



HISTORIC SPORTS CAR CLUB

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

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

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

HSCC Classic Racing Car Championship Regulations 2012

Eligible Cars:

The HSCC Classic Racing Car Championship is open to single-seater racing cars built prior to 31/12/70, with various cut-off dates depending on class and engine capacity. F1, F2, F3 and Formula Junior cars are all eligible.

Dunlop or Avon (Class D only) control tyres are mandatory. No cars may use wings or aerodynamic aids, and there is also a separate class for pre-1971 Historic Formula Ford cars.

All cars must have current FIA or HSCC Vehicle Identification Forms.

Class Structure - Classic Racing Cars

Class A Formula One cars Up to 1500cc V8 as raced between 1/01/61 – 31/12/65

Class B Formula 2 cars up to 1000cc built up to 31/12/66

Class C Formula 2 cars up to 1600cc built between 1/1/67 up to 31/12/70

Class D Formula 3 1000cc cars built and raced between 1/1/64 and 31/12/70

Class E Formula Junior cars built and raced before 31/12/63

Class F Single seater racing cars built and raced between 1/1/67 and 31/12/71 running to HSCC Historic Formula Ford Championship specification but must use CRC Dunlop Tyres. Because it may not be possible to include this class in every race it will not be eligible for overall championship points.

Class G Formula B/Formula Libre Single Seater Up to 1600cc built before 31/12/70
(not to include modified Formula Ford Chassis)

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Classic Racing Car 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. CH2012/R075

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. Matthew Lambkin Smith

1.2.3 Championship Stewards: Mr Charles Barter, Mr Mike Eagles.

All C/O HSCC, Silverstone Circuit, Nr. 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 Series 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 or FIA Vehicle Identity document, must be presented for checking at all rounds when signing-on.

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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.

1.5 Championship Rounds:

The HSCC Classic Racing Car Championship will be contested over 8 race meetings, if there are two races at any race meeting both will count for championship points.

Date	Circuit	Status	Org. Club
17-18 March 2012	Donington Park	Clubmans	HSCC
21-22 April 2012	Cadwell Park	Clubmans	HSCC
19-20 May 2012	Silverstone	Clubmans	HSCC
9-10 June 2012	Snetterton	Clubmans	HSCC
30 June -1 July 2012	Brands Hatch	Clubmans	HSCC
25-27 August 2012	Oulton Park	Clubmans	HSCC
23 September 2012	Brands Hatch	Clubmans	HSCC
20 October 2012	Silverstone	Clubmans	HSCC

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		

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

1.6.3 Ties shall be resolved using the formula in Section W1.3.4 .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 and 2nd and 3rd overall will each receive a Trophy and to each 1st 2nd and 3rd in class (including Class F) a trophy, subject to 4, 6 and over 6 in class. Championship. 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 advised 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 Q12.13.2. 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 of 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 timed or excluded from the Result. As per MSA Regulations Q12.2.1

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

3.14 Operation of Safety Car: As per MSA Regulations 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:.

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

4.2.1 The Clerk of the Course has the right to impose a Stop Go penalty, in accordance with MSA Regulation Q12.6

4.2.2 Alternatively, the Clerk of the Course or Stewards may issue 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 the event of a grid place drop this penalty may be 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 do it, you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The HSCC Classic Racing Car Championship is open to single seater racing cars manufactured and raced not later than 31st December 1970 (except those complying with Formula Ford where the date 31st December 1971 is substituted), and that were originally designed to run without aerodynamic aids and on treaded tyres.

5.3 SAFETY REQUIREMENTS:

All MSA Section K safety criteria regulations apply as relevant.

Items (K4.) and (K12) are not mandatory

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.4.1 All vehicles must comply with their FIA or HSCC Identity Document.

5.4.2 Only models with an International Competition history in period are eligible.

5.4.3 Subject to their HSCC Identity Document indicating otherwise, vehicles must comply with vehicle regulations Section J and Q Except section (J5.13.4) Fuel Systems *Use pump fuel (see definition nomenclature and definition) except, subject to prior written authority having been given by the MSA, where permitted otherwise under SRs, Formula Rules and/or Championship Regulations and Section (J5.14.7.) Electrical Systems Be fitted with suppressors as required by the wireless Telegraphy Regulations.*

5.4.4 Cars which do not fall into the general requirements of 5.2 or 5.4.2 may be considered by the Championship Committee on their historical merit.

