



HISTORIC SPORTS CAR CLUB

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

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HSCC 70's Road Sports Championship Regulations 2012

Eligible Cars:

The HSCC 70's Road Sports Championship is open to genuine production sports and GT cars built and road-registered between 1/1/70 and 31/12/79. Only minor modifications to engine and suspension are permitted; body shells must remain as standard. Other cars may be eligible subject to proof of series production in period. Excluded from this Championship are all light weight, high performance or competition versions, together with any one-off specials.

Cars must remain road legal and additional championship points are awarded to competitors who drive their car to and from the circuit (from their place of residence or permanent storage facility of car).

Modifications are strictly limited and all cars must have current HSCC Vehicle Identification Forms.

A list of eligible cars is available with the relevant weights.

Class Structure of HSCC 70's Road Sports Championship

Class A	All cars over 3001cc
Class B	All cars 2001cc - 3000cc
Class C	Glass-fibre cars 1301cc - 2000cc
Class D	Metal bodied cars 1601cc - 2000cc
Class E	Metal bodied cars 1301cc – 1600cc
Class F	Metal Bodied up to 1300cc
Class G	Glass Fibre Cars up to 1300cc
Class H	Invitation Class – Other similar Sports or GT may be accepted at the invitation of the HSCC, providing they are within the years listed in General Description 5.2 of HRS or 70's Road Sports.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC 70's Road Sports Championship is organised and administered by The Historic Sports Car Club [HSCC] in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [MSA] (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No.

Race Status: National B

MSA Championship Grade: D

1.2 Officials:

1.2.1 Co-ordinator: Mr. G.D. White, HSCC, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400

1.2.2 Eligibility Scrutineer: Mr. D.F.D. Smith 268 Lea Rd, Gainsborough, Lincs DN21 1AP Tel. 01427 611734

1.2.3 Championship Stewards: Mr Chris Sharples, Mr. David Pullen, Mr Frank Lyons

All C/O HSCC, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the HSCC and in possession of a valid 2012 MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the HSCC, be registered for the Championship and be in possession of a valid 2012 MSA Competition (Racing) National B or above STATUS Licence.

1.3.3 All necessary documentation, including HSCC vehicle identity document, and current valid MOT must be presented for checking at all rounds when signing-on. Competitors who are claiming Road driven points are reminded their cars must have a current valid Road Fund licence on display as well as a valid insurance certificate for use on the road.

1.4 Registration:

1.4.1 All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2 The registration fee is £150 to include membership of the HSCC. Made payable to the HSCC.

1.4.3 Registrations will be accepted from 1st January 2012.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

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1.5 Championship Rounds:

The HSCC 70's Road Sports Championship will be contested over **TBC** race meeting if there are two races at a race meeting both will count for championship points:

Date	Circuit	Status	Org. Club
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1.6 Scoring:

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

Position	Number of starters in class		
	3or over	2	1
1st	9	6	4
2nd	6	4	
3rd	4		
4th	3		
5th	2		
6th	1		

Points will be based on the official published results of the race.

In addition, every road driven starter will receive 2 points, the driver of the fastest lap in each class will receive one extra point and there will one extra point for the fastest lap in each class in qualifying, subject to there being a minimum of two starters in that class. Competitors wishing to claim road driven points, must declare that they will drive their actual (raced) car to and from every round of the Championship, that they enter, themselves on an HSCC drivers declaration form, if no declaration form is submitted it will be assumed that the competitor trailers their car. Any competitor found trailering or not actually road driving their own race car to any round after making such a declaration will forfeit all road driven points for the season.

Note. For safety or health reasons, it may be possible to trailer the car home after the event, or exceptionally have the car driven home by someone else, providing the raced car/driver combination are agreed unfit to be driven/ or to drive, without penalty. Subject to a written authority being obtained from the race meeting Chief Scrutineer. In the event of a "Road Driven" car being trailered back from a meeting the championship committee must be informed as soon as is practical and not later than 14 days after the event.

Five points to be 'protected' for making a competing car available for an eligibility check, by appointment with the registrar, at the cars first event of the season. This might involve staying late at the track – or agreeing to an early arrival – to suit the registrar. Not making the car available in this way at its first meeting would result in losing the first five points scored during the season. Note: the five points are 'protected' even if the car fails its check on technical grounds – the protection is being awarded for making the car available, not for passing the check itself.

1.6.2 The totals from all qualifying rounds less two will determine final championship points and positions.

1.6.3 Ties shall be resolved using the formula in Section Q3.4. of the 2012 MSA Yearbook.

1.7 Awards:

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

1.7.2 Per round: A trophy to the overall winner and trophies to first and second in each class subject to three and five starters in class.

