



HISTORIC SPORTS CAR CLUB

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

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HSCC Historic Road Sports Championship Regulations 2012

Eligible Cars:

The HSCC Historic Road Sports Championship is open to genuine production sports and GT cars built and road-registered between 1947 and 31st December 1969 and which have, as a model, International competition history in period. Some modification to engines and suspension are permitted.

Cars must remain road legal and additional championship points are awarded to competitors who drive their cars to the circuit. All cars must have a current HSCC Vehicle Identification Form.

Class Structure of HSCC Historic Road Sports Championship

Class A	All cars over 3000cc
Class B	All cars 2001cc - 3000cc
Class C	Glass-fibre cars 1301cc - 2000cc and Lotus 7s
Class D	Metal bodied cars 1301cc - 2000cc
Class E	All cars up to 1300cc
Class F	All drum-braked cars. Plus Production Sports Cars under 2 litre. See Specific specifications.
Class G	Invitation Class – Other similar GT or Saloon cars may be accepted at the invitation of the HSCC, providing they are within the years listed in General Description 5.2 of HRS or 70s Road Sports.

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

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

MSA Championship Permit No. CH2012/R078

Race Status: National B

MSA Championship Grade: D

1.2 Officials:

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

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

1.2.3 Championship Stewards: Mr Chris Sharples, Mr. David Pullen, Mr Frank Lyons
All C/O HSCC, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN

1.3 Competitor Eligibility:

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

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

1.3.3 All necessary documentation, including HSCC vehicle identity document and current valid MoT must be presented for checking at all rounds when signing on. A current valid Road Tax must be displayed on the vehicle.

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, payable to the HSCC.

1.4.3 Registrations will be accepted from 1st January 2012.

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

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1.5 Championship Rounds:

The HSCC Historic Road Sports Championship will be contested over 9 race meetings. If there are two championship races at any race meeting both will count as championship rounds unless stated otherwise.

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
4-5 August 2012	Croft	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		
	3 or over	2	1
1st	9	6	4
2nd	6	4	
3rd	4		
4th	3		
5th	2		
6th	1		

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

In addition, every road driven starter will receive 2 points. Competitors wishing to claim road driven points, must declare that they themselves will drive their actual (raced) car to and from every round of the Championship that they enter, on an HSCC drivers declaration form. If no declaration form is submitted it will be assumed that the competitor trailers the car. Any competitor found trailering or not actually road driving their own race car to any round after making such a declaration will forfeit all road driven points for the season.

Note. For safety or health reasons, it may be possible to trailer the car home after the event, or exceptionally have the car driven home by someone else, providing the raced car/driver combination are agreed unfit to be driven or to drive, without penalty, subject to a written authority being obtained from the Registrar, Championship Chairman or Championship committee agreement.

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** in the 2012 MSA Yearbook.

1.7 Awards:

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

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

1.7.3 Championship: Championship winner 2nd and 3rd overall will receive a trophy and to each 1st, 2nd and 3rd in class a trophy, subject to 4, 6 and over 6 competitors in class respectively. 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 Organiser's 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 are not available 'off the shelf' and have to be manufactured. 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:-

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.

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

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 by raising an arm vertically as per Q 12.13.2. Drivers may make up any lost grid position on this green flag lap, BUT any drivers unable to maintain grid position at any point of the green flag lap to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

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

3.7 Race Stops

3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals' Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area. Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

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

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

The length 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 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 Q13, 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 must keep their helmets on and harnesses done up while on the circuit or in the pit lane.

3.11 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

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

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

3.14 Operation of Safety Car: As per Section Q Appendix 2; competitors are reminded that they are expected to form a snake behind the safety car; any car driving unnecessarily slowly whilst the Safety Car is deployed will be reported to the Clerk of the Course in accordance with Q Appendix 2, 1.17

4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

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

4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty: 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

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

MSA Judicial Procedure Regulations 2011.

