



# HISTORIC SPORTS CAR CLUB

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

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## HSCC Historic Formula Ford Championship Regulations 2010

### Eligible Cars:

The HSCC Historic Formula Ford Championship is open to Formula Ford 1600 cars originally built and raced prior to 31/12/71. Specification must be original with only the addition of current safety requirements. There is also a special Novice class within this championship for competitors who have no previous race or kart experience. All cars must have current HSCC Vehicle Identification Forms.

### 1. SPORTING REGULATIONS – GENERAL

#### 1.1 Title and Jurisdiction:

The HSCC Historic Formula Ford 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. **CHR 2010/075**

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, 10 Lancaster Drive, Market Rasen, Lincs, LN8 3GX

1.2.3 Championship Stewards: Mr Bob Birrell, Graeme Dodd, 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 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 Series and be in possession of a valid 2010 MSA Competition (Racing) National B or above STATUS Licence.

1.3.3 All necessary documentation, including FIA or HSCC 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 Championship.

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### 1.5 Championship Rounds:

The HSCC Formula Ford Championship will be contested over 11 Race meetings, if there are two races at any race meeting both will count as championship points.

Date	Circuit	Status	Org. Club
28/3/10	Silverstone	Clubmans	HSCC
11/4/10	Cadwell Park	Clubmans	HSCC
15/5/10 -16/5/10	Silverstone	Clubmans	HSCC
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
1/8/10	Castle Combe	National B.	CCRC
7/8/10 – 8/8/10	Croft	Clubmans	HSCC
29//8/10-30/8/10	Oulton Park	Clubmans	HSCC
11/9/10	Brands Hatch	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:-

#### 15 or more Starters

Position	
1 <sup>st</sup>	25
2 <sup>nd</sup>	20
3 <sup>rd</sup>	16
4 <sup>th</sup>	14
5 <sup>th</sup>	12
6 <sup>th</sup>	10
7 <sup>th</sup>	9
8 <sup>th</sup>	8
9 <sup>th</sup>	7
10 <sup>th</sup>	6
11 <sup>th</sup>	5
12 <sup>th</sup>	4
13 <sup>th</sup>	3
14 <sup>th</sup>	2
15 <sup>th</sup>	1

In addition, novice drivers and lady drivers will have separate classes scoring points according to the following formula:

#### Number of Starters

Position	7	6	5	4	3	2
1 <sup>st</sup>	9	6	4	3	2	1
2 <sup>nd</sup>	6	4	3	2	1	
3 <sup>rd</sup>	4	3	2	1		
4 <sup>th</sup>	3	2	1			
5 <sup>th</sup>	2	1				
6 <sup>th</sup>	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 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: The awards will be as per the race organizing Club's regulations. Bur normally a trophy to the overall winner and trophies to second and third. In addition there will be a trophy for the highest placed novice and highest placed lady driver in each round.

1.7.3 Championship: Championship winner 2<sup>nd</sup> overall – 6<sup>th</sup> will each receive a trophy. There will also be an award for the best novice driver, (ie a competitor with no previous Race or Kart experience) and for the best lady driver. To qualify for an award a competitor must have competed in at least 4 rounds.

1.7.4 Bonuses: Not Applicable

1.7.5 Presentations: Garlands and winners trophies are to be provided for presentation at the end of each race.

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. Competitors will be expected to race within those parameters. If involved in an incident they will be required to report their actions to the Clerk of the Course if called.

**2.1 Rounds:** In accordance with Section C of the 2010 MSA Yearbook and the HSCC.

**2.2 Championship:** In accordance with Section C of the 2010 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 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 timed or excluded from the result. As per MSA Regulations Q12.2.1

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

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

**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:**

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 an overall race 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 Championship will be open to competitors competing in Formula Ford cars of a type and model built and raced prior to 31<sup>st</sup> December 1971.

**5(3) SAFETY REQUIREMENTS:**

All MSA Section K safety criteria regulations apply as relevant.

(K3), (K5.), (K8.) (K9,10 & 11), (K13.)13 are mandatory,(K4) strongly recommended.

**5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

All vehicles must comply with their HSCC Identity Documents. Only models with an International Competition history in period are eligible. Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section J and Section Q

**5(5) CHASSIS:**

As the cars HSCC Identity document.

The chassis must be of tubular steel construction with no stress bearing panels except bulkhead and undertray, curvature of the undertray must not exceed 2.54cm. The undertray/floor Section J5.2.3. extends from the bulkhead forward of the pedals to the bulkhead between the fuel tank and the engine. Monocoque chassis construction is prohibited. Stress bearing panels are defined as, sheet metal affixed to the frame by welding or bonding or by rivets, bolts or screws which have centres closer than 15.25cm. Bodywork must not be used as stress bearing panels. The use of stabilised materials, composite materials using carbon and/or Kevlar reinforcement is prohibited.

**5(6) BODYWORK:**

As the cars HSCC Identity document.

Original type of bodywork including engine cover where applicable must be used. Separate nose cones are permitted where they are a manufacturer's update but the description of the car must reflect this, ie Merlyn Mk 11/17. Radiators must be mounted in the original location and be made of the same material as the original. Alloy radiators are allowed. Only alloy or glass fibre may be used in bodywork construction. In certain circumstances (i.e. very hot weather) tail covers may be removed by prior agreement.

**5(7) ENGINE:**

As the cars HSCC Identity Document.

As per current Formula Ford 1600 rules. Only mechanical ignition with electrical assistance is permitted.

**5(8) SUSPENSION:**

Only original type suspension utilising the original suspension pick up points may be used.

Double adjustable shock absorbers are not allowed.

Alloy bodied shock absorbers are not allowed.

Competitors are requested to set up their cars with a minimum of 40mm of droop (downwards suspension movement).

**5(9) TRANSMISSION:**

Only gearboxes and transaxles of a type appropriate to the chassis may be fitted.

Proof of eligibility rests with the entrant.

No aluminium internals are allowed.

**5(10) ELECTRICS:** As the cars HSCC Vehicle Identification document**5(11) BRAKES:** As the cars HSCC Vehicle Identification document.

Remote adjustable brake bias is not permitted.

**5(12) WHEELS/STEERING:**

Only standard steel Formula Ford wheels may be used. No eight spoke type wheels will be allowed.

**5(13) TYRES:**

Avon Formula Ford tyres ONLY.

**5(14) WEIGHTS:**

There is a minimum vehicle weight of 420 kilograms The minimum weight of car and driver is 500 kg.

**5(15) FUEL TANK/FUEL:**

Only commercially available motor vehicle pump fuel is allowed.

In accordance with MSA regulations no additives are permitted.

**5(16) SILENCING:**

Any dedicated FF silencer may be used, but 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.

**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 Championship 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](mailto:office@hsc.org.uk)  
website: [www.hsc.org.uk](http://www.hsc.org.uk)

**CHAMPIONSHIP COMMITTEE - Please direct all correspondence to the HSCC office.**

**Jason Williams – Chairman**

**Dick Dixon – Drivers Rep**

**Peter Alexander – Drivers Rep**

**Dallas Smith - Registrar**