1.7.3 Championship: Championship winner 2nd and 3rd overall will receive a trophy and to each 1st 2nd and 3rd in class a trophy, subject to 4, 6 and over 6 in class. To qualify for a position in the championship results a competitor must have competed in at least 4 rounds. Other awards may be given at the Championship Organisers discretion.

1.7.4 Bonuses: Not Applicable

1.7.5 Presentations: Winners trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class trophies will be available from the paddock office one hour after the official results have been published.

1.7.6. Entertainment Tax Liability: In accordance with current government legislation, the HSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the organiser, the HSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non Residents, St John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483

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

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Often parts have to be manufactured and are not available 'off the shelf'. These cars require respect as do your fellow competitors. You will be expected to race within those parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

2.1 Rounds: In accordance with Section C of the 2012 MSA Yearbook and the HSCC.

2.2 Championship: In accordance with Section C of the 2012 MSA Yearbook and the HSCC.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be at least 18 days before each round.

3.1.2 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.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

3.1.4 The Maximum Entry Fee for each round shall be: £500

Late entries - any entry received after the closing date will be subject to an additional fee of £25.

3.1.5 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the HSCC may at their discretion run Qualification Races. For Qualification Race Procedures see 3.13 of these regulations.

3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.1.7 Entry Fee Refunds will be as per the policies of the Clubs organising each round - as published in their Supplementary Regulations for each round.

3.1.8 Each Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for each Circuit and all accepted Competitors may practice.

3.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3.3 Practice:

The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.

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.

3.4 Qualification:

Each driver should complete a minimum of three laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.

3.5 Races:

The standard minimum scheduled distance shall be 15 miles 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 points scoring round.

The Procedure for qualification races is specified in 3.13.

3.6 Starts:

3.6.1 All race start countdowns are to have a minimum elapsed period of three minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The minimum countdown procedures/audible warnings sequence shall be:-

All races will be Standing Starts unless otherwise specified in the competitors final instructions.

One minute to start of Green Flag Lap - Start engines/Clear Grid.

Thirty seconds - Visible and audible warning for start of Green Flag/Pace Lap.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.6.4 Any cars removed from the grid after the one minute stage or driven into pits on Green Flag 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 startline or pitlane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per MSA Regulation Q 12.13.2 Drivers may make up any lost grid position on this green flag lap, BUT any drivers unable to maintain grid position

at any point of the 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.

3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 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.

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

3.6.8 Start procedures at some meetings may differ from the above and if so this will be notified to all competitors in the final instructions for that meeting.

3.7 Race Stops

3.7.1 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 starting grid area which will automatically become a Parc Ferme area.

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.

3.7.2 Case A – Less than two laps completed by Race leader.

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up.

The length or the restarted race will be determined by the Clerk of the Course.

3.7.3 Case B - More than two laps completed by Race Leader but less than 75%.

The Race will restart from a grid set out by the finishing order of part one, (as per Q5.4.3.). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation Q5.4.3., unless the Clerk of the Course in consultation with the Stewards of The Meeting, deems it appropriate to restart the race.

3.8 Re-Scrutiny: All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 Pits & Pitlane Safety:

3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety regulations are complied with at all times.

3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in the pitlane.

3.9.3 Refueling: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.

3.10 Race finishes:

After taking the Chequered Flag drivers are required to: progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuits or in the pitlane.

3.11 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.

3.12 Timing Modules: All cars must be fitted with a working HSCC approved transponder. Failure may result in competitors not being accredited with a qualifying time or excluded from the result as per MSA Q12.2.1

3.13 Qualification Races: If applicable, this procedure will be set out in the Competitors Final Instructions

3.14 Operation of Safety Car: As per Section Q Appendix 2

4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of MSA regulations: (C3.3.).

4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty: The provisions of MSA regulations: C3.5.1.- (a) & b and more serious penalty C3.5.1 (c).

4.1.3 Additional specific championship penalties: According to Supplementary Regulations

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:

4.2.1 The Clerk of the Course or Stewards have the right to impose a Stop Go penalty, a grid place penalty of up to ten grid places, or a Final race position drop of up to ten race positions, for contravention of regulations during qualifying or racing in accordance with MSA Regulation Q12.6 . In the event of a grid place drop this penalty maybe extended to the next Championship race in which the competitor takes part

As per 2012 MSA Judicial Procedure Regulations.

4.3 Any competitor who is penalised under the MSA Sporting Regulations at any stage of an event may at the Clerk of the Course Instruction incur the following Championship penalty: -

The event will be counted as one of the events contributing to their Championship score and they will be excluded 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.