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's Instruction, incur the following Championship penalty: the event will be counted as one of the events contributing to their Championship score and they will be excluded from the event. Additionally the competitor will forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following technical regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can carry out the modifications, you should work on the principle that you cannot. The Technical Regulations are not exclusive and entrants should not assume that changes in specification are allowed if they are not mentioned specifically.

If you are in any doubt check with the Registrar - DO NOT MAKE ASSUMPTIONS.

5.2 GENERAL DESCRIPTION:

The HSCC Historic Road Sports Championship is for competitors participating in genuine production road going sports and GT cars manufactured and road registered between 1947 and 31.12.69 which have, as a model, international competition history in period. Cars manufactured before 31.12.69 and road registered before 31.12.70 will also be accepted.

Cars without international competition history in period may also be eligible subject to individual approval.

Proof of original road registration is required but this may be from other than UK authorities.

It is the intention of the regulations that the appearance of cars should remain as close to original as possible.

The silhouette and appearance of cars should remain as original (excepting safety equipment). Only minor modifications to engine and suspension are permitted. Body shells must remain as standard.

Eligible Cars: A list of eligible cars is appended to these Regulations. Other cars may be eligible subject to proof of series production in period as a GT or sports car. Excluded from this Championship are all lightweight, high performance or competition versions, together with any one-off specials.

All competitors must be in possession of a valid Road Fund licence (which should be displayed on the vehicle) and MOT certificate for their vehicle which must be available at scrutineering for each qualifying round. Failure to present these documents may result in exclusion from the race.

Additional championship points are awarded to competitors that start a race who drive their car to and from the circuit (from their place of residence or permanent storage facility of car) to every round they attend in a season.

The organisers reserve the right to reclassify or exclude any car they feel does not comply with the intent of the Championship Regulations.

Class Structure

Class A	All cars over 3000cc
Class B	All cars 2001cc - 3000cc
Class C	Glass-fibre cars 1301cc - 2000cc and Lotus 7
Class D	Metal bodied cars 1301cc – 2000cc
Class E	All cars up to 1300cc
Class F	All drum braked cars Plus Production Sports Cars under 2 litre. See Specific specifications.
Class G	Invitation Class – Other similar GT or Saloon cars may be accepted at the invitation of the HSCC, providing they are within the years listed in General Description 5.2 above or 70s Road Sports.

5.2.1 Number & Championship Decals

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

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

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

5.3 SAFETY REQUIREMENTS:

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

MSA (K1.): Roll over bars and seat belts are mandatory for cars built after 31.12.59. Roll over bars are strongly recommended for vehicles constructed before this date. Roll over protection devices are permitted only in the configurations shown in drawings in the Technical Notes. Roll-over bars must not become a chassis extension.

MSA Section K: Seats, seat belts and harnesses must comply with MSA regulation (K1.).

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

MSA Section K: A rearward facing red warning light is mandatory (K5.) (A rearward facing red warning light of a minimum of 21 watts with surface area minimum 20cm sq., maximum 40cm sq., must be located within 10cm of the centre line of the vehicle and be clearly visible from the rear. The warning light must be switched on when visibility conditions are reduced or when instructed by the Clerk of the Course).

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

Crash helmets are mandatory – (K10). Either goggles or a visor must be worn unless in a closed vehicle – (K11).Item

5.4 GENERAL TECHNICAL REQUIREMENTS:

5.4.1 HSCC VIFs

All vehicles must comply with their HSCC Vehicle Identity Form. Subject to their HSCC Identity Documents indicating otherwise, vehicles must comply with vehicle regulations Section J and Section Q. The driver must ensure the form is available at scrutineering and throughout each day of each event he or she attends.

5.4.2 Engine Seals

All engines shall have provision for sealing as listed:

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

Head: Two adjoining head bolts or studs (per head) cross drilled.

