



HISTORIC SPORTS CAR CLUB LTD

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HSCC Guards Trophy Championship for Sports Racing & GT cars Incorporating the TwinCam Cup Regulations 2026

1. SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction:

The HSCC Guards Trophy Championship (the “Championship”) is organised and administered by The Historic Sports Car Club [HSCC] in accordance **National Competition Rules (NCR)** (incorporating the provisions of the International Sporting Code of the FIA) and these Championship regulations.

Motorsport UK Championship Permit No. CH2026/R0? Race Status: Interclub

Motorsport UK Championship Grade: D

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

1.2 Officials:

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

1.2.2 **Championship Licensed** Eligibility Scrutineer: Sue Bateman, c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.2.3 Championship Stewards: Mr Frank Lyons, Alan Jones, Chris Alford c/o HSCC Ltd, Silverstone Circuit, Silverstone, 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 Coordinator 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:

- a) Be fully paid-up members of the HSCC and,
- b) Be registered for the Championship and,
- c) Be in possession of a valid Motorsport UK Entrants Licence.

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- 1.3.2 Drivers and Entrant/Drivers must:
- I Be current Members of the HSCC and,
 - II Be Registered for the Championship and,
 - III Be in possession of valid Competition (Racing) Club status Licence, as a minimum*. Subject to the provisions of NCR Ch.12.App.4.Art.6 where a National licence as minimum will be required.

Or be in possession of the highest grade of national Race licence or valid FIA International Licence, **including confirmation of a valid medical certificaton** together with their ASN's written consent. (FIA ISC Article 2.3.7 applies).

- 1.3.2.1 Additionally, 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.
- 1.3.4. All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.
- 1.3.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) be deemed "Guest Competitors"
 - (b) not score points and will be ignored for the purpose of points scoring
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b)

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 Championship Registration form is available from www.hsc.org.uk prior to the Final Closing date for the first event being entered.
- 1.4.3 The membership year runs from 1st January to 31st December. Registrations will be accepted from 1st January in the membership year.
- 1.4.4 Registration numbers will be the permanent competition numbers for the Championship and issued by the organisers on a first come, first served basis.

1.5 Championship Events:

The Championship will be contested over six events as follows, ~~and for the Standard, Competition GT & GT Prototype cars will be contested over the highest scoring six events, including the GT only events as shown below.~~

Date	Circuit	Status	Org. Club
25-26 April	Snetterton	Interclub	HSCC
30-31 May	Donington Park	Interclub	HSCC
11-12 July	Brands Hatch	Interclub	HSCC
8-9 August	Castle Combe	Interclub	CCRC
29-31 August	Oulton Park	Interclub	HSCC
10-11 October	Silverstone	Interclub	HSCC

**1.5.2 Alternative Championship Rounds may be organized in accordance with NCR Ch.12 App.2 Art.4.****1.6 Scoring:**

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results, except those competing in the Invitational class, as follows:-

Position	Number of race starters in class					
	Six or More	Five	Four	Three	Two	One
1 st	6	5	4	3	2	1
2 nd	5	4	3	2	1	
3 rd	4	3	2	1		
4 th	3	2	1			
5 th	2	1				
6 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.

1.6.3 Ties shall be resolved using the formula in the Resolving Ties paragraph in section NCR Ch.4.App.3 Art.4.

1.6.4 Where the race distance has been reduced (Section 2.6 below) 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 see para 1.3.5 regarding guest competitors.

1.6.6 Full points will be awarded to each driver in a car, drivers may only drive one car in any race.

1.6.7 Twin Cam Cup There will be a championship within the main Championship for all competitors in cars powered by the Lotus Twin Cam engine conforming to Guards Trophy regulations and running on Dunlop L or M Section tyres. The points allocated will mirror 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 the first three sports racing cars and also to the first three GT cars to finish a race. An award will also be given to first driver(s) in each class, subject to a minimum of three starters in that class.

1.7.3 **Championship:** The overall Championship winner(s), as well as second and third overall for each of the Sports Racers and GT cars will receive a trophy (i.e. there will be separate Championship winners for the Sports Racing cars and the GT cars). The top three placed finishers in each class will also receive an award. However, to qualify for a position in the championship results a competitor must have competed in at least two races. **In the TwinCam Cup the Overall Championship winner(s) , as well as second and third overall for each of the Sports Racers and GT cars will receive a Trophy.** Other awards may be given at the Championship Organisers' discretion.

1.7.4 **Presentations:** Awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class awards will be available either from the paddock office or at a Championship coordinated presentation to be held as soon as practicable after the official results have been published. Any awards not collected on the day will be forfeit.

1.7.5 **Entertainment Tax Liability.**

Prize money and Bonuses are not applicable at HSCC events.



