



PUBLISHED REGULATIONS

HISTORIC SPORTS CAR CLUB LTD

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

Tel: +44 (0)1327 858400. Fax: +44(0)1327 858500.

E-mail: office@hsc.org.uk. Web Site: www.hsc.org.uk.

HSCC Historic Formula Ford Championship © Regulations 2025

1. SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic Formula Ford Championship is owned, organised and administered by The Historic Sports Car Club (HSCC) in accordance with the National Competition Rules (NCR (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2025/R087

Race Status: Interclub

Motorsport UK Championship Grade: D

1.2 Officials:

- 1.2.1 Co-ordinator: Donna Peters c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Licensed Eligibility Scrutineer: Nigel Jones, c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.3 Championship Stewards: Frank Lyons, Alan Jones Chris Alford c/o HSCC Ltd, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN. **Championship Stewards NCR 4.1.1.2** The Championship Stewards may only adjudicate on any disputes irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided

1.3 Competitor Eligibility:

- 1.3.1 Entrants must:
 - I be fully paid-up members of the HSCC and
 - II be Registered for the Championship and
 - III in possession of a valid 2025 Motorsport UK Entrant's Licence.
- 1.3.2 Drivers and Entrant/Drivers must:
 - I be fully paid-up members of the HSCC and,
 - II be registered for the Championship and
 - III be in possession of a valid Competition (Racing) Club status Licence, *as a minimum*



*Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent (NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)

- IV *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.4 Registration:

- 1.4.1 All competitors must register for the Championship via the online membership registration process at www.hsc.org.uk prior to the Final Closing date for the first event being entered.
- 1.4.2 The membership year runs from 1st January to 31st December. Registrations will be accepted from 1st January in the membership year.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship for that year.

1.5 Championship Events:

The Championship will be contested over 6 events, as follows:

Date	Circuit	Status	Org. Club
26-27 April	Snetterton	Interclub	HSCC
24-25 May	Cadwell Park	Interclub	HSCC
21-22 June	Donington Park	Interclub	HSCC
12-13 July	Brands Hatch	Interclub	HSCC
6 September	Mallory Park	Interclub	HSCC
11-12 October	Silverstone	Interclub	HSCC

1.6 Scoring:

- 1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results as follows:

Position	10 or more in class	less than 10 in class
1 st	25	15
2 nd	20	12
3 rd	16	10
4 th	14	9
5 th	12	8
6 th	10	7
7 th	9	6
8 th	8	5
9 th	7	4
10 th	6	3
11 th	5	
12 th	4	
13 th	3	
14 th	2	
15 th	1	



Points will be based on the official published results of the race. If there is more than one race at an event, each will count for championship points unless stated otherwise.

- 1.6.2 The totals from all qualifying races will determine final championship points and positions. Handicap or two driver races do not qualify for Championship points.
- 1.6.3 Ties shall be resolved using the formula in Section-NCR 4.3.4.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring race.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual event basis and will:
 - I be deemed "Guest Competitors"
 - II not score points and for the purpose of points scoring will be ignored
 - III not qualify for Event awards
 - IV comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (I) and (II) and 1.3.2 (I) as appropriate.

1.6.6 Over 50s Championship

There will be a championship within the main championship for all drivers who are aged 50 or over on the 1st January of the season. The points allocation will mirror that of the main championship.

1.6.7 Novice Championship

There will be a championship within the main championship for all drivers who are in their first year of circuit racing. The points allocation will mirror that of the main championship.

1.7 Awards:

- 1.7.1 All awards are to be provided by the race organisers.
- 1.7.2 **Per race:** Awards will be given to 1st, 2nd and 3rd overall. In the over 50s Championship, and Novice championship, awards will be given to 1st overall.
- 1.7.3 **Championship:** Championship winner, 2nd and 3rd overall will each receive a trophy. To qualify for a position in the championship results a competitor must have competed in at least 4 races. In the over 50s Championship, and Novice championship, a trophy will be awarded to 1st overall.
- 1.7.4 **Presentations:** Awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class awards will be available from the paddock office one hour after the official results have been published. Any awards not collected on the day will be forfeit.

1.7.5

Title to all trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the HSCC in good condition within 7 days.



2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries:

- 2.1.1 Competitors are responsible for registering correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing NCR 3.11.1.1 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 will 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.-NCR 12.6.3.2
- 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 Race 1 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 (NCR 12.6.9.1) (1.6.4. above applies)

2.5 Starts:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be either via a Standing or Rolling start unless otherwise stated in the event Final Instructions.