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

All stripdown/rebuild and associated costs incurred by competitors following engine and/or component seal(s) by HSCC Championship MSA Eligibility Scrutineer or delegated assistant(s) are to be born by the competitor / entrant whose car has been sealed. Such seal(s) will only be considered and/or fixed by the appropriate relevant HSCC Championship MSA Eligibility Scrutineer or delegated assistant(s) on the day in question. Please note MSA Regulation section (J3.1.4.) and (J3.1.6.)

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

5.5 CHASSIS

The car's chassis must be as per the car's HSCC Vehicle Identity Form.

No modifications from original production specification are permitted. The Chassis must remain as original with no additions (except mounting brackets for roll over bars) and nothing removed. Roll-over bars must not become a chassis extension.

Where the chassis has been the subject of structural repair, it will be subject to individual acceptance by the Registrar.

5.6 BODYWORK

5.6.1 General

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

No modifications from original production specification are permitted, except where specifically allowed. Glass side and rear windows may be replaced by perspex no less than 4mm thick. Side windows must be fully operational by their original method. Open cars fitted with a front rollbar hoop must practice and race with their hardtop fitted or with their hood erected.

5.6.2 Interior

Interior trim other than dashboard, door trim and roof-lining is free.

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

In the event that fitting of safety equipment would permanently damage seats or trim, relaxation of the above requirements may be allowed subject to the Registrar's discretion.

Position of dashboard instruments and switches are free.

Original inner and outer door handles must be fitted and working.

Wooden dashboards may be replaced by other non-structural period material.

Non original racing style seats may be fitted in place of the standard units.

Steering wheel is free.

5.6.3 Exterior

No modification is allowed

Factory option hard tops are allowed.

The windscreen may only be removed if it is designed for the complete assembly to be removable and is subject to individual acceptance by the Registrar.

The silhouette of the car must not be altered, (except for safety equipment).

Bumper bars, if removed, are subject to individual acceptance.

5.6.4 Ground Clearance

All Classes may be lowered but must at all times be able to clear a block 8cmx8cm square x10cm high placed in front of the car and moved as far back as the rear of the driver's seat. (Exhaust systems are excluded from this requirement).

5.7 ENGINE

5.7.1 Permitted Modifications

No modifications from original production specification are permitted unless stated.

The engine must be the original make, type, material, stroke and bore, capacity (subject to a maximum overbore of .040"), and date from the period. The engine number should be visible, together with the original manufacturer's casting numbers on both block and head(s)

Main caps must be original period metallurgy. 'Round' Main bearing caps can be replaced with 'square' or steel items if required, but ladder frame main bearing caps are not permitted. Bolts may be upgraded, but their number and fixing method must stay the same.

Steel Crankshafts and connecting rods are allowed but cranks must be to original design, size, configuration of plane, and have the same number and position of balancing webs. Connecting rod section must be as original design for engine - Carillo style 'H' section rods are not permitted. Narrow Main or Big end bearing configurations are not allowed.

Stone polishing and balancing is permitted. No titanium or other exotic materials are allowed within the engine. Rod bolts and other nuts, bolts and studs may be upgraded providing method of fixing, thread size and number is the same.

Forged Aluminium pistons are permitted.

Camshaft profiles are free, but must operate in the original intended method. Timing chains and gears may be updated.

Cylinder heads may be ported and flowed, but location and number of valves, and fitting points of all components must remain as original. Valves may be enlarged providing they fit within the bore. Valve opening mechanism must remain as original design method. Valve material must be as available in period.

The lubrication system must be as original but higher pressure and capacity pumps are allowed.

Oil coolers may be fitted.

5.7.2 Location

The Engine must be in the original location.

5.7.3 Cooling

Aluminum radiators and an electric fan are permitted. Radiators must be mounted in the original position and be to the original shape and size, but more cores are permitted. Electric water pumps are not allowed.

5.7.4 Induction Systems

All induction Systems must be the original standard fitment.

