

## HISTORIC SPORTS CAR CLUB LTD

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### HSCC Derek Bell Trophy Championship © Regulations 2026

#### 1. SPORTING REGULATIONS - GENERAL

##### 1.1 Title and Jurisdiction:

The HSCC Derek Bell Trophy Championship © is organised and administered by The Historic Sports Car Club Ltd [HSCC Ltd] in accordance with the Motorsport UK National Championship Rules (NCR) (incorporating the provisions of the International Sporting Code of the FIA) and these Trophy regulations.

**Motorsport UK Championship Permit No. CH2026/00? 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 Coordinator: Fiona Dee-Crowne c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Eligibility Scrutineers: Sue Bateman, C/O HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.3 Clerk of the Course: Annie Goodyear
- 1.2.4 Race Director: Andy Dee-Crowne
- 1.2.5 Championship Stewards: James Nairn. Alan Jones, Chris Alford c/o HSCC Ltd, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN.

**Championship Stewards NCR Ch.4.Art.1 App.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 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 Entrant's Licence.

**Draft Regulations**

1.3.2 Drivers and Entrant/Drivers must:

- a) be current members of the HSCC and,
- b) be registered for the Championship and

be in possession of a valid Competition Motorsport UK (Racing) Licence of *minimum* National (for Formula One, Formula 5000, Indy Light, 2 Litre Formula 2 Cars and Millenium Invitation cars) or Club Licence *as a minimum* for all other categories.

\*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 Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b

1.3.2.1 If participation in the Series 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 Series. 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](http://www.hsc.org.uk) prior to the Final Closing date for the first event being entered.

1.4.2 The membership year runs from 1<sup>st</sup> January to 31<sup>st</sup> 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 Series for that year.

**1.5 Championship Events:**

The HSCC Derek Bell Trophy Championship will be contested over 6 events as follows.

Date	Circuit	Status	Org. Club
30-31 May	Donington Park	Interclub	HSCC
11-12 July	Brands Hatch GP Circuit	Interclub	HSCC
25-26 July	Silverstone GP Circuit	Interclub	HSCC
29-31 Aug	Oulton Park International Circuit	Interclub	HSCC
24-26 Sept	Spa Francorchamps	National	Roadbook
10-11 October	Silverstone National	National	HSCC

1.5.2 Alternative Championship Rounds may be organised 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. The Derek Bell Championship points will be awarded as follows:

Position	
1 <sup>st</sup>	25
2 <sup>nd</sup>	20
3 <sup>rd</sup>	15
4 <sup>th</sup>	10
5 <sup>th</sup>	6
6 <sup>th</sup>	5
7 <sup>th</sup>	4
8 <sup>th</sup>	3
9 <sup>th</sup>	2
10 <sup>th</sup>	1

All competitors will receive a point for starting and there will an additional point awarded for the overall fastest lap.

Points will be awarded separately for the class position awards, including those competing in the invitational class as follows:-

Position	Number of race starters in class			
	5 or over	4	3	2
1 <sup>st</sup>	25	20	15	10
2 <sup>nd</sup>	20	15	10	6
3 <sup>rd</sup>	15	10	6	
4 <sup>th</sup>	10	6		
5 <sup>th</sup>	6			

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 (excluding any races which are abandoned and not replaced) will determine the 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
- 1.6.4 Where the race distance has been reduced (see Para 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: 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; An award will be given to 1<sup>st</sup> in each class, subject to ~~four~~ **two** starters in the class. Competitors in the Invitation Class will be classified for overall positions ~~or~~ **and** receive awards.
- 1.7.3 **Championship:** Championship winner, 2<sup>nd</sup> and 3<sup>rd</sup> overall will receive a trophy. The highest placed finisher in each class will receive a trophy subject to 2 in class, the 2<sup>nd</sup> subject to 4 in class and 3<sup>rd</sup> subject to more than 6 in class. To qualify for a position in the championship results a competitor must have competed in at least 4 ~~aces~~ **events**. 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

### 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.
- 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. 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 and the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify. (NCR Ch.12.App.6 Art.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 Race1 . The grid may be partially reversed with the winner of race 1 taking part in a blind draw to select the number of cars to be reversed up to the first eight cars.