Standing Start

The minimum Countdown procedures/audible warning sequence shall be:-

- I 1 minute to start of Green Flag Lap Start Engines/Clear Grid
- II 30 Seconds – Visible and audible warning for start of Green Flag Lap.
- III A five second board will be used to indicate that the grid is complete.
- IV The red lights will be switched on five seconds after the board is withdrawn.



Rolling start.

The minimum Countdown procedures /audible warning sequence shall be:

- I 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
- II 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
- III The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.
- IV If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will be extinguished and the red lights at the 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 stage or driven into pits on Green Flag Lap shall be held in the pit lane and may start the race after the last car has passed the startline or pit lane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per Motorsport UK Regulation NCR 12.6.6.11 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 Light Panels/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.

2.7 Pits, Paddock & Pit Lane Safety:

- 2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.7.2 **Pitlane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars, the onus shall be on all drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 **Refueling:** May only be carried out in accordance with the NCR 12.11.2 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.

A LAST LAP BOARD SHALL BE SHOWN AS THE LEADER STARTS HIS FINAL LAP

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. NCR 3.6.14

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 NCR 12.6.2.1

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 NCR 12.8.2



2.13 Onboard Cameras: It is mandatory for all cars to have an on-board camera fitted and functioning during every session {NCR 7.9 It is the responsibility of the competitor or driver/entrant to supply and fit the camera. It is the driver /or driver/entrants responsibility to ensure the camera is switched on and recording before every session that the battery has been charged sufficiently to record the entire session and that there is sufficient memory on the card inserted to record the entire session. A clear forward-facing visual is required, the angle and quality of footage may be inspected at any time. Any driver or driver/entrant that fails to comply may incur a penalty in accordance with Judicial Procedures.

2.14 Data Logging

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



3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.



4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with NCR Chapter 2

4.1. Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR 2.8.1.21

4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR 2.8.2.1 a& b

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation NCR 2.8.2.1c

4.2 Additional specific championship 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 NCR 12.10.2.1 There is no right to appeal any such penalty.

4.2.2 Any competitor who is penalised under the Motorsport UK Sporting Regulations at any stage of an event may at the Clerk of the Course's discretion incur the following Championship penalty: -

4.2.3 The event will be counted as one of the events contributing to their Championship score and they will be disqualified from the event. Additionally, the competitor will forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.

4.2.4 Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with National Competition Rules will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another Championship event then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third event, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.



5. TECHNICAL REGULATIONS:

5(1) INTRODUCTION:

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

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

Any competitor failing to comply with these regulations will be reported by the eligibility scrutineer/registrar of the Historic FF1600 championship for possible further action. Historic FF1600 is a category for historic cars being raced in a specification in which they originally competed. The organisers therefore reserve the right to disallow any developments they feel not to be in keeping with the regulations, or any actions by competitors which would result in an unacceptable increase in costs for the category.

5(2) GENERAL DESCRIPTION:

The **HSCC Historic Formula Ford Championship** is open to Formula Ford 1600 cars originally built and raced as Formula Ford 1600 cars prior to 31/12/71. Continuity cars and later models converted back to an earlier specification are not eligible. Specification must be original with only the addition of current safety requirements.

For the purpose of these technical regulations, the term manufacture or manufacturer refers to the manufacturer of the vehicle unless clearly specified otherwise.

Manufacturer option equipment is not permitted unless specifically stated.

Chassis is defined to mean a chassis to which bodywork and mechanical components are fixed or a monocoque bodyshell.

Formula Ford Chassis built prior to 1972

- Alexis 14,18,18B (1971)
- Beach MkII (1969 – '70)
- Bee Gee (1971)
- Beattie (1970)
- Blackjack (1968)
- Bobsy (1969)
- Bowin P4/P4A (1969-71)
- Centaur – Scholar (1969 – 1970)
- Caldwell D9 (1969) D9B (1970-71)
- Cooper_Chinook (1970)
- Corsair (1969 Australia)
- Crossle 16F (1968-69) 20F (1971-72)
- De Sanctis FF1600 DRW Mk8 (1970)
- Dulon LD4 (1967) LD4B (1968) LD4C (1969) LD9 (1970-72)
- Elden PH6 (1969) PH8 (1970-72)
- Elfin 600 (1969-72)
- Forsgrini MK12 (1968-69)
- Ginetta G18 (1969-70) G18B (1971)
- Hamlen FF69 (1969)
- Hawke DL2 (1969) DL2A (1970) DL2B (1971), DL9 (1970-72)