The carburettors must be of the same size (except for Class E metal-bodied cars), manufacturer and number as originally specified, and be mounted on the original manifold. Class E metal-bodied cars are allowed a 1/4" increase in carburettor size. Jet and needle sizes are free.

Cars fitted with fuel injection must use the original standard fitment fuel injection system.

5.7.5 Exhaust Systems

The exhaust system is free, but must be road legal. All vehicles must comply with MSA Regulation (J5.17.) i.e. 105db @three quarters of maximum RPM, 0.5m from the exhaust, and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.7.6 Ignition

The ignition system must be original including the distributor.

Only the original distributor mechanical (and vacuum) advance and retard mechanism is allowed to control ignition timing.

It is permissible to fit a basic electronic switching system in place of points, subject to Registrar approval, (eg; Lumenition or Aldon Ignitor).

Engine management or mapping systems are not permitted.

5.7.7 Fuel Delivery Systems / Tank

Fuel pumps are free.

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

The fuel tank must be either the original production specification, or a smaller safety tank. Any fuel tank must be in the original location.

5.8 SUSPENSION

All cars must be as per the car's HSCC Identity document. Limited tuning is permitted.

All suspension components must be original factory specification and must use original mounting points on the chassis.

Adjustable spring platforms are permitted. Leaf spring camber alterations are permitted.

Adjustable dampers are allowed, provided they are of the same size and shape as the original dampers, and mounted in the original way.

Original bush material may be changed, but no spherical joints are permitted on any suspension components unless used in original specification.

5.8.1 Front suspension

Must be as original but dampers and springs may be re-rated and an anti-roll bar may be fitted, if not fitted originally.

5.8.2 Rear suspension

Must be as original, but dampers and springs may be re-rated and an anti-roll bar be fitted, if not fitted originally. In addition, either an anti-tramp bar, or a Panhard rod, or Watts linkage may be fitted to cars without additional axle location.

5.9 TRANSMISSION

5.9.1 Gearbox/Clutch.

No modification from original production specification is permitted. The transmission must have standard ratios, either as specified for the model or manufacturer's catalogue options.

Gearsets can be repaired by welding/brazing replacement gearwheels to existing shafts as long as gear ratios and helix angles are not altered.

The original clutch control system must not be modified. Clutch type is free.

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

5.9.2 Final Drive

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

Limited slip, or torque biasing, differentials are not permitted unless fitted as standard original equipment.

Uprated half-shafts may be fitted.

5.10 ELECTRICS

The electrical equipment must be to original specification. All electrical equipment originally fitted must be retained (except as listed below) and must be in the original location and working. All exterior lighting originally fitted must be retained and must be in the original location and working.

Battery type and location are free.

Dynamos may be replaced by period alternators, but must be in the original position.

Starter motors are free.

The use of data acquisition or data logging systems is not permitted in any way. Any electronic or mechanical inputs, probes sensors or transducers are to be removed or disconnected during a race meeting (i.e. Official timed or untimed practice and the actual race. Under no circumstances whatsoever may any probes, sensors or transducers relating to any type of data acquisition or logging systems be connected into the car's chassis or engine wiring loom.

Rear Fog Light: A rearward facing red warning light is mandatory – see MSA regulation (K5)

5.11 BRAKES

No modifications from original production specification are permitted, except as follows:

A servo is allowed.

Friction material is free.

Brake fluid is free.

Dual circuit braking systems are allowed as a conversion, but there must be no method of adjusting front/rear brake bias from the driving position.

Handbrakes must be functional to MoT standard.

Discs may not be cross-drilled, grooved or ventilated, unless fitted as original. Discs must be of the material originally specified.