## 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 in the pit lane prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a rolling start.

The minimum Countdown procedures for a rolling start /audible warning sequence shall be:-

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

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

III The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.

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

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

2.5.3 Any car removed from the grid after the one minute signal or driven into pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later.

2.5.4 Any driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per NCR Ch.12App.6.Art.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.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

## 2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all marshals' signalling points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice and race, unless otherwise directed by officials Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped. All cars in the pit lane during a red flag period must take any restart from the pit exit.

## **2.7 Pits, Paddock & Pitlane Safety:**

- 2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.7.2 **Pitlane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars, the onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 **Refuelling:** May only be carried out in accordance with the Motorsport UK NCR 12.11.2 Refuelling, 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 pit lane once the front wheels of the car have crossed the pit entry line and you must not exceed the Pit Lane Speed Limit until the front wheels have crossed the pit exit line. Pit lane 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 Pit Lane Speed Limit:**  
Races: A minimum fine of £10 and/or a one-second race time penalty

## **2.8 Race Finishes:**

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

After taking the Chequered Flag drivers are required to:

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

## **2.9 Results:**

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. NCR 3.6.1.4

## **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 meters 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 its 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

#### **2.12.1 Onboard Cameras:**

The use of onboard cameras is mandated and 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. Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

#### **2.12.2 Data Logging**

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

### **SPECIFIC CHAMPIONSHIP REGULATIONS**

**2.12.3** By registering for the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

**2.12.4** Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions and/or may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.

**2.12.5** It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Series Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.



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### 3. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with NCR Chapter 2

#### 3.1 Infringements of Technical Regulations:

- 3.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR 2.8.1.21.
- 3.1.2 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

#### 3.2 Additional specific series penalties

- 3.2.1 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.
- 3.2.2 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 Ch.2 Ann.A Art1.3
- 3.2.3 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.
- 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.

#### 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	✗

<b>Reversing in the pit lane or on track</b>	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	✓ Ch.2 App.12 Art.1.2.a.
<b>Running beyond the track limits in qualifying</b>	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	✗
<b>Running beyond the track limits in racing</b>	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	✗

<b>Safety/Technical Offence</b>	<b>NCR Reference</b>	<b>Minimum Penalty</b>
<b>Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar)</b>	Ch.5 App.5 Art.2.3a)	Fine
<b>Failing to advise the Clerk of impending eligibility check</b>	Ch.2 App.8 Art.1.7	Fine
<b>Fuel or tyres do not conform to regulations</b>	Ch.8 App.0 Art,1.8 Ch.8 App.2 Art,1.4	Disqualification from session (plus, any Championship Penalties)
<b>Incorrect or unreadable numbers, incorrect missing or misplaced decals</b>	Ch.7 Art.10 Ch.12 App.4 Art.5	Fine
<b>Ineligible or unsafe vehicle at pre-event scrutineering</b>	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Start refused
<b>Ineligible or unsafe vehicle after practice / qualifying</b>	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Disqualification
<b>Ineligible or unsafe vehicle after even</b>	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2	Disqualification (+ Championship Penalty)
<b>Scrutineering: False declaration in pre-event paperwork, including those about PPE</b>	Ch.2 App.1 Art.1.11.	Before going on track: Fine (+ must rectify) Been on track: Disqualification

## 5. TECHNICAL REGULATIONS:

### 5(1) INTRODUCTION:

#### Organising Club: See 6.1

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

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

### 5(2) GENERAL DESCRIPTION

#### Eligible Cars:

The HSCC Derek Bell Trophy Championship is open to Formula 1 1966 – 1977, F5000 & F2 / F Atlantic, built and raced between 1/1/67 and 31/12/79. ~~Indy Lights~~ IRS Cars 1986 - 1994

Plus Classes for Formula 3, Formula Ford 2000 cars built and Raced between 01/01/71 and 31/12/84 Only models with a National or International Competition history in period are eligible.