- Huron FF (1971)
- Jamun T2 (1968 – '69), T3 (1971)
- Jomo (1967 – '71)
- Ladybird MK8 (1968) MK9 (1969)
- Legrand MK10 (1969-72)
- Lenham P80FF (1969)
- Lola T200 (1970) T202 (1971) T204 (1971)
- Lotus 31
- Lotus 51 (1967) 51B (1968) 51C (1969) 61 (1967-71) 61M (1970-72) 61MX (1972) 69 (1971-72)
- Macon MR6 (1967), MR7 (1969), MR7B (1969), MR8 (1970), MR8B (1971)
- March 709 (1970) 719 (1971)
- Mallock U2 MK9 (1969-70) U2MK9B (1971) U2MK9DD (1969-71)
- Martini (1969 – '71)
- Mcnamara FFA (1969 - 1970)
- Merlyn MK11 (1968) MK11A (1969) MK17 (1970) MK17A (1971) MK20 (1971) MK20A (1972)
- Micron (1969)
- Mirage MK5 (1970)
- Mistrale (1969 – '70)
- Mystere (1967) Mk2 (1968)
- Nike MK4 (1968-69) MK6 (1970) MK10 (1971-72)
- Palliser WDF1 (1969), WDF2 (1970), WDF3 (1971)
- Piper (1967)
- Pirola (1971)
- Pringett-Mistrale (1969 – '70)
- Raven (1970)
- Rostron CT1 (1969), CT2 (1969 – '70), CT3 (1970), CT4 (1971)
- Royale RP2 (1969) RP3 (1970) RP3A (1971-72)
- Tecno FF (1970)
- Titan MK4 (1969) MK5 (1969) MK6 (1970) MK6A (1971)
- Varo (1968)
- Virov (1969 – '70)
- Winkleman WDF1 (1969) WDF2 (1970) WDF3 (1971)
- Specials
- Brabham BT21 /28 Chevron B1 5/17 Kvantti Mk1 March 718/2
- Smith Ford Special (can participate as "Guest" status and therefore cannot score points nor be eligible for awards of any kind)
- Varo (Lotus 22 derivative)

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5(3) SAFETY REQUIREMENTS:

All MOTORSPORT UK safety criteria regulations apply as relevant Chapter 7 NCR rules are mandatory. The wearing of an approved Frontal Head Restraint (FHR) is recommended

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5(4).1 Vehicle Identity Papers

All vehicles must comply with their HSCC Vehicle Identity Form (VIF). Only models with an International Competition history in period are eligible. Subject to their VIF indicating otherwise, vehicles must comply with Technical Regulations NCR 12.13 including the Safety Requirements of NCR Ch.7 The driver must ensure the VIF is available at scrutineering and throughout each day of each event they attend.

5(4).2 Engine Seals

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

- I Sump - two holes through the cylinder block/sump joint flange, one either side of the engine.
- II Rocker Cover - at least two retaining screw heads must be cross drilled
- III Cam Timing chain case - retaining bolt must be cross drilled
- IV Inlet and exhaust Manifold - at least two retaining bolt heads to the cylinder head must be cross drilled.
- V Carburettor - at least two retaining nuts to the inlet manifold must be cross drilled
- VI Bell housing - at least two retaining bolts to the engine must be cross drilled to enable clutch and flywheel to be adequately sealed OR competitors must be prepared to remove either engine or transmission to enable sealing of clutch and flywheel in which case at least two clutch cover retaining bolts must be cross drilled.

All strip-down/rebuild and associated costs incurred by competitors following engine and/or component seal(s) by HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) are to be borne by the competitor / entrant whose car has been sealed. Such seal(s) will only be considered and/or fixed by the appropriate relevant HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) on the day in question. Please note NCR 2.9.2

5(5) CHASSIS:

5(5).1 As the car's HSCC VIF.

5(5).2 The chassis must be of tubular steel construction as per the original manufacturer's specification for materials, dimensions and construction methods that were available and used pre 1972 with no stress bearing panels except bulkhead and undertray. The curvature of the undertray must not exceed 2.54cm. The undertray/floor NCR 7.2.6.7 extends from the bulkhead forward of the pedals to the bulkhead between the fuel tank and the engine.

5(5).3 Monocoque chassis construction is prohibited. Stress bearing panels are defined as, sheet metal affixed to the frame by welding or bonding or by rivets, bolts or screws which have centres closer than 15.25cm. Bodywork must not be used as stress bearing panels. The use of stabilised materials, composite materials using carbon and/or Kevlar reinforcement is prohibited. Chassis – repairs and replacements should be undertaken using original materials and methods and in a way that both preserves the historic integrity of the car and meets the requirements of the HSCC rules on maintaining originality.



