



Historic Sports Car Club Ltd



Silverstone Circuit, Silverstone, Northants. NN12 8TN.

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HSCC Derek Bell Trophy Series Regulations 2012

Eligible Cars:

The HSCC Derek Bell Trophy series is open to F5000 & F2 / F Atlantic, Formula 3, Formula Ford 2000, Formula Super Vee (Water Cooled) and Classic Clubmans Cars built and raced between 1/1/67 and 31/12/84. Cars must be in original specification with only the addition of current safety requirements. All cars must have current FIA papers or HSCC Vehicle Identification Forms.

Class Structure of HSCC Derek Bell Trophy Series

Class A – Formula Atlantic & 1600cc Formula 2 cars which as a model competed 01/01/ 1967 – 31/12/1971.

Class B – Formula Atlantic cars which as a model competed between 01/01/01972 – 31/12/1979 (non ground effects)

Class C – 2000cc Formula 2 cars which as a model competed between 01/01/1972 – 31/12/1979 (non ground effects)

Class CC – Invitation Class Classic Clubmans Cars conforming to Classic Clubmans Class A Regulations.

Class D: Cars built to conform to either Formula 2 or Atlantic regulations but without aerodynamic devices manufactured and raced after January 1967.

Class E – Formula 5000 cars which as a model competed pre1972

Class F – Formula 5000 cars which as a model competed between 01/01/1972 – 31/12/1977

Class G – Invitation Class. For single seater cars 1600cc - 2 Litre, built between 01/01/1974 – 31/12/1979, conforming to the period regulations for Formula 3, Formula Ford 2000, and Formula Super Vee.

Class H – Invitation Class. For single seater cars 1600cc – 2 Litre built between 01/01/1980 – 31/12/1984 conforming to the period regulations for Formula 3, Formula Super Vee and Formula Atlantic. (non ground effects) Formula Ford 2000 built between 01/01/1980 – 31/12/1984 conforming to the period regulations.

Class I – Invitation Class. For Single Seater cars, of unlimited capacity, invited at the discretion of the organizers and Series Chairman.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Derek Bell Trophy is organised and administered by The Historic Sports Car Club Ltd [HSCC Ltd] 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 Trophy regulations.

Race Status: National B

RACMSA Series Grade TBA

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 Series Stewards: Mr Charles Barter, Mr Mike Eagles, Mr Peter Hore
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 Championship and be in possession of a valid 2012 MSA Competition (Racing) of minimum National A (for Formula 5000) or National B or above STATUS Licence for all other categories.

1.3.3 All necessary documentation, including HSCC or FIA Vehicle Identity document, must be presented for checking at all rounds when signing-on.

1.4 Registration:

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- 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 Series.

1.5 Series Rounds:

The HSCC Derek Bell Trophy Series will be held at the following race meetings.

Date	Circuit	Status	Org. Club
17-8 March 2012	Donington Park	Clubmans	HSCC
19-20 May 2012	Silverstone	Clubmans	HSCC
30 June – 1July 2012	Brands Hatch	Clubmans	HSCC
4-5 August 2012	Croft	Clubmans	HSCC
25-27 August 2012	Oulton Park	Clubmans	HSCC
20 October 2012	Silverstone	Clubmans	HSCC

1.6 Awards:

- 1.6.1 All awards are to be provided by the race organisers.
- 1.6.2 Per Race: A trophy to the overall winner and trophies to first and second in each class subject to three and five starters in class.
- 1.6.3 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.

2. SPORTING REGULATIONS

2.1 Entries:

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

3.1 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

- 3.1.2 The practice qualifying times will set the grid in the case of a double header event the finishing order of race one will determine the grid for Race 2.

3.2 Races:

The standard minimum scheduled distance shall be 15 miles.

3.3 Starts:

- 3.3.1 All races will be a 2 x 2 Rolling start unless specified otherwise in the meetings Final Instructions..

3.4 Race Stops:

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 Signaling 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.

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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. If the race is stopped between 3 laps and 75% of race distance it will be considered the first part of a two part race. Cars will be restarted based upon the finishing order of crossing the finishing line on the lap previous to the red flag being shown. The final result will be obtained by aggregating the result of both parts of the race. If the race is stopped after 75% of its duration it will be considered finished. The final result will be based upon the order of crossing the finishing line on the lap previous to the red flag being shown.

3.5 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.

3.6 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.

**4. SERIES RACE PENALTIES:
AS ASN & organizers regulations.**

5. TECHNICAL REGULATIONS:

.Organising Club:

The Historic Sports Car Club Ltd, Silverstone Circuit, Silverstone, Nr. Towcester, Northants, NN12 8TN.

5.1 Eligible Cars:

This Series is open to F5000 and F2 / F Atlantic Single Seater Racing Cars with a period circuit racing history originally manufactured and raced in F5000 or F2 or F Atlantic Formula 3, Formula Ford 2000, Formula Super Vee and Clubmans races anywhere in the world between 1st January 1967 and 31st December 1984 (see also class structure Formula 2 Cars built after 31/12/79 are not eligible) which normally used slick tyres and aerodynamic aids in period. Any variation to F5000 cars will be at the discretion of the F5000 Championship Technical Committee.