1.7.6

Title to all trophies/awards:

If any provisional results or Championship tables are revised after any presentation of any awards and such these revisions affect the entitlement to those awards, the Competitors concerned must return them to the Organisers In good condition within 7 days of them being requested to allow them to be reallocated.

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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 before each event. Competitors are encouraged to enter all applicable races as early as possible to assist the HSCC with event planning.
- 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 Ch.3.App.11 Art.1.1). An email is an acceptable form of notification.
- 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 the final instructions or in a Bulletin.

2.2 Briefings:

Organisers must notify competitors of the times and locations for all briefings in the final instructions for the Events. Competitors must attend all briefings (including dual drivers). **Any Written briefing is an Official Document.**

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 Each driver shall 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).

2.4 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) Starts:

- 2.4.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.4.2 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:-

1 minute to start of Green Flag Lap – Start Engines/Clear Grid

30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.

After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start.

A five second board will be used to indicate that the grid is complete.

The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.

After completion of the Pace Lap the red lights will be on and the vehicles must approach the start line in Grid order with the pole driver setting the pace. The red lights will be switched off to indicate that start of the race.

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

30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.

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.

If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will be extinguished and the red lights at the Startline will be turned on.

Competing cars must then hold their position and speed until the red lights at the Startline are extinguished denoting the start of the race. No overtaking or changing direction of any cars is allowed prior to crossing the Startline.

- 2.4.3 Any car removed from the grid after the one minute signal or driven into pits on Green Signal/Pace Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the start line or pitlane exit, whichever is the later.
- 2.4.4 Any driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per NCR Ch.12.App.6.Art.6.11. In addition, any driver unable to maintain grid position on Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.4.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.4.6 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.

2.5 Session Red Flag

Should the need arise to stop any race or practice, Red ~~Light Panels/Flags will be switched on at the startline and RED FLAGS~~ signals will be displayed at the startline and ~~at all marshals'~~ signalling points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pitlane during practice and to the starting grid area during a race, unless otherwise directed by officials. ~~Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.~~

Vehicles should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6 Pits, Paddock & Pit Lane Safety:

- 2.6.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.6.2 **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.
- 2.6.3 **Refuelling:** May only be carried out in accordance with the NCR Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.



- 2.6.4 **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.

2.7 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 backmarker 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 pit lane.

2.8 Results:

All practice timesheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by the scrutineers after post practice/race scrutineering and/or after completion of any judicial or technical procedures (Motorsport UK NCR Ch.3.App.6 Art.1.4).

2.9 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 reference NCR Ch.12.App.6 Art.2.2. 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.

2.10 Qualification Races:

If any event is oversubscribed the Organising Club may at their discretion run qualification races.

2.11 Operation of Safety Car:

The safety car will be brought into operation and run in accordance with NCR 12.8.2.

2.12 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.~~ **Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.**

2.13 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 are 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.

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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 NCR 2.8.2.1c.

4.2. Additional specific championship penalties

4.3.1 The Clerk of the Course (s) has 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.

4.3.2 Any competitor who is penalised under the National Competition Rules at any stage of an event may at the Clerk of the Course's discretion incur the following Championship penalty:

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

4.3.3 Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with 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.



Offence	NCR Reference	Penalty	Licence Penalty Points
Abusive language or behaviour	Ch.2 App. Art.1.1.	Session Disqualification	✓ Ch.2 App.12 Art.1.2.c.
Actual Assault or threat of physical assault or particularly aggressive behaviour	Ch.2 App.1 Art.1.1	Event Disqualification + Consideration of Licence suspension (30 days)	✓ Ch.2 App.12 Art.1.2.c.
Failure to obey the instruction of an official	Ch.6 App.1 Art.2.4	Qualifying: Fine Race: Grid Penalty	✓ Ch.2 App.12 Art.1.2.d.
Causing a collision, repetition of serious mistakes or the appearance of a lack of control of the car	Ch.12 App.7 Art.1.8	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Causing another competitor to leave the circuit, crowding to inside or outside of the track	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Excessive weaving to prevent an overtaking move	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Gaining Unfair Advantage	Ch.2 Ann.A, Art.1.3.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✗
Incompatible with general safety	Ch.2 App.1 Art.1.13	Disqualification (session or event)	✓ Ch.2 App.12 Art.1.2.a.
Failing to observe the Chequered Flag (taking the flag more than once)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Verbal Warning	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black Flag	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black / Orange Flag	Ch.12. App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (Between the signal & the incident)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (After incident but before green)	Ch.12 App.8 Art.1.7. Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking or overlapping another competitor	Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14.	Time Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking of the safety car	Ch.12 App.8 Art.2.6 Ch.2 App.1. Art.1.14.	Lap / Place penalty	✓ Ch.2 App.12 Art.1.2.b.
Failing to attend a drivers' briefing	Ch.6 App.1 Art.2.3 (Ch.5 Part 1 App.5 Art.2.3h) & Ch.1 App.2 Art.11.6.i.)	Fine	✗
Making a false start	Ch.12 App.6 Art.7	Time Penalty: 10 sec	✗
Reversing in the pit lane or on track	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	✓ Ch.2 App.12 Art.1.2.a.