5 Technical Regulations

5.1 INTRODUCTION

The following technical regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can carry out the modifications, check with the Registrar.

5.2 GENERAL DESCRIPTION

The HSCC 70's Road Sports Championship is for competitors participating in a genuine production sports car manufactured and road registered between 1.1.70 and 31.12.79. Proof of original road registration is required but this may be from other than UK authorities.

A list of eligible cars is available with the relevant weights. Other cars may be eligible subject to proof of series production in period as a sports or GT car. Excluded from this Championship are all lightweight, high performance or competition versions, together with any one-off specials. The organisers reserve the right to exclude or reclassify any car they feel does not comply with the intent of the Championship Regulations.

All cars must have current HSCC Vehicle Identification Forms.

Cars must remain road legal, with valid MOT, and if Road Driven have current valid road tax and insurance.

Additional championship points are awarded to competitors who drive their car to and from the circuit (from their place of residence or permanent storage facility of car).

Only minor modifications to engine and suspension are permitted; body shells must remain as standard.

5.2.1 Class Structure

Class A : All cars over 3000cc

Class B: All cars 2001cc - 3000cc

Class C: Glass-fibre cars 1301cc - 2000cc

Class D1: Metal bodied cars 1301cc - 1600cc

Class D2: Metal bodied cars 1601cc – 2000cc

Class E: All cars up to 1300cc

Class F: Invitation Class – Other similar sport or GT or Saloon cars may be accepted at the invitation of the HSCC, providing they are within the years listed in General Description 5.2 of HRS or 70's Road Sports.

5.2.2 Number & Championship Decals

Numbers must be displayed as per MSA Blue Book Section J4 and Drawing 4. It is a competitors responsibility for his competing vehicle to be easily identified by all course officials.

Individual sponsors decals are limited to two per vehicle dimensions and limitations as per MSA Regulation H28.1.1 - H28.1.6

All competing cars must display at least two HSCC badges one on each side of the car.

5.3 SAFETY REQUIREMENTS:

The following Articles of MSA Section K Competitor Safety Regulations will apply:

MSA (K2.): Safety roll over structures are mandatory. Roll over protection devices are permitted only in the configurations shown in drawings in the MSA Section K (Appendix 2) Technical Notes. Roll-over bars must not become a chassis extension.

MSA Section K: Seats, seat belts and harnesses must comply with MSA regulation (K2.).

MSA Section K: Fire extinguishers are mandatory. (K3.)

MSA Section K: A rearward facing red warning light is mandatory (K5.).

Exceptions are MSA Appendix (K) Safety Criteria Regulations (K6.), (K7.) and (K12.), which do not apply.

5.4 GENERAL TECHNICAL REQUIREMENTS:

5.4.1 HSCC VIFs

All vehicles must comply with their HSCC Vehicle Identity Form. Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section Q Technical Regulations.

5.4.2 Engine Seals

All engines shall have provision for sealing as listed:

Sump: Two holes through block/sump flange, specifically one pair each side or diagonally opposite. An alternative method can be two adjoining pairs of bolts or studs, again a pair each side or diagonally, cross drilled.

Head: Two adjoining head bolts or studs (per head) cross drilled or such other drillings which prevents head removal.

Hole size in all instances x 2mm. Diameter minimum.

All stripdown/rebuild and associated costs incurred by competitors following engine and/or component seal(s) by HSCC Championship MSA Eligibility Scrutineer or delegated assistant(s) are to be born 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 MSA Eligibility Scrutineer or delegated assistant(s) on the day in question. Please note MSA Regulation section (J3.1.4.) and (J3.1.6.)

'Championship seals' may be fixed during the season to engines by the Championship Scrutineer or his assistant. These seals are subservient to MSA seals, and do not have specific time limits imposed. A minimum of 7 days notice is required by the club office and registrar prior to an engine strip, when seals are to be removed.

5.5 CHASSIS

5.5.1 General

As the cars HSCC Vehicle Identity Form.

The Chassis must remain as original with no additions or removals. Where the chassis has been the subject of structural repair, it will be subject to individual acceptance by the Championship Eligibility Scrutineer.

5.6 BODYWORK

Bodywork must be as described on the cars' HSCC Vehicle Identity Form.

5.6.1

1. General

No modifications from original production specifications or materials are permitted.

2. Interior

It is permitted to remove passenger seat and floor carpets but if passenger seat is retained it must be properly secured.

