



PUBLISHED REGULATIONS

HISTORIC SPORTS CAR CLUB LTD

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HSCC 70s Road Sports Championship© Regulations 2024

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The HSCC 70s Road Sports Championship© is owned, organised and administered by The Historic Sports Car Club [HSCC] in accordance with the *Motorsport UK General Regulations* (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2024/R080 **Race Status: Interclub**

Motorsport UK Championship Grade: D

1.2 Officials:

- 1.2.1 Coordinator : Donna Skipworth-Michell, c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Licensed Eligibility Scrutineer: Sue Bateman c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN Tel. 01327 858400
- 1.2.3 Championship Stewards: Mr. Frank Lyons. Alan Jones, Chris Alford c/o HSCC Ltd, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- I be fully-paid up members of the HSCC and
- II be Registered for the Championship and
- III be in possession of a valid Motorsport UK Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must:

- I be current Members of the HSCC and
- II be registered for the Championship and
- III be in possession of a valid Competition (Racing) Club status Licence, *as a minimum*

*Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent

- IV *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

**1.4 Registration:**

- 1.4.1 All competitors must register for the Championship via the online membership registration process at www.hsc.org.uk prior to the Final Closing date for the first event being entered.
- 1.4.2 The membership year runs from 1st January to 31st December. Registrations will be accepted from 1st January in the membership year.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship for that year.

1.5 Championship Events:

The Championship will be contested over 7 events as follows:

Date	Circuit	Status	Org. Club
20-21 April	Snetterton 200	Interclub	HSCC
18-19 May	Cadwell Park	Interclub	HSCC
08-09 June	Donington Park	Interclub	HSCC
26-28 July	Oulton Park Gold Cup	Interclub	HSCC
10-11 August	Croft Historic Festival	Interclub	HSCC
21-22 September	Castle Combe Autumn Festival	Interclub	CCRC
12-13 October	Silverstone Finals	Interclub	HSCC

1.6 Scoring:

- 1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results, except those competing in the Invitational class, as follows:-

Position	Number of race starters in class			
	4 or over	3	2	1
1 st	6	5	4	3
2 nd	5	4	3	
3 rd	4	3		
4 th	3			
5 th	2			
6 th	1			

Points will be based on the official published results of the race. If there is more than one race at an event, each will count for championship points unless stated otherwise.

One additional championship points are awarded to competitors who drive their car to and from the circuit (from their place of residence or permanent storage facility of car).

Competitors wishing to claim road driven points, must declare that they will drive their actual (raced) car to and from every round of the Championship that they enter themselves on an HSCC Driver's Declaration Form. If no declaration form is submitted it will be assumed that the competitor trailers their 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.

- 1.6.2 The totals from all qualifying races less 2 (excluding any races which are abandoned and not replaced) will determine the final championship points and positions. For clarification a zero point score, a DNF or DNS will also qualify for a drop score. A DQ does not qualify as drop score or a non attendance. Handicap or two driver races do not qualify for Championship points. Handicap or two driver races do not qualify for Championship points.
- 1.6.3 Ties shall be resolved using the formula in the *Resolving Ties* paragraph in Section W1 of the *Motorsport UK General Regulations*.



- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points-scoring race.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual event basis and will:
- I be deemed “Guest Competitors” and placed in the Invitation Class
 - II not score points and for the purpose of points scoring will be ignored
 - III for the purpose of overall classification will be ignored
 - IV not qualify for Event awards
 - V comply with the eligibility criteria as prescribed in Article 1.3 above with the exception of 1.3.1(II) and 1.3.2(II) as appropriate.

1.7 Awards:

- 1.7.1 All awards are to be provided by the race organisers.
- 1.7.2 **Per race:** Awards will be given to 1st, 2nd and 3rd overall; An award will be given to 1st in each class, subject to four starters in the class. Competitors in the Invitation Class will not be classified for overall positions or receive awards.
- 1.7.3 **Championship:** Championship winner, 2nd and 3rd overall will receive a trophy. The highest placed finisher in each class will receive a trophy subject to 4 in class, the 2nd subject to 6 in class and 3rd subject to more than 6 in class. To qualify for a position in the championship results a competitor must have competed in at least 4 races. Other awards may be given at the Championship Organiser’s discretion.
- 1.7.4 **Presentations:** Awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class awards will be available either from the paddock office or at a Championship coordinated presentation one hour after the official results have been published.
- 1.7.5 **Title to all trophies/awards:**
If any Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards, the Competitors concerned must return such awards to the HSCC in good condition within 7 days.



