



HISTORIC SPORTS CAR CLUB LTD

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

Tel: +44 (0)1327 858400.

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

HSCC Classic Formula Ford Championship © and Pre74 FF1600 Trophy © Regulations 2026

1. SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction:

The HSCC Classic Formula Ford Championship © is organised and administered by The Historic Sports Car Club (HSCC) in accordance with the National Competition Rules (NCR) of Motorsport UK (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 Co-Ordinator: Donna Peters c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Eligibility Scrutineers: Nigel Jones, C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.3 Championship Stewards: Andy Dee-Crowne, Alan Jones, Frank Lyons c/o HSCC, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN,

NCR 4.1.1.2 The Championship Stewards can 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 Competitors for any breach of these 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 Licences.

Draft Regulations



- 1.3.2 Drivers and Entrant/Drivers must:
- Be current Members of the HSCC and the Classic Formula Ford Club
 - be Registered for the Championship and
 - be in possession of valid Competition (Racing) Race Club status Licence, as a minimum
Or be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, 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:
- be deemed "Guest Competitors"
 - not score points and will be ignored for the purpose of points scoring
 - qualify for Event awards
 - 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 drivers must register as competitors 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 Classic Formula Ford Club membership fee is £50 and should be made payable to the 'Classic Formula Ford Club' – see www.classicformulaford.co.uk
- 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 season.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over 6 Meetings as follows:

Date	Circuit	Status	Org. Club
25-26 April	Snetterton	Interclub	HSCC
30-31 May	Donington Park	Interclub	HSCC
13-14 June	Cadwell Park	Interclub	HSCC
11-12 July	Brands Hatch	Interclub	HSCC
8-9 August	Castle Combe	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 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows**

- 1.6.1 Classic Formula Ford Championship 1st – 25, 2nd – 20, 3rd – 16, 4th – 14, 5th – 12, 6th – 10, 7th – 9, 8th – 8, 9th – 7, 10th – 6, 11th – 5, 12th – 4, 13th – 3, 14th – 2, 15th – 1

Should there be less than four starters in the Classic Formula Ford Championship then the points allocation for the affected will be as follows:

- a) Three starters 1st – 15, 2nd – 12, 3rd – 10
- b) Two starters 1st – 10, 2nd – 8
- c) One starter 1st – 5

Pre74 FF1600 Trophy 1st – 25, 2nd – 20, 3rd – 16, 4th – 14, 5th – 12, 6th – 10, 7th – 9, 8th – 8, 9th – 7, 10th – 6, 11th – 5, 12th – 4, 13th – 3, 14th – 2, 15th – 1

Should there be less than four starters in the Pre74 FF1600 Trophy then the points allocation for the affected will be as follows:

- a) Three starters 1st – 15, 2nd – 12, 3rd – 10
- b) Two starters 1st – 10, 2nd – 8
- c) One starter 1st – 5

- 1.6.2 In addition one further point will be awarded to the driver setting the fastest race lap (subject to there being four starters) in both the Classic Formula Ford Championship and the Pre74 FF1600 Trophy.

- 1.6.3 The totals from all qualifying Events run less one will determine final Championship points and positions. You cannot count a championship round you did not attend as a drop score. A DNF or DNS can be a drop score.

- 1.6.4 Ties shall be resolved using the formula in NCR Ch.4.App,3.Art.4

- 1.6.5 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full points scoring round.

- 1.6.6 Competitors not registered for the Championship may be permitted on an individual event basis see para 1.3.5 of these regulations regarding guest competitors.

1.7 Awards:

- 1.7.1 All awards are to be provided by the race organisers.

- 1.7.2 **Per Event:** Awards will be given to 1st, 2nd and 3rd overall in both Classic Formula Ford Championship and Pre74 FF1600 Trophy

- 1.7.3 **Championship:** Championship Trophies will be awarded to the overall Championship winner and the winner of the Pre74 FF1600 Trophy Other awards may be given at the Championship Organiser's 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 one hour after the official results have been published.

- 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 Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated.



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 Ch.3.App.11 Art.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.
- 2.1.6 In the event that any Classic Formula Ford Race is oversubscribed priority ~~will~~ **may** be given to Competitors entering Cars built after December 1972 (i.e not eligible for the HSCC Historic Formula Ford Championship). Exceptions may be made for regular Pre74 FF1600 Trophy competitors.

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. 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 the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final. 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. *All cars MUST proceed to Parc Ferme after Qualifying session conclusion, cars finishing the session early must also go directly to Parc Ferme.*
- 2.3.2 The standard length of a Qualifying session shall be ~~15~~ **20** minutes
- 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)

- 2.4.1 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:-

- 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/Pace Lap.