The Championship Organiser may classify, reclassify or exclude any car. All cars must have current FIA papers or HSCC Vehicle Identity Forms(VIF) approved by the Registrar. The issuance of a Vehicle Identity Form does not imply confirm eligibility or acceptance into the Series.

In any issues relating to the acceptability of cars presented for a race, the Championship Eligibility Scrutineer will be the Arbiter. Any such decisions shall be final.

## 6. Balance of Performance

The aim of this regulation is to keep racing fair and competitive by reducing any clear performance advantage shown by a particular car or driver.

This regulation applies to all cars entered in the DBT Championship and may be applied at any event during the season.

A car or driver may be considered to be over-performing if they demonstrate a consistent and significant advantage including but not limited to:

- Regularly faster lap times, sector times, or higher speed trap figures expressed as a percentage of 15% per lap faster than the remainder of the grid,
- Repeated wins or podium finishes that are clearly out of proportion with the rest of the field
- Performance data that exceeds an agreed benchmark, such as the championship average or class median

The decision on whether a car or driver is over-performing rests solely with the Championship Stewards and/or the Eligibility Scrutineer.

To address over-performance, the Stewards may apply one or more of the following measures.

### Engine Air Restrictor Plates

- Mandatory fitting of an air restrictor plate of a specified size
- The restrictor size, tolerances, and installation position will be set out in a Technical Bulletin
- Compliance will be checked during scrutineering

### Additional Ballast

- Mandatory fitting of additional ballast weight
- Equalisation measures may be applied to an individual car or driver
- Measures may be introduced immediately or with prior notice, at the Stewards' discretion
- Adjustments may be increased, reduced, or removed following a review of performance
- Performance will be reviewed after each event or over a defined review period
- Equalisation measures are not permanent and may be changed or withdrawn once competitive balance is achieved

There is no right of appeal against the application or amount of any performance equalisation measure  
Grid Place or Time Penalty

A Grid place or time penalty may be applied which has the effect of normalising any performance advantage.

Failure to comply with any imposed equalisation measures may result in penalties, including but not limited to:

- Loss of championship points
- Additional sporting or technical penalties

All decision made by the Stewards regarding performance equalisation are final and binding.

All documentation must be available at events entered, produced at scrutineering and when required at post-event checks. Cars must at all times be entered in a presentable manner, including sponsors decals.

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 .

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## 7. Class Structure

Class F1 Pre 78 Cars conforming to F1 regulations that competed from 01.01.66 – 31.12.77

~~Indy Lights Cars conforming to the Indy Lights regulations 01.01.86-31.12.94 using V6 Buick engines~~

Class IRS American Racing series (ARS) & Indy Lights Cars plus other chassis manufacturers and series running to substantially similar regulations conforming to the Indy Lights regulations at the discretion of the organisers using V6 Buick engines 01.01.86-31.12.94

Class 50 Formula 5000 cars which as a model competed 01.01.69 – 31.12.71

Class 50B Formula 5000 cars which as a model competed between 01.01.1972 – 31.12.1977

Class F2A 2000cc Formula 2 cars which as a model competed between 01.01.1971 – 31.12.1979 (non ground effects)

Class F2B 1600cc Formula 2 cars which as a model competed between 01.01.1971 – 31.12.1979 (non ground effects)

Class FAB Formula Atlantic cars which as a model competed with 1600cc Carbureted engines and aerodynamic devices (non ground effects) from 01.01.1971 – 31.12.1979.

Class FAA Cars which as a model competed to Formula 2, or Formula B or Formula Atlantic regulations manufactured and raced between 01.01.1967 -31.12.70.