2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries:

- 2.1.1 Competitors are responsible for registering correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 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.

2.3 Qualification Practice:

- 2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Any driver who has not raced on the course in its current layout within the preceding twelve months must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify.
- 2.3.3 If there is more than one race at a race meeting, the grid position for Race 2 will be set by the finishing order of Race 1 irrespective of any driver change.

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (1.6.4 above applies).

2.5 Starts:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be either via a Standing or Rolling start unless otherwise stated in the event Final Instructions.

Standing Start

The minimum Countdown procedures/audible warning sequence shall be:-

- I 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
- II 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
- III A five second board will be used to indicate that the grid is complete.
- IV The red lights will be switched on five seconds after the board is withdrawn.



Rolling start.

The minimum Countdown procedures/audible warning sequence shall be:

- I 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
 - II 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
 - III The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.
 - IV If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will be extinguished and the red lights at the Startline will be turned on.
 - V Competing cars must then hold their position and speed until the red lights at the Startline are extinguished denoting the start of the race. No overtaking or changing direction of any cars is allowed prior to crossing the Startline.
- 2.5.3 Any car removed from the grid after the one minute signal or driven into pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the Startline or pitlane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per the Starts paragraph in Section Q12 of the *Motorsport UK General Regulations* . In addition, any driver unable to maintain grid position on 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.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

2.6 Session Red Flag

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 pitlane during practice and to the starting grid area during a race, unless otherwise directed by officials. 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. All cars in the pitlane during a red flag period must take any restart from the pit exit.

2.7 Pits, Paddock & Pitlane Safety:

- 2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.7.2 **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 respect the pitlane speed limits.
- 2.7.3 **Refuelling:** May only be carried out in accordance with *Motorsport UK General Regulations*, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 **Speed Limit:** Pitlane Speed Limit will be 60 Km/h (37.2Mph). You are classed as being in the pitlane once the front wheels of the car have crossed the pit entry line and you must not exceed the Pitlane Speed Limit until the front wheels have crossed the pit exit line. Pitlane speed limiters are permitted.



Failure to comply with the speed limit may result in the imposition of the following penalties **for each Km/h over the Pitlane Speed Limit:**

Races: A minimum fine of £10 and/or a one-second race time penalty.

2.8 Race Finishes:

To be classified as a finisher, a car must either cross the Finishing Line or take the chequered flag in the pitlane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pitlane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

After taking the Chequered Flag drivers are required to:

- I progressively and safely slow down,
- II remain behind any competitors ahead of them,
- III return to the Pitlane Entrance/Paddock Entrance as instructed,
- IV comply with any directions given by Marshals or Officials
- V keep helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 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. (*Publication of Results* paragraph in Section D26 of the *Motorsport UK General Regulations*).

2.10 Timing Modules:

All cars must be fitted with a working Motorsport UK approved transponder. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per *Motorsport UK General Regulations*. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 Qualification Races: If any event is oversubscribed the Organising Club may, at its discretion, run Qualification Races.

2.12 Operation of Safety Car: The safety car will be brought into operation and run in accordance with *Section Q, Appendix 3* of the *Motorsport UK General Regulations*.

2.13 Onboard Cameras:

The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident during the event.

2.14 Data Logging

The use of linked data performance loggers that supply real time information in cockpit are not permitted.

The use of data loggers that record data for post-race analysis are accepted.



3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.



4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the *Motorsport UK General Regulations*.

4.1 Additional specific championship penalties as set out in the Supplementary Regulations:

- 4.1.1 The Clerk of the Course (s) has the right to impose a Stop Go or Drive Through penalty, in accordance with Section Q12 of the *Motorsport UK General Regulations*. There is no right to appeal any such penalty.
- 4.1.2 Any competitor who is penalised under the Motorsport UK Sporting Regulations at any stage of an event may at the Clerk of the Course's discretion incur the following Championship penalty: -
If the competitor is subject to disqualification from the event Additionally to para 1.6.2, the competitor will also forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.
- 4.1.3 Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another Championship event then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third event, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.



5. TECHNICAL REGULATIONS

5(1) INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK 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.