5.2 SAFETY REQUIREMENTS:

All MSA Section K safety criteria regulations apply as relevant. Items (K4), (K6 & 7) and (K12) are not mandatory.

5.3 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.3.1 All vehicles must comply with their HSCC Identity Documents 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.

Only models with a National or International Competition history in period are eligible.

Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section J and K

5.4.2 Competitors are requested to contact the registrar or any member of the The Championship Technical Committee if they have any questions regarding the acceptable specification of their car.

5.4.3 No modifications made to the cars after the end of 1977 shall be allowed except those contained in these regulations. (No modifications effected during a car's use in "centre seat Can-Am racing" etc...)

5.4.4 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.

5.5 CHASSIS: As the cars HSCC or FIA Identity document, or as per FIA regulations of the period.

Any variation is at the discretion of the Championship Technical Committee.

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

5.6.1 Bodywork must be as originally fitted in period. Aerofoil devices may only be fitted if eligible for that category of car prior to 31.12.1979 and only then if they are as originally fitted and acceptable to modern MSA Safety Standards.

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.

5.6.2 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 championship 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.

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- 5.6.3 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 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

- 5.7 **ENGINE:** As the cars HSCC or FIA Identity Document.

For F5000 Cars

- 5.7.1 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)
Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.
- 5.7.2 Fuel injection shall be allowed on Class E Cars provided evidence is available to confirm that the particular car actually ran with fuel injection during it's period of competition (eg. cars raced in the USA Formula A Championship), otherwise class E cars shall run carburetor fed engines.
- 5.7.3 Fuel injection or carburetor fed engines shall be allowed on Class F Cars.
- 5.7.4 Rev. limit for engines is free.
- 5.7.5 Exhaust systems must be to the same configuration as those used on the particular car type in it's period of competition. No crossover manifolds or "2 into 1" type "balanced" systems shall be allowed.
- 5.7.6 The F5000 Championship Technical Committee 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 championship does not guarantee acceptance for international events.

For Formula 2 Cars

- 5.7.8 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 (eg. BMW and Hart F2 engines), by individual application to the F2 registrar.
- 5.7.9 Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.
- 5.7.10 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.
- 5.7.11 The committee 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.
- 5.7.12 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

- 5.8 **SUSPENSION:** As the cars HSCC or FIA Identity document.

- 5.8.1 All cars must run at a minimum ride height of 40 millimetres, or as per FIA or RAC period regulations.
- 5.8.2 Suspension mountings and pick-up points shall be in original positions as when the car was manufactured or the car type's competition period.
- 5.8.3 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 – eg. Lola T400).

- 5.9 **TRANSMISSION:** As the cars HSCC or FIA Identity document, and to period regulations.

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- 5.10 ELECTRICS:** As the cars HSCC or FIA Identity document, and to period regulations.
- 5.10.1 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 manufacturers replacement specification.
- 5.10.2 A red warning light must be fitted - (K5.)
- 5.10.3 No electronic “measuring device” (except Tacho / Rev. Counters) shall be allowed. No potentiometers, wheel sensors, data-logging of any type or description shall be allowed.
- 5.10.4 **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).**
- 5.11 BRAKES:** As the cars HSCC or FIA Identity document.
- 5.11.1 Hydraulic pipes may be replaced with Aeroquip or similar.
- 5.11.2 Friction material shall be free provided on steel rotors.
- 5.12 **WHEELS/STEERING:** As the cars 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.
- 5.13 TYRES:**
- Avon A11 slick tyres as standard. Avon wet weather tyres of a patterned and grooved standard wet weather specification may be used when conditions dictate.
- Any variation is at the discretion of the F5000 Championship Technical Committee.
- 5.14 WEIGHTS:** As the cars 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 A and C

1971	450 Kgs
1972	450 Kgs
1973	450 Kgs 4cyl/475 6 cyl
1974	475 Kgs 4cyl/500 6 cyl
1975	500 Kgs
1976	500 Kgs
1977	500 Kgs
1978	500 Kgs
Class B All Years	440 Kgs
Class D All years	420 Kgs

- 5.15 FUEL TANK/FUEL:** As the cars HSCC identity documents, and to comply with period regulations.
- 5.16 SILENCING:** Except where the meeting is a designated unsilenced meeting (advised in final instructions) to MSA Blue Book (J5.17) & circuit requirements. i.e. 108 db
- 5.17 NUMBERS AND CHAMPIONSHIP DECALS:**
- 5.17.1 Positions
- 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 – sponsors 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

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6. APPENDICES

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

6.1 Race Organising Clubs and Contacts

HISTORIC SPORTS CAR CLUB – Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN
(T) 01327 858400 (F) 01327 858500 email: office@hsc.org.uk
website: www.hsc.org.uk

F5000 CHAMPIONSHIP TECHNICAL COMMITTEE – (Full Membership TBC) Please address all correspondence through the HSCC office

Chairman - Frank Lyons

Co-Ordinator - Grahame White

**Registrars – Ian Woodhouse F5000, F2, F Atlantic.
Reg James Formula 3, FF2000 and Formula Super Vee.**

Drivers Representatives:

F5000 Classes E & F: Ian Woodhouse

F2 / F Atlantic: Lincoln Small

Classic Clubmans: David Childs and Jamie Champkin

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