Cooling scoops and ducting of 2" or less diameter to front brakes are allowed, subject to (a) no holes in external bodywork and (b) no change to silhouette (ie nothing protruding). For cars with inboard rear brakes (defined as the rear brakes being closer to the centreline of the car than the inner rim of the wheel) cooling scoops and ducting to rear brakes are also allowed under the same conditions. **WHEELS & TYRES**

5.7.1 Wheels

The wheels must be of original diameter (except 16" which may be replaced by 15") and type. Rim width may be up to 5 1/2" for classes C and E and up to 6" for classes A, B, D and F, unless originally fitted with wider, in which case the original width may not be exceeded. Wheels must be capable of being run within standard bodywork and permitted suspension modifications. The same size wheels must be used front and rear, unless varied as original. Alloy wheels of the period are permitted subject to individual acceptance by the Registrar.

5.12.2 Tyres

Tyres must be capable of being run within standard bodywork and permitted suspension modifications.

The same size tyres must be used front and rear, unless varied as original, and tyres of the same type and compound must be used on both axles.

Tyres permitted are any MSA Blue Book tyre listed for production saloon or sports cars.

All tyres must be a minimum of 60 profile and must have a tread which conforms to current MoT standards.

Cut tyres are prohibited.

Cars may run Dunlop L, 204 compound, subject to individual application.

5.8 WEIGHTS

Weights of cars in race trim less fuel shall be no less than the attached schedule.

Ballasting is not permitted.

Weights of individual cars may be verified by the Registrar at circuit weigh-bridges in accordance with MSA regulations.

5.9 FUEL

Only commercially available motor vehicle pump fuel is allowed in accordance with MSA regulations.

5.15 ADDITIONAL SPECIFIC MODEL REGULATIONS:

Lotus 7:

Honeycomb sidepanels are permissible for safety reasons but must not be bonded into place. A space of 8cm minimum must be allowed between rivets.

A windscreen of standard size must be affixed in the original position.

Cycle wings are permissible only where supplied as standard or listed as a factory option for the model.

Engines fitted must have been listed as original equipment by Lotus Cars for use in the Lotus Seven as applicable, engines must be correct period specification i.e. Ford 1500cc pre crossflow maximum for *S2 Sevens*. N.B. - Lotus Twin Cam engines are specifically excluded from all S1, S2 & S3 Lotus Seven cars.

Maximum carburettor size is 2 x 40 DCOE (or equivalent) with maximum internal choke size 30mm, or 2x 1¼" S.U. or 1 x 1¾" S.U.

The exhaust is restricted to maximum bore size of 44mm allowed throughout the length of exhaust pipe, excluding silencer box.

Alloy bodied dampers are prohibited.

Minimum ride height is 10cm, measured from front of car to rear of driver's seat but excludes exhaust and bellhousing.

Rear axle must have been fitted to the Lotus Seven S1, S2 or S3 as original equipment. Later back axles may be fitted to earlier chassis (eg Ford rear axle to Series Two chassis) and vice versa.

A maximum of four forward gears and an operational reverse gear is required.

Limited-slip differentials are expressly prohibited.

Vehicles must be fitted with lights as specified for the Lotus Seven, with front headlamps facing forwards.

Brakes must be as used on eligible S1 – S3 Lotus Sevens only. Choice of pads is free. For reasons of safety, front drum brakes may be substituted by later disc brakes as used on the Lotus Seven in period.

The wheels must conform to the following;

Maximum wheel width - 5 ½"

Maximum wheel diameter - free

Maximum tyre width (radial)- 185mm

Lotus Elan:

The Chassis must remain as original specification in EN2 mild steel, although Lotus replacement galvanized chassis are allowed. Localised reinforcement is not allowed unless when performed as part of a repair and with the specific agreement of the Registrar. Chassis with type 26R style reinforcement or other aftermarket replacement chassis are not permitted.

Headlights must be fully functional.

Carpets which cover the floors of the drivers and passenger compartments can be removed, but those behind the seats on the sides of the transmission tunnel and the sill closing trims must be retained.

Bodywork must remain as original specification with 16 bolted attachment points to the chassis, no flared wheel arches, lightweight panels or additional ducting. All composite bodywork must be original specification chopped strand glass reinforced plastic only; any use of woven glass, carbon fibre, Nomex, Kevlar and similar materials are specifically banned. The thickness of the body panels must remain as standard, this will be judged by comparison with other Elans if necessary.