If you are in any doubt check with the Eligibility Scrutineer.

5(2) GENERAL DESCRIPTION:

Eligible Cars: The document 'Eligible Vehicle List & Permitted Minimum Weights' should be read in conjunction with these Regulations. Other cars may be eligible, subject to proof of series production in accordance with the guidance below.

The HSCC 70s Road Sports Championship is open to genuine production Sports, GT and two door Coupe cars manufactured or road-registered between 01/01/70 and 31/12/79.

Cars built or road-registered in the late 1960s and early 1980s which are precisely the same specifications as the 1970s model will be considered and will be subject to individual approval by the Championship Coordinator.

Cars which are either original cars, or cars from the period built to exactly the same specification as the model entered, which comply with the Championship Regulations may be considered for entry to the Championship subject to individual approval of the HSCC.

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. Only minor modifications to engine and suspension are permitted. Body shells must remain as standard. Cars must remain road legal in all respects except tyres (see section 5(13)).

The Championship Stewards may classify, reclassify or disqualify any car, as per section W2.2.1 of the current *Motorsport UK General Regulations*. All cars in classes A to F must have a current HSCC Vehicle Identity Form (VIF) approved by the Registrar. The issuance of a Vehicle Identity Form (VIF) does not **imply** confirm eligibility or acceptance into the Championship.

All documentation must be available at events entered, produced at scrutineering and when required at post-event checks. Cars must at all times be entered in a presentable manner, including sponsors decals. Non-period colour schemes are not acceptable.

For the purpose of these technical regulations, the term manufacture or manufacturer refers to the manufacturer of the vehicle unless clearly specified otherwise.

Manufacturer option equipment is not permitted unless specifically stated.

Chassis is defined to mean a chassis to which bodywork and mechanical components are fixed or a unitary monocoque bodyshell.

Class Structure of HSCC 70s Road Sports Championship

Class A All cars over 3001cc

Class B All cars 2001cc to 3000cc

Class C Lotus 1600 8 valve twin cam engine cars

Class D All cars, except class C and E, 1501cc to 2000cc

Class E GRP bodied cars up to 1600cc with single cam engine Class F Metal bodied cars up to 1500cc

Class I Invitation class - To encourage competitors to join the championship. Genuine production Sports, GT and two door Coupe cars manufactured or road-registered between 01/01/70 and 31/12/79 will be considered. A Vehicle Detail Form (VDF), available from the HSCC Office, will need to be completed to include the name of the driver and entrant at least two weeks before the event; an offer of acceptance or refusal will then be given by the Championship Chairman within seven days.



5(3) SAFETY REQUIREMENTS

5(3).1 The following sections of the *Motorsport UK General Regulations* will apply:

- Appendix K Safety Criteria Regulations
- Section Q (Circuit Racing)

Exceptions are Motorsport UK Section (K) Crushable Structures (K7.1 – K7.4) which do not apply.

5(3).2 Section **(K1)**: Roll Over Protection Systems (ROPS) are mandatory and are permitted only in the configurations outlined and shown in drawings in the Motorsport UK Technical Notes. ROPS must not become a chassis extension (See 5(5).2). Further advice on ROPS can be obtained from the Championship Eligibility Scrutineer or HSCC Chief Scrutineer.

An exception is allowed for Lotus Elans and Europa's who may have in addition two mounting points for side impact protection systems (SIPS). For the avoidance of doubt a total of 8 ROPs and 2 SIPS points (10 in total) are allowed.

5(3).3 Section **(K2)**: Seats, seat belts and harnesses must comply with this regulation.

5(3).4 Section **(K3)**: Plumbed-in fire extinguishers are mandatory and must comply with Q13.10.7 and K3.

5(3).5 Section **(K5)**: A rearward facing red warning light is mandatory and must comply with this regulation.

5(3).6 Section **(K6)**: Tank Fillers, Vents and Caps must comply with this regulation.

5(3).7 Glass sun-roofs are not permitted, as per Q13.10.6

5(3).8 Section **(K8)**: An External Circuit Breaker is mandatory and must comply with this regulation.

5(3).9 Section **(K9)**: Racing overalls are mandatory and must comply with this regulation.

5(3).10 Crash helmets are mandatory and must comply with **K10**. Either goggles or a visor must be worn unless in a closed vehicle (**K11**).