5.5 CHASSIS: As the cars FIA or HSCC Identity document.

5.6 BODYWORK: As the cars FIA or HSCC Identity document.

5.7 ENGINE: As the cars FIA or HSCC Identity document.

Modifications:

Class B - 1000cc to original F2 specification.

Class C – 1600cc FVA as original specification. Fuel injection allowed.

1600cc BDA can only be used to replace the original FVA engine in cars with Formula 2 history only, and the engine must be of the original Formula Atlantic specification. No short stroke, alloy blocks big valve heads or fuel injection allowed. The onus is on the competitor to make sure it complies, it could be checked.

Class G – 1600cc Twin Cam Ford engine cars will be encouraged. i.e. 8 Valve engines only without fuel injection

Only cars which left the factory from new either as Formula 3 / Formula B or Formula Libre will be allowed, proof required.

5.8 SUSPENSION As the cars FIA or HSCC Identity document.

5.9 TRANSMISSION: As the cars FIA or HSCC Identity document. Note Constant Velocity joints are not permitted for use in drive shafts

5.10 ELECTRICS: As the cars FIA or HSCC Identity document.

A red warning light must be fitted – (K5)

5.11 BRAKES: As the cars FIA or HSCC Identity document.

Hydraulic pipes may be replaced by Aeroquip or similar. Cross drilled discs and driver adjustable brake balance bars are not permitted

5.12 WHEELS/STEERING: As the cars FIA or HSCC Identity document

5.13 TYRES.	Eligible tyres are as follows:
Class A	Dunlop Vintage "L" or "M" 204 compound CR65 tread pattern
Class B	Dunlop Vintage "L" or "M" section 204 CR 65 Tread pattern or Dunlop Post Historic 484 compound range treaded tyres. Optional Avon A37 (7432 and 7343) hand cut to CR65 Tread Pattern known as Historic All Weather.
Class C	Dunlop Vintage "L" or "M" section 204 CR 65 Tread pattern or Dunlop Post Historic 484 compound range treaded tyres.
Class D	Period F (1964 – 1965) Dunlop "L" Section 204 CR65 Tread Period GR (1966-1970) Avon A37 7342 and 7343 hand cut to CR65 tread pattern
Class E	Dunlop "L" section 204 compound CR65 tread
Class F	"M" section 204 compound Dunlop treaded tyres 4.50MX13 Front 5.25MX13 Rear only
Class G	Dunlop Vintage "L" or "M" section 204 compound or Dunlop Post Historic 484 compound range treaded tyres

5.14 WEIGHTS: **Weights must conform to the minimum listed below.**

Class A	450Kgs
Class B	400Kgs
Class C	425 Kgs
Class D	400 Kgs
Class E	400 Kgs
Class F	420 Kgs
Class G	410 Kgs

5.15 FUEL TANK/FUEL: As the cars FIA or HSCC identity document.
Only "pump fuel", as defined in MSA Technical Regulations –
See Section B Nomenclature & Definitions

5.16 SILENCING: All vehicles must comply with MSA Regulation (J5.17) i.e. 108db and are also subject to individual circuit requirements in Supplementary Regulations.

5(17) NUMBERS AND CHAMPIONSHIP DECALS:

5(17).1 Positions

Numbers must be displayed as per MSA Blue Book Section J4 and Drawing 4. Individual sponsor's decals are limited to two per vehicle. All competing cars must display at least two HSCC badges one on each side of the car. If at any time the Championship has a sponsor – sponsor's decals when provided must be displayed (one each side of car) failure to comply may result in championship points being deducted for any round where no decals were applied. Individual advertising as per MSA Regulations H28.1.1 – H28.1.6

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 direct all correspondence through the HSCC office

Paul Busby
David Crowther
Ian Gray
David Pullen (Chairman & Eligibility Registrar)
Duncan Rabagliati
Michael Scott
Ted Walker (Eligibility Registrar)
Matthew Watts
Jason Williams