Series 3 and 4 cars must retain fully operational electric side windows with chrome window frames, although the glass may be replaced with 4mm Perspex.

Original type 'Pre-crossflow' cylinder blocks must be used. 'Kent' type cylinder blocks are not eligible. Worn cylinder blocks may be reclaimed using dry cylinder liners if necessary. Pistons must retain three element ring packs.

Steel crankshafts can be used, but only in EN19 steel of original pattern and weight with four counterbalance webs.

Only Weber 40 DCOE (model 18 or 31) or Stromberg 175 CDS carburetors are permitted. Later model Weber 40 DCOE carburetors may be allowed subject to individual acceptance by the Registrar. Dellorto 40 DHLA carburetors are not allowed.

Emission control systems can be disabled/removed on Stromberg equipped cars.

Earlier pattern radiators can be used in later model cars if required.

The exhaust manifold and system is free, although the routing between the cylinder block and chassis must be as original.

Alternative engine mounts may be used but engine position must remain as original.

Original specification fabricated C section front suspension wishbones must be used, tubular or adjustable replacements are not permitted.

Type 26R dogleg wishbones are not permitted. Non-original Oval section or type 26R rear wishbones are not allowed.

The original 'Lotocone' rear strut upper mounts must be used, alternative spherical jointed mounts are not permitted.

Original rear dampers can be replaced with modern adjustable inserts.

Only Lotus original cast aluminium issue 16 or 18 rear uprights are allowed. No fabricated or reinforced alternatives are allowed.

Standard design helical cut gears with synchromesh must be used, with any of the three following ratio sets, all of which were available ex-works in period. No other ratios are permitted.

Ratio	'Classic'	'Close Ratio'	'2000E'
1	3.543	2.510	2.972
2	2.396	1.636	2.01
3	1.412	1.231	1.397
4	1	1	1

Any form of torque biasing, limited slip or locking differential is not permitted. Standard Lotus cast aluminium housings must be used. It is permitted to use a bolt on steel bridge of maximum thickness 2mm between the upper 'ears' of the differential casing. Differential cooling ducts beyond those originally specified on the standard road cars are not permitted.

The Rotoflex coupling driveshafts can be replaced with sliding spline shafts with Hooke type joints at each end or alternatively with single Rotoflex and Hooke joint shafts if desired.

Alternative shaft designs including Constant Velocity jointed shafts are not permitted.

Differential output shafts and Rear wheel hub shafts can be replaced with items machined from billet steel to the same basic pattern, size and design.

Original specification Iron Girling brake calipers must be used; aluminium type 26R units are forbidden. No form of additional ventilation is permitted to front or rear discs.

13" wheels up to a maximum of 5.5J rim section are permitted, in either knock-on or bolt on form. Aluminium or steel wheels of period design are permitted, but magnesium alloy wheels are not allowed. Where knock-on wheels are used original specification brass centre nuts should be used; aluminium alloy items are not permitted.

PRODUCTION SPORTS CARS

Class F. All Production Sports Cars under 2 litre. Specifications apply to all steel bodied cars manufactured prior to 1970 as per standard production specifications. All eligible cars to be included on current HRS lists of approved cars.

No modifications other than up to .040 overbore to engine size.

Only exceptions as per regulations relating to safety equipment, tyres and seats.

Cars must comply to all HRS series regulations where applicable and have current VIF approved by registrar.

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

website: www.hsc.org.uk

CHAMPIONSHIP COMMITTEE – **Please address all correspondence through the HSCC office.**

Chairman - Mike Eagles

Class A – Adam Simmonds

Class B - James Owen

Class C – Justin Murphy

Class D – Robert Barrie

Class E – Dick Coffey

Class F – Daniel Wood

Registrar Dave Randall