5(3).11 All other race clothing must comply with Motorsport UK requirements K9.1.9, K9.1.10, K11 and Q.12.1,1(c).

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5(4).1 Vehicle Identity Papers

All vehicles must comply with their HSCC Vehicle Identity Form (VIF), Technical Regulations in Sections J and Q of the *Motorsport UK General Regulations*, and these Technical Regulations (subject to not contravening Sections J and Q Technical Regulations). The driver must ensure the VIF is available at scrutineering and throughout each day of each event they attend.

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 which prevents crankshaft and piston removal. An alternative method can be two adjoining pairs of bolts or studs, again a pair, each side or diagonally, cross drilled. The simple intention is that the bolt or stud cannot be withdrawn without breaking the sealing wire. **Cylinder Head**: Two adjoining head bolts or studs (per head) cross drilled or such other drillings which prevents head removal. Hole diameter in all instances to be 2mm minimum.

All strip-down/rebuild and associated costs incurred by competitors following engine and/or component seal(s) by HSCC Championship Motorsport UK Eligibility Scrutineer or delegated assistant(s) are to be borne 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 Motorsport UK Eligibility Scrutineer or delegated assistant(s) on the day in question. Please note Motorsport UK Regulation section (J3.1.4.) and (J3.1.6.).

'Championship Seals' may be fixed during the season to engines by the Eligibility Scrutineer or



delegated assistant after checking for compliance or before checking with competitor agreement. If an engine sealed with competitor agreement is later found not to comply with the Technical Regulations, all championship points awarded from the date of sealing will be deducted. These seals are subservient to Motorsport UK seals, and do not have specific time limits imposed. A minimum of 7 days' notice is required by the club office and Eligibility Scrutineer prior to an engine strip, when seals are to be removed.

5(5) CHASSIS:

- 5(5).1 All cars in points-scoring classes must comply with their HSCC Vehicle Identity Form (VIF).
- 5(5).2 The Chassis must remain as original with no additions or removals, except fixings for ROPS as required by Motorsport UK regulation K1. It is not permitted to attach the ROPS to the chassis at any additional points. The maximum number of attachment points permitted is 8 and these must be at the location of the feet fitted by the ROPS manufacturer. It is NOT permitted to weld the ROPS to the bodyshell at any other points (see Motorsport UK yearbook section K appendix 2 drawing 37). It is NOT permitted to attach the ROPS to suspension turrets (see MSUK yearbook section K appendix 2 drawing 11. Where the chassis has been the subject of structural repair, the repair will be subject to approval by the Eligibility Scrutineer.
- 5(5).3 It is not permitted to fit strut brace bars.

5(6) BODYWORK:

5(6).1 General

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

No modifications from original production specification are permitted, except where specifically allowed. Any attempt to transfer weight by use of lighter panels are not acceptable.

Cars with bolt on windscreen frames must run with the frame in the original manufacturer frame position with a windscreen fitted.

Fibre-glass panels are not permitted unless steel panels are unobtainable or only available at a prohibitive cost.

Permission must be obtained from the Eligibility Scrutineer and Championship Coordinator prior to any modifications being made and the vehicles VIF being updated.

5(6).2 Interior

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

Cars will be expected to retain their original type of trim in so far as it relates to fixed portions (e.g. headlining, door trim, dashboard trim etc.).

Wooden dashboards may be replaced by other non-structural period material. Non original racing style seats may be fitted in place of the standard seats.

In the event that fitting of safety equipment would permanently damage seats or trim, relaxation of the above requirements may be allowed subject to agreement from the Eligibility Scrutineer.

Pedal Boxes are free.

5(6).3 Exterior

Factory option hard tops are allowed. Open cars fitted with a front roll-bar hoop must practice and race with hardtop fitted or with their hood erected.

Bumper bars and brackets, if removed, are subject to individual acceptance by the Eligibility Scrutineer.

Side and rear window glass may be replaced by Perspex or similar material no less than 4mm thick. Closed vehicles must have an effective means of ventilation.



The silhouette of the car must not be altered, (except for safety equipment or minor amendments subject to individual acceptance by the Eligibility Scrutineer) and brake cooling ducts (See 5(11).3). Original outer door handles must be fitted and working.