Cars will be expected to retain their original type trim in so far as it relates to fixed portions (i.e.head-lining, door trim, dashboard trim etc.). In the event that fitting of safety equipment would permanently damage seats or trim, relaxation of the above requirements may be allowed subject to the Championship Eligibility Scrutineer's discretion.

3. Exterior

Factory option hard tops are allowed.

Bumper bars, if removed, are subject to individual acceptance by the registrar.

Side and rear window glass may be replaced by perspex or similar material, of no lesser thickness than 4mm, for safety reasons.

Side windows must be retained in their original form and must be fully operational by their original method.

Open cars fitted with a front roll-bar hoop must compete with hardtop fitted or with their hood erected.

4. Silhouette

The silhouette of the car must not be altered.

5. Ground Clearance

All sprung parts of the car must have a minimum ground clearance of 100mm, such that a block of 8cm x 8cm x 10cm may be passed underneath the car from any side. Ground clearance may be measured at any time during an event, on a surface specified by the HSCC Eligibility Scrutineer (exhaust systems are excluded from this requirement).

5.6.2 Model Specific Regulations

Lotus 7, Elan, Europa, and MG Midget:

The ride height test block fouls the lower anti-roll bar mountings in standard form. There is no objection in these cases providing the block passes under all other areas.

5.7 ENGINE

5.7.1

The engine must be as specified on the car's HSCC Vehicle Identity Form.

The engine must be the original make, material, type, stroke and bore, and date from the same period.

The engine components and ancillaries which includes dynamos, alternators and starter motors must be must be of the same make, model, type and material as fitted originally and conform to a manufacturer's specification for which period evidence exists.

The following may be modified:

Cylinder heads may be polished, ported and reprofiled.

Camshafts as timing, profile and driver.

Roller Rockers and solid lifters are not allowed.

Valves as to size and material. Pistons as to Material.

Crankshafts as to Material.

Flywheels as to weight and material.

Clutch as to size and material. Sumps as to size and material.

Reboring is allowed to a maximum oversize of 0.060 ins of the original bore.

Dry sumping is permitted.

5.7.2 Location

The Engine must be in the original location.

5.7.3 Oil/Water Cooling

An oil cooler is permitted but with no external ducting.

Aluminum radiators and an electric fan are permitted. Radiators must be mounted in the original position.

5.7.4 Induction Systems

All induction Systems must be the original standard fitment.

No forced induction is permitted.

Carburettors must be of the same size, manufacture, number as original specification and located directly on to the original manifold which can be polished and ported.

Fixed choke dimensions must be as original.

Detachable choke tubes dimensions must be as originally manufactured for that production car. Jet and needle sizes are free.

Cars fitted with fuel injection must use the original standard fitment fuel injection system, which must not be modified in any way.

5.7.5 Exhaust Systems

The exhaust manifold system is free, but should be road legal and comply with MSA (J5.17.) and may also be subject to individual circuit requirements if specified in Supplementary Regulations.

5.7.6 Ignition

The ignition system must be original including the distributor and retain the original manufacturers firing order.

Electronic ignition systems are allowed if manufacturers original production specification.

It is permissible to fit a basic/simple electronic ignition system in place of points, subject to Registrar approval, following full written description of layout and installation by competitor. In such systems the distributor must remain the sole means of triggering the spark.

Only original distributor mechanical advance and retard is allowed.

Engine management or mapping systems are not permitted.

5.7.7 Fuel Delivery Systems / Tank

Fuel pumps are free.

Use of braided flexible hose and metal fuel lines is recommended.

The fuel tank must be either the original production specification, or a safety tank. Any fuel tank must comply with FIA Art. 5.5, must not exceed the originally specified capacity, and must be in the original location or in the rear of the car.

5.7.8 Model Specific Regulations

Lotus 7:

Engines fitted must have been listed as original equipment in period by Lotus Cars for use in the Lotus Seven.

The maximum carburettor size is 2 x 40 DCOE (or equivalent) with maximum internal choke size 33mm. Alternatively, use of 2 x 1¼" S.U. or 1 x 1¾" S.U. is permissible.

Lotus Elans and Europas fitted with Weber 40 DCOE carburetors or Dellorto equivalent; the maximum choke size is 33mm.

Imp Engines to use 150 CD Carburetors, Mini 1275cc engines to use 1.1/4" SU Carburetors

5.8 SUSPENSION

5.8.1

The front and rear suspension must be as original but dampers and springs may be re-rated.

Suspension mounting points must remain as original.

Anti-roll bars may be fitted to the front and rear suspension if not fitted originally.

Either an anti-tramp bar, or a Panhard rod, or watts linkage may be fitted to cars without additional axle location.