Class F3A Formula 3 cars which as a model competed with 1600cc engines built and raced between 01.01.1971 – 31.12.1973. with air restriction removed

Class F3B Formula 3 Cars which as a model competed with 2000cc engines built and raced between 01.01.1974 – 31.12.1984. Later models maybe accepted at the discretion of the organisers

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Millennium Invitation Class: A flexible category at the discretion of the organisers providing a single-seater class for cars built up to 2000 including F3000, Formula Holden.

### 7(1) SAFETY REQUIREMENTS:

All Motorsport UK National Competition Rules safety criteria apply as relevant. Items NCR Ch7.App.4 Art.2.2, NCR Ch. 7 App.4 Art.3 and NCR Ch.7 Art.4 App.4 are not mandatory.

### 7(2) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

#### 7(2).1 Vehicle Identity Papers

All vehicles must comply with their HSCC VIF and with National or International Formula regulations of period (proof of period specifications will be required). Competitors are encouraged to race their cars in as close to period specification as reasonably possible. Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations—The driver must ensure the VIF is available at scrutineering and throughout each day of each event they attend.

- 7(2).2 Competitors are requested to contact the HSCC if they have any questions regarding the acceptable specification of their car.
- 7(2).3 No modifications can be made to cars beyond those originally fitted in period beyond those contained in these regulations. (No modifications effected during a car’s use in “centre seat Can-Am racing” etc...)

7(3) **CHASSIS:**

As the cars HSCC VIF or FIA Identity document, or as per FIA regulations of the period. Any variation is at the discretion of HSCC.

7(4) **BODYWORK:**

- 7(4).1 As the car’s HSCC or FIA Identity document.
- 7(4).2 Bodywork must be as originally fitted in period.
- 7(4).3 Bodywork **MUST** be of a type with proven competition history for that type of car. Competitors are strongly encouraged to retain a period livery/colour scheme.
- 7(4).4 Wings **MUST** be of a proven period design and **MUST** respect period dimensions for the chassis type in question. Any aerodynamic aids used on cars raced in the Series must be to dimensions and method / position(s) of fixing must be as the car type raced in period. Any deviation from such (standard arrangements for the car type) must be supported by (period) photographic evidence accompanied by submissions from manufacturer or team personnel from the period in which the car raced.
- 7(4).5 There is an absolute maximum rear wing height of 90cm including driver when measured from the ground for all **F5000**.

For Formula 2 and Atlantic cars see table below.

**Rear Wing specification**

Max height from the ground	All cars	90cm
Max width	All cars	110cm
Max overhang from axle centre line	1971 cars	Period
	1972	Period
	1973	Period
	1974	Period
	1975	100cm
	1976	80cm
	1977	80cm
	1978	80cm
Max overhang from Axle centre line Formula Atlantic Cars	All cars	Period

7(5) **ENGINE:**

As the car’s HSCC or FIA Identity Document.

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

**For F5000 Cars**

- 7(5).1 Engines fitted should be of the same type, make and swept volume as that originally fitted. Engine maximum capacity shall be 5000 c.c. (5 litres)
- 7(5).2 Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.
- 7(5).3 Fuel injection shall be allowed on Class 50-Cars pre'72, provided evidence is available to confirm that the particular car actually ran with fuel injection during its period of competition (e.g. cars raced in the USA Formula A Championship), otherwise Class 50 pre'72 cars shall run carburettor-fed engines.
- 7(5).4 Fuel injection or carburettor-fed engines shall be allowed on Class 50B Cars.
- 7(5).5 Rev. limit for engines is free.
- 7(5).6 Exhaust systems must be to the same configuration as those used on the particular car type in its period of competition. No crossover manifolds or "2 into 1" type "balanced" systems shall be allowed.
- 7(5).7 The HSCC may permit, by individual application, the substitution of various original engines by another more readily available type, however competitors should note that the acceptance of a particular engine/chassis combination for this particular Series does not guarantee acceptance for international events.
- 5(7).8 Cast-Iron or aluminium cylinder heads are permitted.