Model-Specific Regulations

Porsche 911SC - it is acceptable to replace the Sport model solid rubber rear spoiler with the same period spoiler from the 1978 model 911 Turbo or 1972 Carrera RS 'Ducktail' spoiler.

5(6).4 Ground Clearance

All Classes may be lowered but all sprung parts of the car must have a minimum ground clearance with the driver seated normally of 10cm, such that a block of 8cm x 8cm x 10cm high may be passed along any route underneath the car. Ground clearance may be measured at any time during an event, on a surface specified by the HSCC Eligibility Scrutineer. Exhaust systems, outer lower suspension pickup points, all lower anti-roll bar mountings and bolts required to attach safety equipment are excluded from this requirement.

Model-Specific Regulations

- Marcos GT V6 - it is acceptable that the ride height test block fouls the seat mouldings and sump.
- Lotus 7 – it is acceptable that the ride height test block fouls the bell housing.

5(7) ENGINE

5(7).1 General

No modifications from original production specification are permitted unless stated.

The engine must be as specified on the car's HSCC Vehicle Identity Form. The engine, cylinder head and block must be the original manufacturer's make, type, material, stroke, and date from the same period as the vehicle model was produced.

5(7).2 Permitted Modifications

Cylinder heads may be polished, ported and re-profiled.

Camshafts are free. Camshaft drive method must be as original manufacturer.

Valves are free.

Pistons are free.

Con-rods are free.

Crankshafts are free but must retain the original manufacturer stroke.

Flywheels are free.

Sumps are free.

Dry sumps are permitted

Re-boring is permitted to a maximum oversize of 0.060 in. of the manufacturer bore size without affecting the capacity class of the vehicle.

5(7).3 Prohibited Modifications

Roller rockers and replacement of hydraulic valve lifters by solid lifters are NOT permitted.

5(7).4 Location

The engine location must be in the original position when the car was manufactured and use original mounting points.

5(7).5 Oil/Water Cooling

Oil coolers are permitted but with no external ducting.

Aluminium water radiators and electric fans are permitted; the fans must not protrude beyond the radiator opening. Radiators must be mounted in the original manufacturer's position.



Water pump must be fitted in the original manufacturer position and driven by manufacturer method. Water pump impeller size is free.

Model-Specific Regulation

Hillman Imp based cars are permitted to use a front mounted radiator subject to complying with silhouette regulation 5(6).5

5(7).6 Induction Systems

All induction systems must be the original manufacturer standard fitment except as allowed in the Model-Specific Regulations below. No forced induction is permitted.

Carburettors must be of the same size and number as original specification and be mounted directly onto the original inlet manifold which may be polished and ported.

Stromberg carburettors can be changed for SUs of the same size. Jet, needle sizes and springs are free. Weber DCOE carburettors may be replaced by the equivalent DHLA Dellorto and vice versa.

Fixed choke dimensions must be as original except as specified in the Model-Specific Regulations below. Detachable choke tubes dimensions must be as original manufacture for that production car except as specified in the Model-Specific Regulations below. Jet, needle size and springs are free. Evidence of original size at manufacture must be provided by the competitor to the Eligibility Scrutineer.

Cars fitted with fuel injection must use the original manufacturer-standard fitment fuel injection system, including throttle body. Only the following adjustments are allowed: Bosch K-Jetronic – the system and control pressure may be altered by means of manual adjustment or shims.

Model Specific Regulations

- Lotus Elans, Europas and Sevens fitted with Weber 40 DCOE carburettors or Dellorto equivalent, the maximum choke size is 33mm.
- Imp Engines may use twin Stromberg 150 CD Carburettors or 1½” maximum twin SUs, or two Weber 40 DCOE carburettors or Dellorto equivalent with maximum choke size of 32mm.
- BMC A series engine may use twin 1½” maximum SU carburettors.
- TVR Vixen Sport using twin Weber 40 DCOE or the Dellorto equivalent, the maximum choke size is 33mm. Ferrari 308, the maximum choke size is 32mm.
- Jensen Healey, the maximum choke size is 34mm.
- Alfa Romeo 2 litre, the maximum choke size is 32mm.