Running beyond the track limits in qualifying	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	x
Running beyond the track limits in racing	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	x

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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 something, then you should work on the principle that you cannot.

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

5.2 GENERAL DESCRIPTION:

The HSCC Guards Trophy Championship is open to Sports Racing, Sports Prototype, Standard Grand Touring (GT), Competition Grand Touring (GTS) and Grand Touring Prototypes (GTP) complying in full with the provisions of FIA Appendix K in respect of open & closed two seat cars from FIA Periods E1, F1 and G1, and built prior to the dates specified below under Class Structure, which have, as a model, International competition history in period.

Regulations are as FIA Appendix K, namely full period racing specification in accordance with manufacturers' homologation forms.

There are also invitation Classes, not eligible for Championship points detailed below.

Final authority in regard to the acceptance and classification of all cars will rest with the Championship Organisers, which, upon referral to it of any case by the Championship Eligibility Scrutineer or the Club Chief Registrar, shall:

- accept, reject or reclassify any car and,
- determine the extent to which such acceptance, rejection or reclassification shall take effect retrospectively.

All vehicles must have an FIA HTP Historic Technical Passport or a valid HSCC Vehicle Identity Form (VIF) to be eligible for Championship points. Cars entered with a VIF must comply with the equivalent technical requirements of the appropriate FIA Appendix K requirements and may be subject to further scrutiny prior to any race entered.

Class Structure of the HSCC Guards Trophy Championship

Classes cover the following FIA periods:

- Period E1 1947-1961
- Period F1 1962 - 1965
- Period G1 1966 - 1971
- **GTA** All Standard, Competition GT & GT Prototype cars-1301cc -1,650 cc built to FIA Period E1, F1 and G1 from 01/01/1960 - 31/12/1969. *
- **GTB** All standard, Competition GT & GT Prototype cars- built to FIA Period E1, F1 and G1 from 01/01/1960 - 31/12/1969. * Fitted with a 1600cc Lotus Twin Cam Engine
- **GTC** All Standard, Competition GT & GT Prototype cars 1,651 - 2,000 cc built to FIA Period E1, F1 and G1 from 01/01/1960 - 31/12/1969. *
- **GTD** All Standard, Competition GT & GT Prototype cars 2,001cc – 3,000 cc built to FIA Period E1, F1 and G1 from 01/01/1960 - 31/12/1969. *
- **GTE** All Standard, Competition GT & GT Prototype cars 3,001cc – 5,500 cc built to FIA Period E1, F1 and G1 from 01/01/1960 - 31/12/1969. *
- **GTF** All Standard, Competition GT & GT Prototype cars up to 1,300cc built to FIA Period E1, F1 and G1 from 01/01/1960 - 31/12/1969. *
- **GTI** All Standard, Competition GT & GT Prototype cars, unlimited capacity, built to FIA Period G1 specification 01/01/1970 - 31/12/71, subject to the approval of the Championship organisers.
- **SRA** Sports Racing and Sports Prototype cars 1,151 cc up to 1,600 cc built to FIA Period E1 and F1 specification from 01/01/1960 - 31/12/1965. *
- **SRB1** Sports Racing and Sports Prototype cars fitted with a Lotus Twin Cam Engine up to 1,600 cc built to FIA Period E1, F1 and G1 specification from 01/01/1960 - 31/12/1968. *



- **SRB2** Sports Racing and Sports Prototype cars fitted with other engines up to 1,600 cc built to FIA Period E1, F1 and G1 specification from 01/01/1960 - 31/12/1968. *
 - **SRC** Sports Racing and Sports Prototype cars 1,601 cc to 2,000 cc built to FIA Period G1 specification from 01/01/1966 - 31/12/1968. *
 - **SRD** Sports Racing and Sports Prototype (closed-coupe) cars up to 2,000 cc built to FIA Period G1 specification from 01/01/1969 - 31/12/1969. *
 - ~~SRD — Sports Racing and Sports Prototype cars of unlimited capacity built to FIA Period E1, F1 & G1 specification from 01/01/1958-31/12/1966.~~
 - **SRE** Sports Racing and Sports Prototype cars up to 1,150 cc built to FIA period E1 and F1 specification from 01/01/1958 - 31/12/1965.*
 - **SRF** Invitation Class. Vehicles deemed suitable may be admitted at the sole discretion of the Championship organisers. The award of Championship points, if any, shall also be entirely at their discretion.
 - **SRI** Sports Racing and Sports Prototype cars up to 2,000 cc not falling into the above classes, built to FIA Period E1, F1 and G1 specification from 01/01/1958 - 31/12/1969 subject to the approval of the Championship Organisers.
- * In all classes marked with an asterisk, cars built after the cut-off date but manufactured to pre-cut off dates will be allowed, subject to the approval of the Championship Organisers.