5(6) BODYWORK:

- 5(6).1 As the car's HSCC Identity document.
- 5(6).2 Original type of bodywork including engine cover where applicable must be used. Separate nose cones are permitted where they are a manufacturers' update but the description of the car must reflect this, ie Merlyn Mk 11/17. Radiators must be mounted in the original location and be made of the same material as the original. Alloy radiators are allowed. Only alloy or glass fibre may be used in bodywork construction. In certain circumstances (i.e. very hot weather) tail covers may be removed by prior agreement.

5(7) ENGINE:

As the car's HSCC VIF.

As per current Formula Ford 1600 rules. Only mechanical ignition with electrical assistance is permitted. Three port integral oil pumps are eligible. The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s).

5(8) SUSPENSIONS

- 5(8).1 The Championship regulations reflect the original 1968 Formula Ford Regulations as published by Ford, which states in paragraph 22 'with the exception of springs, hub adaptors, rear hub carriers and bearing bushes, all parts must be of steel'. Only steel front hubs are, therefore, eligible.
- 5(8).2 Only original type suspension utilising the original suspension pick up points may be used. Only twin tube, single adjustable, steel bodied dampers are permitted. Double adjustable dampers with one adjustment blanked off is not eligible. External steel sleeving over aluminum bodied dampers is not permitted. The term "*twin tube*" in this ruling refers to the old style (1950's & 1960's) type damper consisting of a body tube, pressure tube with foot valve and shaft assembly. This system may use an air gap or sealed non pressurised gas bag to allow for the shaft displacement. Any modern day mono tube system with a piston sandwiched by two shim stacks and using a pressurised gas filled area in any packaging configuration is strictly prohibited.
- 5(8).3 There is no minimum droop setting.

5(9) TRANSMISSION:

- 5(9).1 Only gearboxes and transaxles of a type appropriate to the chassis may be fitted. Differentials must be of a type and design used in period with four planetary gear open differentials. Later, post 1998, Three planetary gear open differentials are prohibited.
- 5(9).2 The fitting of drive shaft safety retaining devices (to restrain the shaft in the event of a rubber coupling failure) is permitted providing it has no effect on performance.



5(10) ELECTRICS:

- 5(10).1** As the car's HSCC VIF.
- 5(10).2** Simple lap time recorders (not predictive) are allowed
- 5(10).3** Analogue or digital sensors are strictly forbidden. For example, sensors capable of recording linear displacement, angular rotation, temperatures, pressures, RPM, gyroscope/attitude etc. GPS and G-force are to be permitted as these are included by default on products such as AIM, VBOX, Starlane and QSTARZ etc which will allow the timing function. This also infers predictive lap timing will also be allowed.
- 5(10).4** The fact that a VBOX is to be allowed into a series implies it cannot be used with an input module (<https://bit.ly/34uWO5l>). This allows the data logging capability of external sensors. The stand-alone unit allows the synchronisation between camera and GPS traces, which an Aim solo and basic Gopro would also allow therefore it would be unfair to also exclude that unit.

5(11) BRAKES:

- 5(11).1** As the car's HSCC VIF.
- 5(11).2** Inboard mounted disc brakes are only permitted where they are period correct. Merlyns originally fitted In period with smooth sideplates (Mk9 sideplates are not permitted) and a rotorflex joint are acceptable.
- 5(11).3** Brake bias adjustment without removing the body is allowed, however adjustment should not be possible by the driver seated in the cockpit.

5(12) WHEELS/STEERING:

Only standard steel Formula Ford wheels may be used. No eight spoke type wheels will be allowed.

5(13) TYRES:

Avon/Nova Formula Ford tyres ONLY namely type ACB9 manufactured with A46 compound.

Front 5.0/22.0-13 A46 17680M

Rear 6.5/23.0-13 A46 17681M

(Subject to Motorsport UK approval)

5(14) WEIGHTS:

There is a minimum vehicle weight of 420 kilograms. The minimum weight of car and driver is 500 kg.

5(15) FUEL TANK/FUEL:

Fuel must be in accordance with NCR 8.1.1.7

5(16) SILENCING:

Any dedicated FF silencer may be used, but all vehicles must comply with NCR 7.8.2



5(17) NUMBERS AND CHAMPIONSHIP DECALS:

- 5(17).1 Numbers must be displayed as per NCR 7.13 Drawing 1 Competitions Numbers It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.
- 5(17).2 Individual sponsor's decals are limited to two per vehicle, dimensions and limitations as per sections NCR 6.1.8 & NCR 6.1.9
- 5(17).3** All competing cars must display at least two HSCC badges one on each side of the car, together with series or race sponsor stickers as required. Failure to display the required stickers by an individual competitor may result in the withholding of championship points and corresponding awards,



6. APPENDICES

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

6.1 Race Organising Clubs and Contacts

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

Championship Chair: Chris Sharples



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.