**For Formula 2 Cars**

- 7(5).8 Engines fitted should be of the same type, make and swept volume as that originally fitted. However, Cosworth BDG or FVC engines are permissible substitutes for certain engines (e.g. BMW and Hart F2 engines), by individual application to the F2 registrar.
- 7(5).9 Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.
- 7(5).10 Exceptionally registered substitute engines for the FVA will be allowed provided that they are of a type manufactured within the era and that the substitute engine does not change the car's category or class, typically the Ford BDA engine shall be accepted as a replacement for the FVA.
- 7(5).11 The HSCC may permit, by individual application, the substitution of various original engines by another more readily available type, however, competitors should note that the acceptance of a particular engine/chassis combination for this particular Series does not guarantee acceptance for international events.
- 7(5).12 An increase of engine capacity up to 1% over the original maximum limit to the relevant class/formula will be permitted, subject to an individual application, and approval from the Formula 2 Registrar.
- 4(7).13 Formula 2/ Formula Atlantic Cars running Ford BDA/BDD/BDG engines are permitted to depart from the car's HSCC/FIA Identity Document with the fitment of the Derek Bell Trophy Championship approved electronic fuel injection system.

**7(6) SUSPENSIONS**

- 7(6).1 As the car's HSCC or FIA Identity document.
- 7(6).2 All cars must run at a minimum ride height of 40 millimetres, or as per FIA or RAC period regulations.
- 7(6).3 Suspension mountings and pick-up points shall be in original positions as when the car was manufactured or the car type's competition period.
- 7(6).4 Suspension should be as originally fitted to the car or of a type for which there is proven competition use in period. Remote reservoir dampers of any type are NOT acceptable. Variable rate springs may only be used where there is proven competition use on that type of chassis in period, (rising rate suspension only allowed on cars that were originally fitted with such – e.g. Lola T400).

**7(7) TRANSMISSION:**

As the car's HSCC or FIA Identity document, and to period regulations.

**7(8) ELECTRICS:**

- 7(8).1 As the car's HSCC or FIA Identity document, and to period regulations.
- 7(8).2 Original production specification with only assisted electronic aids allowed to a retained original distributor. Electronic ignition is acceptable, ignition systems must be of the period or to a manufacturer's replacement specification.
- 7(8).3 A red warning light must be fitted NCR 7.5.6
- 7(8).4 No electronic "measuring device" (except Tacho / Rev. Counters) shall be allowed. No potentiometers or wheel sensors ~~data-logging of any type or description~~ shall be allowed.
- 7(8).5 Any such data-logging / sensor system fitted to a car presented for scrutineering shall render the car ineligible for racing and the car shall be deemed as having failed scrutineering and shall not be allowed to race at that particular meeting (or any future meeting unless all system is removed).

**7(9) BRAKES:**

- 7(9).1 As the car's HSCC or FIA Identity document.
- 7(9).2 Hydraulic pipes may be replaced with Aeroquip or similar.
- 7(9).3 Friction material shall be free provided on steel rotors.

**7(10) WHEELS/STEERING:**

As the car's HSCC or FIA identity document, and to comply with period regulations. Wheel manufacture is free provided that wheel dimensions are as per original fitment for car type / model.

**7(11) TYRES:**

Nova/Avon A11 slick tyres as standard, When conditions dictate Nova/Avon wet weather tyres, of the type Nova/Avon Wet Weather Tyre in A15 Compound, may be used. For Indy Lights a choice of Wet Weather Tyres is free

**7(12) WEIGHTS:**

As the car's identity document, and to comply with period regulations.

All cars MUST respect the period minimum weight limit for the type of chassis and formula in period.