5.3 SAFETY REQUIREMENTS:

Vehicles must meet the higher of the minimum safety standards specified in FIA Appendix K/VIF or NCR Ch.7 Competitor Vehicles & Vehicle Safety Equipment. (Exceptions being NCR 7.4.2, 7.4.3 & 7.4.4 which are not mandatory).

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1 Historic Technical Passport/Vehicle Identity Form

All vehicles must comply with their FIA Historic Technical Passport/VIF and with the technical requirements of FIA Appendix K except in respect of any specific provisions listed in these regulations.

5.5 CHASSIS:

As the car's FIA Historic Technical Passport/VIF.

5.6 BODYWORK:

Ground clearance for all GT cars Periods E1 – F1 will be 100mm as per FIA Appendix K Reg.

Ground clearance for two seat racing cars periods E1 – F1 60mm as per FIA Appendix K Reg.

Ground clearance for any cars in Periods G1 as per their homologation listed on the FIA Technical Passport/VIF.

5.7 ENGINE:

As per the car's FIA Historic Technical Passport/VIF. The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s).

5.8 Ignition Systems

Ignition Systems must be to period specification, or in the interests of reliability an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and the mechanical parts within that distributor are the sole means of determining the timing of the ignition.

5.9 SUSPENSION:

As per the car's FIA Historic Technical Passport/VIF.



5.10 TRANSMISSION:

As per the car's FIA Historic Technical Passport/VIF. For Clarity, 'gripper' type limited slip differentials are not allowed to be fitted to any car, only a period LSD can be used. Any car to be found running with such a 'gripper' device will be moved to the relevant invitation class. ~~Differential assembly side plates must be sealed for the season, 2 adjacent fixing Bolts/Nuts must have a 2mm hole drilled through to allow an MSUK wire seal to be affixed.~~

5.11 ELECTRICS:

As per the car's FIA Historic Technical Passport/VIF.

5.12 BRAKES:

As per the car's FIA Historic Technical Passport/VIF.

5.13 WHEELS/STEERING:

As per the car's FIA Historic Technical Passport/VIF.

5.14 TYRES:

All Championship Classes:

All GT competitors and all SR wishing to run in period F (pre-31/12/65) are required to use Dunlop L or M 204 compound.

Later cars may use Dunlop L or M compound or Dunlop CR65/82 Post Historic 484 compound (additional hand cut grooves are permitted). Where appropriate sized tyres are not available for a specific car then the driver is responsible for agreeing the choice of tyres with the Championship Organiser before the start of the Championship.

~~For 2026, tyres will be Dunlop L or M 204 compound for Sports Racing Classes SRA, SRB, SRE and all GT Classes. Dunlop CR65/82 Post Historic 484 compound (additional hand-cut grooves are permitted) for all Sports Racing/Sports Prototype classes with exception of Class SRA and SRD. Where appropriate sized tyres are not available for a specific car then the driver is responsible for agreeing the choice of tyres with the Championship Organiser before the start of the Championship.~~

~~Buffing or shaving of new or used tyres is strictly prohibited.~~

5.15 WEIGHTS:

As per the car's homologated weight as stated in FIA Historic Technical Passport/VIF document.

5.16 FUEL TANK/FUEL

- 5.16.1 Fuel Tank - as the car's FIA Historic Technical Passport/VIF and/or in accordance with FIA Appendix K.
- 5.16.2 Fuel must be in accordance with NCR 8.1.1.7 & 8.1.1.8.
- 5.16.3 Competitors are encouraged to consider using sustainable fuels wherever possible, where such fuel complies with FIA regulations permitting fuels that contain a minimum of 50% sustainable components, and a maximum of 102RON, 90MON and 7.5% of oxygen.

5.17 SILENCING:

All vehicles must comply NCR 7.8.2 (Silencing) i.e. for GT cars 105db and for Sports Racers 108db and are also subject to individual circuit requirements if specified in Supplementary Regulations. Cars in Class SRD may be permitted to run unsilenced at certain race circuits, but drivers must check the specific requirements with the Championship Organiser in advance of any race meeting where a driver plans to compete.



5.18 NUMBERS AND CHAMPIONSHIP DECALS:

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.

Individual sponsors' decals are limited to two per vehicle, dimensions and limitations as per NCR 6.8 & NCR 6.9.

- 5.18.1 All competing cars must display at least two HSCC badges one on each side of the car, together with the championship or race sponsor stickers as required. Failure to display the required stickers by an individual competitor may result in the withholding of championship points and corresponding awards.

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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**

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6.2 RACE WITH RESPECT

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.