- III After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start.
- IV A five second board will be used to indicate that the grid is complete.
- V 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
- 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 Startline will be turned on.
- V 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 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. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 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 Refueling: May only be carried out in accordance with the NCR 12.11.2 Refuelling Regulations, 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 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.
- VI *Proceed directly to Parc Ferme, unless directed to stop at the podium, then proceed to parc ferme post podium activities*

2.8 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 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 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 Ch.12.App.8 Art.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 linked data performance loggers that supply real time information in cockpit are not permitted. The use of data loggers that record data for post race analysis are accepted.~~



3. SPECIFIC CHAMPIONSHIP REGULATIONS:

- 3.1 Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the finishing order from race one will set the grid for the second race.
- 3.2 The standard minimum scheduled race time shall be ~~15~~ 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full point scoring race.
- 3.3 If a driver wishes to race a car in which he/she did not set a Qualifying time they must start from the back of the grid irrespective of their qualifying position.
- 3.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.5 Where track conditions are particularly inclement, to the extent that there is any doubt in the mind of the Clerk of the Course as to whether it is safe to run, then where possible a senior experienced driver should be consulted as to the suitability of running in the conditions.
- 3.6 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).
- 3.7 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.
- 3.8 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 Ch.2.App.8 Art.1.21

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.1 a and b

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation NCR Ch.2 App.8. Art.2.1c

4.2 Additional specific championship penalties:

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 Ch.12 App.10 Art.2.1

4.2.2 The Clerk of the Course or the Stewards of the Meeting may impose a penalty for any competitor considered to have obtained an unfair advantage (whether inadvertently or not) This can be either a time or place penalty in accordance with Motorsport UK Regulation C2.3 (Judicial).

4.2.3 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: -

If the competitor is subject to disqualification from the event Additionally to para 1.6.2, the competitor will also 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 license 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.



4.4. Table of Penalties

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]	✘
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.	✘

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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 it you should work on the principle that you cannot.

Competitors are advised to read Sections Chapters 7,8 & 9 of the current **NCR 12.13**. Competitors are also strongly advised to read the current FF1600 Technical Regulations issued by the Ford Motor Co. These regulations can be accessed in pdf format via the internet at <https://www.classicformulaford.co.uk/Technical> alternatively; a hard copy can be obtained on application to the HSCC.

5(2) GENERAL DESCRIPTION:

The **HSCC Classic Formula Ford Championship** is for Competitors participating in Formula Ford 1600 Single Seat Racing cars built before 31st December 1981.

- Agent DR1, DR2 Arrow 76F
- ASD 002, 003, 007, 008, FF78
- BEF Priamos II
- Condor
- Crossle 25F, 30F, 32F, 35F, 40F, 45F
- Dastle 16B, GNF81
- Dulon MP17, MP19, MP21
- Elden Mk12, PH17, Mk24, Mk25, F16-79/80
- Ferret Mk4
- Getern GDB 77/8, MD80 Halliday JF1
- Hawke DL12, DL15, DL16, DL17, DL19, DL20, Mk21 Hermes 16-79, 16-80
- Image FF2, FF3, FF4, FF5
- Jamun T3B/C, T5, T7, T8, T10, T11
- Javelin JL2, JL5 Jomo JMR7 Lago FF80 Lanan 1601, 1602 LCR P12
- Lola T340, T342, T440, T540, T540E
- Mallock U2 Mk14, U2 Mk 22
- Martlett DM1, DM2, DM3, DM4, DM5, DM6
- Merlyn Mk25, Mk29, Mk30, Mk31 MRE FF74, FF75
- Nike Mk 10C
- Nomad KHF/2, GC77, FF78, FF79, CCRS80, CCRS81 Pacer FF80, FF81
- PRS RH01, RH02, 81F



- Raven RE002
- Ray 74F, 75F, 76F, 79F, 80F, 81F Reynard 74FF, 75FF, 76FF, 77F, 78F Rostron CT77, CT78, CT79
- Royale RP21, RP24, RP26, RP29
- Saracen 78F, 79F, 80F Sark 1, 2
- Sparton FF79, FF80, FF81
- Star 78F Supernova 75 Swift DM2, DM3
- Tiga FF76, FF77, FF78, FF79, FF80
- Titan Mk 9, Mk 9a, Mk9b Touraco 77
- Ulrich N1
- Van Diemen RF74, RF75, RF76, RF77, RF78, RF79, RF80, RF81
- Wimhurst FF76 Zeus ZR1, ZR2

The Pre74 FF1600 Trophy will be run within the Classic Formula Ford Championship and is for Competitors participating in Formula Ford 1600 Single Seat Racing cars built before January 1st 1974. Competitors in the Pre74 FF1600 Trophy will also automatically be included in the overall Classic Formula Ford Championship.