**Class F2 and Formula Atlantic**

<b>1971</b>	<b>450 Kgs</b>
<b>1972</b>	<b>450 Kgs</b>
<b>1973</b>	<b>450 Kgs 4cyl/475 6 cyl</b>
<b>1974</b>	<b>475 Kgs 4cyl/500 6 cyl</b>
<b>1975</b>	<b>500 Kgs</b>
<b>1976</b>	<b>500 Kgs</b>
<b>1977</b>	<b>500 Kgs</b>
<b>1978</b>	<b>500 Kgs</b>
<b>Class FAB All Years</b>	<b>440 Kgs</b>
<b>Class FAA All years</b>	<b>420 Kgs</b>

**7(13) FUEL TANK/FUEL:**

As the car's HSCC identity documents, and to comply with period regulations.

Fuel must be in accordance with NCR Ch.8 App Art.1.1.7

**7(14) SILENCING:**

Maximum permitted noise levels are not defined in these series regulations. At each of the listed events within these Regulations an application has been made for noise waiver for all Classes of F1, F5000, Indy Lights, Formula 2 and Formula Atlantic. See specific requirements for F3 for which a waiver would not apply.

**NUMBERS AND DECALS:**

- 7(14).1 Numbers must be displayed as per NCR Ch.7.App.10 & Ch.7.App.13 Diagram 1 Competitions Numbers. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.
- 7(14).2 Individual sponsor's decals are limited to two per vehicle dimensions and limitations as per sections NCR Ch.6.App1.8 & NCR Ch.6 App1.9
- 7(14).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 grid or race penalties being applied.

**5. FOR FORMULA 3 SAFETY REQUIREMENTS:**

The Motorsport UK NCR Chapter 7 Competitors Vehicle and Safety Equipments will apply NCR Ch.7 App.5.6

A rearward facing red warning light is mandatory and must comply with this regulation.

- **Engine Seals**

In case of official protest all engines shall have provision for sealing as listed:

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

Sump - two holes through the cylinder block/sump joint flange, specifically a pair, on each side or diagonally opposite.

Cam Cover - at least two retaining screw heads must be cross drilled

Cam Timing Pulley - retaining bolt must be cross drilled

Inlet Manifold - at least two retaining bolt heads to the cylinder head must be cross drilled.

Carburettor - at least two retaining nuts to the cylinder head must be cross drilled

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. Failure to comply renders the engine ineligible.

- **CHASSIS:**

- **1600cc:** Any chassis manufactured before 31.12.73 and of a type raced in 1600cc Formula 3 between 1.1.71 and 31.12.73.
- **2000cc:** Any chassis manufactured before 31.12.84 and of a type raced in 2000cc Formula 3.-Later models are acceptable. Furthermore, all carbon chassis cars are prohibited though the Anson SA4 Aluminium chassis with carbon panel is acceptable.
- No modifications,-are permitted without the specific approval of the Eligibility Scrutineer.

- **BODYWORK:**

- Bodywork must be as that originally fitted to the car. No modifications are permitted without the specific approval of the Eligibility Scrutineer.
- The rear wing and the method of mounting must be as original.
- The use of composite materials using carbon and/or Kevlar reinforcement is prohibited.
- Enclosure of the sides of the engine or the use of any undertray under the engine bay is prohibited even if these items were a "period" modification.
- Specifically, for 2000cc Formula 3 ground effect cars built between 01.01.1981 and 31.12.1984 the addition of a flat bottom as per the following construction and fixation methodology is mandatory. The valid year of specification will be as featured on the Historical Technical Passport first page, the HSCC VIF form or the FFSA VIF form, and will serve as reference.

Between the rear edge of the complete front wheels and the front edge of the complete rear wheels, all sprung parts of the car visible from directly beneath the car must lie on one plane within a tolerance of (+/-) 5mm. Dimensions as per the technical drawing below:

All these parts must produce a uniform, solid, hard, rigid (no degree of movement in relation to the body/chassis unit), impervious surface, under all circumstances. The periphery of the surface formed by these parts may be curved upwards with a maximum radius of 5 cm-no diffuser are permitted.

