2. There is no limit to the number of "rain" tyres, as defined for each category in the Technical Regulations.
3. Article 1. above may be adapted, modified or amended by means of a note sent to competitors in order to adapt tyre restrictions to the spirit of the Trophy.
(Example: Additional reduction in the number of sets of tyres if several races were run on rain tyres or if the races were shorter than planned/etc... Example: Increase in the number of sets if additional races were added to those on the initial calendar or if track conditions justified it, etc...)
These provisions will become de facto regulations and must be complied with.
The notes will specify whether or not the use of a new set is possible and under what conditions
4. If one or more "slick" tyres are seriously damaged, it will be possible to use a "joker" tyre that has already been used, which will permanently replace the damaged tyre(s). Its use will be



subject to the prior approval of both the Trophy Management and the FFSA Technical Steward. Flats resulting from wheel lock braking will not be accepted as a valid reason.

5. It is the competitor's responsibility to declare the tyres he is using at each official session. At the latest before the briefing for each meeting, the competitor must give the scrutineer a declaration form containing the serial numbers of the new slick tyres he is using for the event. Submission of the declaration form is compulsory. Blank forms are available from the Administrative Office.

In the event of a change of slick tyre, for whatever reason, a new declaration must first be validated by the steward. In the absence of a valid declaration, a non-conformity report may be sent to the college.

6. All tyres marked on the tyre card since the start of the current season may be used at the competitor's discretion throughout the season. It is therefore possible, during the same meeting, to mix slick tyres that have already been marked and used previously.
7. Wheel changes are forbidden in the pre-grid, on the starting grid and on the track. Only a decision by the Race Director may authorise it.
8. Penalties: Failure to comply with any of the articles in this chapter 4.2.1 will result in penalties decided by the College depending on the circumstances, including exclusion from the race or even the meeting.



5(14) **WEIGHTS:**

- 5(14).1 Weight of cars at any time during the event. The weight used is the weight of the vehicle as it is at the end of practice and/or the race, without the driver and without the driver's equipment.

Weights shown apply to FIA Specification year and not year of manufacture. Where HTP Minimum weights are greater than the period FIA Appx.J minimum weights the HTP weight takes precedence. Depending on the category, it may not exceed :

Category 1 - **Formula 2 2000cc** Depending on the HTP

Category 2 - **Formula 2 1600cc** 450kg maximum

Category 3 - **Formula Atlantic** Depending on the HTP

Category 4 – **Invitation** Depending on the HTP

If the stewards have any doubts, they will have to drain the fuel tank. Petrol cannot be considered as ballast. Failure to comply with this article will result in the penalties set out in Appendix 1 - Scale of penalties

- 5(14).2 - Ballast may be used provided that it is fixed in the cockpit compartment, on the floor, in such a way that tools are required to remove it. Competitors must provide for the fixing bolts to be drilled to allow seals to be fitted if the stewards deem this necessary.

If the single-seater has ballast, the competitor must declare its weight and location to the scrutineer.

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

5(15).1 **Tank**

As the car's FIA HTP. Refer to Appendix J Art 252. Art 9, of the current period.

The fuel tank is free but must be filled with safety foam meeting the standards of the American Military Specifications MIL-B-83054 or the anti-explosion "D-Stop".

The ventilation of the tank must be fitted with a valve allowing the free circulation of vapours and air, but not fuel, in the event of the single-seater overturning. This vent must open 25cm behind the firewall.

- 5(15).2 **Fuel** - The only authorised fuel is SUNOCO 102 CFR.

A maximum of 2% oil may be added for lubrication.

No other additives or mixtures are permitted The fuel tank may be relocated but if a tank other than the standard tank in the stand

- 5(15).3 **Lubricants:** - Lubricants

- 5(15).4 All oil pipes outside the cockpit, with the exception of those permanently installed on the engine, must be able to withstand a temperature of 230°C and a pressure of 70 bar for pressure pipes and 7 bar for vacuum pipes.

- 5(15).5 Oil catch tank: on all cars with an open-air lubrication system (engine and gearbox), the oil must flow into a catch tank with a capacity of minimum 2 litres. It must be possible to control the level of this tank.

5(16) **SILENCING:**

Maximum permitted noise levels are not defined in these series regulations.

However, some circuits/venue owners/meeting organisers may impose restrictions in the Supplementary Regulations.

The HSCC will give as much advanced warning as possible of the need for cars to comply with any noise restriction.



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

- 5(17).1 Numbers must be displayed as per MSUK Yearbook Regulation J4 and Appendix 1 Drawing 4. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.
- 5(17).2 Advertising on the cars: Areas will be reserved exclusively for the Trophy's partners without the competitor being able to object. Competitors must comply with the layout plan provided by the organiser. Alcohol and tobacco advertisements are totally banned by French law and must therefore be neutralised, even if they are part of the car's original decoration.
- 5(17).3 Advertising on drivers' overalls: Two areas will be reserved exclusively for the Trophy's partners, without the competitor being able to object.
- 5(17).4 The external vertical surface of the rear wing fins is reserved for the identification of the category supplied by F2Classic Interseries and/or any advertising at the initiative of the Trophy organiser. **It can be used to display race numbers, otherwise it must be affixed to the sides of the car.**
- 5(17).5 Competitors must ensure that their cars are in good general condition in order to enhance the Trophy's image. Restoration to the original livery is strongly encouraged.
- 5(17).6 5.5 – Exploitation rights: HVM Racing, HSCC, the F2Classic Interseries and the Trophy's partners reserve the right to exploit for advertising purposes the names and results of competitors and drivers as well as any photos, videos and images without prior authorisation and without having to pay any rights or fees to anyone. At the beginning of the season



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



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.