Original bush material may be changed. No spherical joints are permitted on any suspension components unless used in original specification, however, rose joints may be used on anti-roll bars providing that the geometry of the suspension is not affected.

Adjustable spring platforms are permitted.

Camber alterations are permitted.

Friction shock absorbers may have the friction levels adjustable.

5.9 TRANSMISSIONS

5.9.1

No modifications from original production specifications are permitted.

The gearbox must be as original.

Straight cut gears are not permitted unless fitted as original equipment.

The original clutch control system must not be modified.

5.9.2 Transmission & Drive Ratios

The rear axle must be as original though the final drive ratio may be changed.

Limited slip differentials may only be fitted if supplied as standard original equipment not factory optional by the manufacturer.

5.9.3 Model Specific Regulations

Morgan Plus 8. Dispensation to use later 70s Rover 5 speed gearbox

Lotus Europa. Dispensation to use later 5 speed gearbox from Renault 18.

Lotus Elan. Dispensation to use solid drive shafts with UJ, CV joint, and sliding splines.

Porsche 924. Dispensation to use later conventional Audi transaxle.

5.10 ELECTRICS

All electrical equipment originally fitted must be retained, be in original location and be in full working order.

5.10.1 Rear Fog Light

A rearward facing red warning light is mandatory – see MSA regulation (K5)

5.10.2 Batteries

The type, make, capacity (ampere-hours) and position of the battery are free.

If the battery is located in the cockpit it must be securely fixed and be contained in an insulated, leak proof box.

5.10.3 Generators

The type and make are free, but a dynamo may not be changed for an alternator. The generator must generate an electric output and be on load when the engine is running.

Alternators may only be fitted if in period specification.

5.11 BRAKES

5.11.1

Conversion to a different mechanical system or hydraulic operation is permitted if a period specification.

Hydraulic braking systems may be converted to dual circuit operation which provides simultaneous operation on all four wheels via two distinct hydraulic circuits.

Hydraulic lines may be replaced with braided type piping.

5.11.2

Disc brakes, ventilated discs and multiple pot calipers are only permitted if a period specification for that model.

Discs may not be cross-drilled, grooved or ventilated, unless fitted as original.

Discs and drums must be of original material specification and dimensions.

Calipers must be original production items, made of original materials and to original dimensions.

Brake ducting is permitted within the bodywork and must not be externally visible

All forms of driver-adjustable brake bias devices are prohibited.

5.11.3 Model Specific Regulation

Imp base cars to use 9" front discs with iron two piston caliper and standard rear drums. Mini based cars to use 7.4" front discs and standard Mini rear drums.

5.12 WHEELS/STEERING

5.12.1 Wheels

Wheel size may be increased by 1" up to a maximum OF 15". In addition 16" may be changed for 15".
Rim width may be up to 5 1/2" for classes **C, E, F and G** and up to 6" for classes A, B and D unless originally fitted with wider, in which case the original widths may not be exceeded.
Alloy wheels of the period are permitted subject to individual acceptance by the Championship Registrar.
The same size wheels and tyres must be used front and rear, unless varied as original.
The wheel and tyre must be capable of being used within standard bodywork and permitted suspension modifications.
Rim widths must not be increased but may be decreased in order to accommodate available tyres.

5.12.2 Steering

Steering rack and column must be standard factory specification.
Choice of steering wheel is free.

5.13 TYRES

Tyres permitted are any MSA Blue Book Section L Tyres list 1A/1B.
Tyres must have a minimum of 50 profile and must have a tread which conforms to current MOT requirements.
Tyres of the same type / compound must be fitted on both axles.

5.14 WEIGHTS

Vehicles must conform to the minimum weights as listed in the additional schedule. This schedule forms part of these Championship Regulations.
Ballasting is permitted, and must be securely affixed to the vehicle. Lightening cars then adding ballast to meet the minimum weight is not acceptable.
Weights of individual cars may be verified by the Scrutineer at circuit weigh-bridges during the racing season..

5.15 FUEL

5.15.1 Fuel

Only commercially available motor vehicle pump fuel is allowed in accordance with MSA regulations See Section B Nomenclature & Definitions

5(16) SILENCING:

5(16).1 All vehicles must comply with MSA Regulation (J5.17.) i.e. 105db and are also subject to individual circuit requirements if specified in Supplementary Regulations.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSA

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 COMMITTEE – Please address all correspondence through the HSCC office.

Charles Barter - Chairman
Class B & G
Mark Bennett - Class A
Howard Bentham - Class C
Mark Oldfield - Class D and E
Ralph Harwood-Penn - Class F
Ralph Harwood-Penn - Registrar