- Alexis Mk 14B to 24B
- Cougar
- Crossle 16F & 20F
- DRW Mk8
- Dulon LD4, LD4A to LD4C, LD9, MP15 & MP15B
- Eldon Mk8, Mk10 to 10C
- Ferret Mk3 Mk3b Mk3c
- Ginetta G18, G18B
- Hamlen FF69
- Hawke DL2A, DL2B, DL9, DL10, DL11
- Huron FF
- Image FF1
- Jamun T2, T3
- Jomic Mk2A
- Jomo
- Lola Mk5A, T200, T202, T204
- Lotus 51, 61, 61M, 61R, 61X, 69
- Macon



- Matek
- McNamara
- Merlyn Mk9, Mk11A, Mk17, Mk17A, Mk20A, Mk24
- Mirage M5
- Mistrale
- MRE FF72, FF73
- U2 Mk9
- Nike Mk10B (prior to 1.1.74)
- Nomad KH/FF16
- Norvic
- Oscar
- Palliser WDF1, WDF2, WDF3
- Ray 71, 72, 73
- Reynard FF73
- Rostron CT2, CT3, CT4
- Royale RP3, RP16, RP1 6A
- Titan Mk4, Mk5, Mk6A to 6C
- Van Diemen FA73, RF73

“Specials”

- Brabham BT21/28
- Chevron B1 5/17
- March 718/2
- Varo (Lotus 22 derivative)

Any cars which are not listed above but which are listed in Section 6.2 of the Historic Formula Ford Championship Regulations shall also automatically be eligible for the Classic Formula Ford Championship and the Pre74 FF1600 Trophy.

All of which will comply with Motorsport UK Technical Regulations in force for the year of manufacture and any subsequently issued and applicable Motorsport UK Safety Regulations published in period Motorsport UK yearbooks and bulletins. For the avoidance of doubt;

- all eligible cars must have outboard rear suspension
- all eligible cars are listed in section 5.2 above



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

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

5(3) SAFETY REQUIREMENTS:

The following Articles of Motorsport UK NCR Ch.7 Competitors Vehicle and Safety Equipments will apply: NCR 7.1.1 – 7.1.13

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

Cars registered for this championship must comply with Motorsport UK Technical Regulations in force at the time of manufacture. Cars may not be updated in any way, other than to comply with current Motorsport UK safety and silencing requirements. For Class A cars the chassis specification must remain fundamentally unaltered from original manufacture. Wheelbase, track and pick up points must remain to manufacturer's specification.

It is permitted to make any modification of which the primary purpose is safety or driver comfort.

5(5) CHASSIS:

5(5).1 All cars in points-scoring classes must comply with their HSCC Vehicle Identity Form.

5(6) BODYWORK:

Bodywork is free within FF1600 dimensions

5(7) ENGINE:

5(7).1 It is permissible to use conrod part number 2177EB as an alternative to the original part 2737E

5(7).2 The number, type and location of radiators is free.

5(7).3 The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s).

5(7).4

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 -7.12.1.7 and 7.12.1.9**

5(8) SUSPENSIONS

Coil springs and anti-roll bars are free providing they fit to the same original locations.

Shock Absorbers shall be steel bodied, with no remote reservoir and with single adjustment only available. There must be no separate adjustment for bump and rebound. Fixing double adjustable shock absorbers in position by way of welding etc is not permitted.



5(9) **TRANSMISSIONS**

Make and type of drive shafts is free.

5(10) **ELECTRICS**

As per the current Formula Ford Regulations issued by Ford Motor Company

5(11) **BRAKES**

As per the current Formula Ford Regulations issued by Ford Motor Company

5(12) **WHEELS/STEERING**

Steering racks are free providing they fit to the same original locations.

Wheel off-sets may be varied to alter track dimensions by a maximum of 3in.

5(13) **TYRES:**

Any Avon/Nova ACB9 or ACB10 Tyre for Formula Ford 1600 vehicles may be used.

ACB10

Front Tyre - 6.0/21.0-13 – Specification Number 8317

Rear Tyre – 7.0/22.0-13 – Specification Number 8319

ACB9

Front Tyre - 5.0/22.0-13 – Specification Number 17680

Rear Tyre – 6.5/23.0-13 – Specification Number 17681

5(14) **WEIGHTS:**

Minimum Weight Limit: As per the current Formula Ford Regulations issued by Ford Motor Company. In addition the minimum weight of car plus driver, at any time during competition shall be 500kg.

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

5(16) **SILENCING:**

The mandatory silencer for the formula will be Ford Part No. 9095317 and silencers must be maintained to comply with the **NCR 7.8.2**

5(17) **NUMBERS/DECALS:**

- 5(17).1 Numbers must be displayed as per NCR 7.10 & 7.13 Diagram 1 Competitions Numbers of the Motorsport UK General Regulations. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials .
- 5(17).2 All competing cars must display at least two HSCC badges, one on each side of the car, in an unobscured position when viewed from a direct side elevation, together with 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.



6. APPENDICES

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

6.1 Race Organising Club and Contacts

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

Technical Compliance **Mr Nigel Jones**

Classic Formula Ford Club

President: Stuart Kestenbaum

Treasurer: Jackie Withey

Club Secretary Marion Saunders

Competition Secretary: Andrew Smith,

45 Magpie Meadows, Caddington, Luton, Bedfordshire, LU1 4FU Tel: 07901 550703

<https://www.classicformulaford.com>



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](https://motorsportuk.org/racewithrespect)

[#RaceWithRespect](https://twitter.com/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.