- Any specific part of the car influencing its aerodynamic performance.
  - Must comply with the rules relating to bodywork,
  - Must be rigidly secured to the entirely sprung part of the car (rigidly secured means not having any degree of movement)
  - Must remain immobile in relation to the sprung part of the car,

- Any device or construction that is designed to bridge the gap between the sprung part of the car and the ground is prohibited under all circumstances.
  - No part having an aerodynamic influence and no part of the bodywork may under any circumstances be located below the geometrical plane generated by the plane surface provided by this article.
  - **In respect of 1600cc cars** it is permitted to update the bodywork of a particular chassis to that used by the same manufacturer up to and including the last 1600cc Formula 3 race in 1973 (e.g., a March 713 may have March 733 bodywork). However, it should be understood that bodywork not originally fitted to the chassis may invalidate HSCC and/or FIA Vehicle Identity Documents.
- **ENGINE:**
- **Permitted Modifications**

**1600cc:** The engine block and cylinder head castings with machining completed shall be those of an engine equipping a road car model of which the series production was at least 5000 units annually. The original engine block and cylinder head may be modified freely by removal of material. The addition of material is specifically excluded. However, it is permitted to sleeve an engine that was not originally fitted with sleeves. The type of crankshaft bearings shall not be modified (e.g., the replacement of a plain bearing by a roller bearing is forbidden).

**2000cc:** The only engines permitted are units having a maximum capacity of 2000cc and of a type used in period and in a chassis permitted to be used. Development engines or accessories (i.e., programmable electronic ignition) developed prior to 31.12.84 for use after 31.12.84 are not permitted. As an example, this will be a VW engine with the extra- long intake manifold developed by Speiss for electronic fuel injection, even if the engine has been converted to mechanical injection.

**ENGINE SEALING: Moved to 5(4)**
  - **Engine Location** as per original.
  - **Oil/Water/Cooling** system is free, but the water-cooling radiator/s must remain in its original location.
  - **Induction Systems**

**1600cc:** The induction system is free, The airbox must be of the original pattern as used in the period and be constructed of material as used in period. A jig will be used to fit over the existing airbox. It is prescribed that the entire inlet system, including manifolds, injectors or carburetors, airbox and restrictor must fit into a box of 1m long by 110mm wide by 150mm high. No supercharging device shall be allowed even if a series production one was fitted to the original engine.

**2000cc:** The induction system must be of original mechanical injection type. All electronic injection systems are prohibited even if some were tested in 1984 - they have to be mechanical injection. All air feeding the engine must pass through a throttling flange of 3mm minimum length and having a parallel hole of 24mm diameter maximum. The airbox must be of the original pattern as used in the period and be constructed of material as used in period. A jig will be used to fit over the existing airbox. It is prescribed that the entire inlet system, including manifolds, injectors or carburetors, airbox and restrictor must fit into a box of 1m long by 110mm wide by 150mm high. The total airbox system must be capable of sustaining a vacuum of 5" Hg (mercury) when using a pump drawing a maximum of .9cfm of free air.

**All cars:** Action to be taken in the event of any car failing to achieve between 50% and 100% of the relevant vacuum readings which will be at the sole discretion of the eligibility scrutineer/registrar
  - **EXHAUST SYSTEMS**

The exhaust system and manifold are free, within Vehicle Regulations.

- **IGNITION SYSTEMS**

**1600cc:** Ignition systems are free except electronic engine management systems are excluded.

**2000cc:** The ignition system must be as originally fitted; management systems are not allowed.

Distributors are free providing they retain the original drive and location. The distributor is defined as the component which triggers the LT current and distributes the HT ignition current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute or time the ignition. It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel

- **FUEL DELIVERY SYSTEMS**

Only the standard mechanical fuel pump for the engine is permitted. Fuel pipes are free. Fuel cooling radiators are permitted, within safety regulations, but must be mounted within the main chassis frame.

