



Historic Sports Car Club Ltd

Silverstone Circuit, Silverstone, Northants. NN12 8TN.

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HSCC Historic Formula 5000 & Formula 2 Championship For the Derek Bell Trophy Regulations 2010

Eligible Cars:

The HSCC Historic Formula 5000 & Formula 2 Championship is open to F5000 & F2 / F Atlantic single seater racing cars built and raced between 1/1/67 and 31/12/79. 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 British F5000 & Formula 2 Championship

Class A – Formula Atlantic & 1600cc Formula 2 cars which as a model competed pre 1972 fitted with “wings”.

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 D – 1600cc Formula 2 cars built and raced after 01/01/1967 not fitted with any aerodynamic devices (“wings”).

Class E – Formula 5000 cars which as a model competed pre 1972

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, which as a model competed up to 31/12/79 excluding Ralt RT3. (non ground effects)

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC Historic F5000 and F2 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 Trophy regulations.

MSA Championship Permit Number CHR2010/117

Race Status: National B

RACMSA 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 Charles Barter, Mr Mike Eagles, Mr Graeme Dodd
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 2010 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 2010 MSA Competition (Racing) National A 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.

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 2010.

1.4.4 Registration numbers will be the permanent competition numbers for the Series.

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1.5 Championship Rounds:

The HSCC Historic F5000 and Formula 2 Championship will be contested over 7 race meetings, if there are two races at any race meeting both will count as championship rounds.

Date	Circuit	Status	Org. Club
5/6/10 - 6/6/10	Snetterton	Clubmans	HSCC
20/6/10	Mallory Park	Clubmans	HSCC
3/7/10 – 4/7/10	Brands Hatch	Clubmans	HSCC
7/8/10 – 8/8/10	Croft	Clubmans	HSCC
29//8/10-30/8/10	Oulton Park	Clubmans	HSCC
9/10/10	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		
	3 or more	Less than 3	1(single starter)
1st	9	6	4
2nd	6	4	
3rd	4		
4th	3		
5th	2		
6th	1		

An additional point will be awarded to the driver with the fastest race lap in each class.

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

1.6.3 Ties shall be resolved using the formula in Section Q3.4.of the 2010 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.

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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 Races: In accordance with Section C of the 2010 MSA Yearbook and the HSCC.

2.2 Trophy: In accordance with Section C of the 2010 MSA Yearbook and the HSCC.

3. SPORTING REGULATIONS - SERIES 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 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 race shall be: £750

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.

3.1.9 Priority for entries to the Brands Hatch (GP) Circuit and Oulton Park "Gold Cup" Meeting events shall be granted to those who support the championship by entering other rounds.

3.2 Briefings:

3.2.1 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:

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

3.3.2 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:

3.4.1 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

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3.5 Races:

- 3.5.1 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:-
Starting procedure will be advised in the meeting final instructions, rolling starts and standing starts may be used.
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 **For rolling starts:-**
Pre gridding will take place in the assembly area or pit road as notified in final instructions, join the circuit do one complete 'green flag' lap stop on the grid in grid positions then do one rolling lap behind the pace car form up into their grid positions as soon as possible in preparation for the pace car to pull into the pit lane entrance after which drivers should hold their grid positions until the red lights are extinguished at the start line, there will be no overtaking until your car has crossed the start line.
- 3.6.8 For standing starts, 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.
- 3.6.9 **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 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.
Cars may not enter the Pits unless directed to do so.
- 3.7.2 Work on cars already in the pits must cease when a race is stopped.
- 3.7.3 **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.

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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)
Additional specific series penalties: According to Supplementary Regulations

- 4.2 **Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Series:**
As per 2010 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:

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 races anywhere in the world between 1st January 1967 and 31st December 1979 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.

5.3 SAFETY REQUIREMENTS:

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

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 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

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- 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.
- 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 the ground	All cars	90cm
Max width	All cars	110cm
Max overhang from axle centre line	Pre 1975 cars	Free
	1975 "	100cm
	1976 "	80cm
	1977 "	80cm
	1978 "	80cm
	1979"	80cm

- 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 5,000 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 Championship registrar.
- 5.7.9 Carburation or fuel injection must conform to the regulations for the category under which the car originally competed.

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- 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.
- 5.8 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.
- 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.

Formula 2 See Table

1971	450 Kgs
1972	450 Kgs
1973	450 Kgs
1974	475 Kgs
1975	500 Kgs
1976	500 Kgs
1977	500 Kgs
1978	500 Kgs

Class B 440Kgs

Class D 420Kgs

- 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

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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

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Series 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

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

Frank Lyons - Chairman

Grahame White – Co Ordinator

Ian Woodhouse – Eligibility Registrar F5000

Drivers Representatives:

F5000 Classes E & F: Ian Woodhouse

F2 / F Atlantic: Lincoln Small

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