- **SUSPENSIONS**

- Suspension as original. Remanufactured or replacement suspension components shall be dimensionally as original, but material thickness may be changed in the interests of safety.
- The suspension shall utilise only the original pick-up points unless these were modified and used on the chassis and raced in a Formula 3 1600cc race prior to 31.12.73. and 2000cc prior to 31/12/80.
- No modification permitted without consultation and ratification by the Eligibility Scrutineer.
- The use of any additional anti squat/anti droop devices is strictly prohibited.
- Dampers shall be of the same type in terms of appearance as originally fitted to the car and shall be mounted to the original mounting points. Remote reservoirs or any form of external control system are excluded. The use of more than one spring per corner is prohibited.
- Minimum wheelbase: 2000mm  
Minimum track: 1200mm

- **TRANSMISSION:**

- **1600cc:** The gearbox and differential casings shall be those of a car manufactured in at least 5,000 units in 12 consecutive months of a model recognised by the FIA, but not necessarily the model from which the engine has been taken.
- **2000cc:** Gearbox and final drive must be of the type originally fitted to the car. Torsen and Quaife differentials are strictly forbidden for all cars.
- Torque biasing, limited slip and locked differentials are prohibited. Non-ferrous differential components prohibited.

- **ELECTRICS:**
  - Batteries must be of a type which does not leak acid if inverted. The location is free.
  - The engine must be fitted with an operable electric starter motor (compressed air starters are prohibited).
  - The electrical system shall be fitted with a safety cut out switch as per K8 Motorsport UK Technical Regulations.
- **BRAKES:**
  - The braking system must be as that originally fitted to the car.
  - No modifications are permitted without the specific approval of the Eligibility Scrutineer.
- **WHEELS/STEERING:**
  - Wheels should comply with current FIA Appendix J for Formula 3.
  - Centre lock wheel retaining nuts must be fitted with safety ('R') clips and painted in a bright colour. Aircraft type self-locking nuts are not acceptable as an alternative.
  - Wheels may be constructed from aluminium alloys or magnesium alloys.
  - Note: Competitors are reminded that alloy/mag wheels can have a tendency to crack, especially the older ones. For safety reasons, please keep a check on your wheels.
  - Rim dimensions:  
Front 13" dia x 8.5" wide maximum: Rear 13" dia x 10" wide maximum.
  - Aerodynamic plates are expressly forbidden.
- **TYRES:**
  - All Classes use the same type and compound of Avon/Nova control tyres. Only the following tyres are permitted: For all cars classes a variation maybe permitted at the discretion of the HSCC.

**Class F3B**

Nova/AVON

Dry Front	7.5/210 x 13	spec no 7342 A37
Rear	9.2/220 x 13	spec no 7343 A37
Wet Front	7.5/210 x 13	spec no 7277 A27
Rear	9.2/220 x 13	spec no 7278 A27

**Class F3A**

Nova/AVON

Dry Front	7.5/210 x 13	spec no 7342 A37
Rear	9.2/220 x 13	spec no 7343 A37
Wet Front	7.5/210 x 13	spec no 7277 A27
Rear	9.2/220 x 13	spec no 7278 A27

- **WEIGHTS:**

Weight is the weight of the vehicle as it finishes the qualifying and/or races but excludes the driver and his equipment.

**1600cc:** The weight of the car shall not be less than 420kg

**2000cc:** The weight of the car must not be less than 440 kgs for cars built prior to 31.12.79. or 455 kgs for cars built between 01.01.80 and 31.12.84.

- **FUEL TANK / FUEL:**
- The fuel tank should be located in the same position as that originally fitted to the car. On safety grounds, it may be relocated subject to approval by the Eligibility Scrutineer.
- Fuel tank capacity is free.

Fuel must be in accordance with NCR Ch.8 App.1 Art.1.7

- **SILENCING:**  
All vehicles must comply with NCR Ch.7 App.8 Art.2 (Silencing and are also subject to individual circuit requirements if specified in Supplementary Regulations.

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## 8. APPENDICES

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

### 8.1 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

**Series Chairman:** Mike Bainbridge

**Series Registrar:** Terry Jacob

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## 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.