5(7).7 Exhaust Systems

The exhaust manifold and system is free, but must be road legal and comply with Section J5.17 and J5.18 of the *Motorsport UK General Regulations* and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5(7).8 Ignition Systems

The ignition system must be as original manufacture including the distributor and retain the original manufacturer firing order. It is permissible to fit a basic/simple electronic ignition system solely as a means of replacing contact breaker points, subject to Eligibility Scrutineer approval, following full written description of layout and installation by the competitor. In such systems the distributor must remain the sole means of triggering the spark.

Electronic ignition systems are allowed if in manufacturers’ original production specification.

Only the original distributor mechanical advance and retard mechanism is allowed. It is permitted to remove vacuum advance/retard systems from the distributor.

Engine management or mapping systems are not permitted.



5(7).9 Fuel Delivery Systems

5(7).9.1 Fuel pumps are free. Use of braided flexible hose and metal fuel lines is recommended.

5(8) SUSPENSIONS

5(8).1 The front and rear suspension must be as original manufacturer, except it may be strengthened for safety reasons with the approval of the Eligibility Scrutineer.

5(8).2 Standard manufacturer mounting points must be used for fitting suspension arms and shock absorbers.

5(8).3 Shock absorbers and springs may be changed. It is not permitted to use alloy bodied shock absorbers or spherical bearings unless originally fitted by the manufacturer. It is not permitted to use remote reservoirs.

5(8).4 Single tube, steel bodied adjustable shock absorbers are permitted and must be fitted to the original manufacturer's mounting points. Remote reservoirs are not permitted. Adjustable spring platforms are permitted.

Anti-roll bars sizes are free and may be adjustable. They may be fitted to the front and rear suspension if not fitted in original manufacture.

5(8).5 Anti-tramp bars, or a Panhard rod, or a Watts linkage may be fitted to cars without additional rear axle location.

5(8).6 Original bush material may be changed.

5(8).7 Spherical joints are not permitted on any suspension components unless used in original manufacture except as follows:-

5(8).8 Anti-roll bars may be fitted with spherical joints provided they do not affect the geometry.

5(8).9 Anti-tramp bars, Panhard rods or Watts linkage fitted under regulation 5(8).5 may be fitted with spherical joints to mount to the chassis and axle.

5(8).10 Camber alterations are permitted.

5(8).11 It is permitted to fit roller bearing top mounts to strut suspension

5(8).12 Wheelbase to be to manufacturer specification for all cars.

5(8).13 Model specific regulations

Ferrari 308s may use Ferrari 328 rear uprights.

Lotus Elans may use fabricated steel front wishbones to original manufacturer's dimensions.

Lotus Europas may use adjustable lower rear links. It is not permitted to use spherical joints on the links.

Lotus Europas may use tubular lower suspension wishbones to original manufacturer dimensions.

Porsche 924s may use single tube, steel bodied adjustable shock absorbers with coil springs on the rear suspension.

5(9) TRANSMISSIONS

5(9).1 Gearbox/Clutch

No modifications to original production specifications are permitted except brass/bronze components used in gearbox internal components may be changed for steel to identical dimensions.

Clutch pressure plate and driven plate are free.

The clutch control system method can be either cable, rod or hydraulic. Hydraulic clutch master cylinder is free.



Concentric slave cylinders are not permitted unless fitted as original manufacturer equipment. It is permitted to change a carbon thrust release bearing to a roller bearing on the manufacturer carrier.

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

5(9).2 **Final Drive**

The rear axle must be original manufacturer. The final drive ratio is free. Limited slip, or torque biasing, differentials are not permitted unless fitted as standard original equipment by the manufacturer.

5(9).3 **Model Specific Regulations**

Morgan Plus 8. Dispensation to use later 70s Rover 5 speed gearbox.

MGB GT V8. Dispensation to use later 70s Rover 5 Speed gearbox.

Lotus Europa. Dispensation to use later 5 speed Renault gearbox.

Lotus Elan. Dispensation to use solid drive shafts with UJ, CV joint, and sliding splines.

Porsche 924. Dispensation to use later conventional Audi transaxle.

Datsun 240Z Dispensation to use later 5 speed from 280Z and similar with part number ending 71C.

5(10) **ELECTRICS**

5(10).1 All electrical equipment and exterior lighting fitted in original manufacture must be retained (except as listed below) in the original location, and fully operational; wiring may be changed but electrical equipment must still comply with MOT requirements.

5(10).2 **Batteries:** The type, make, capacity (ampere-hours) and location of the battery are free except that lithium batteries are not permitted. Battery mounting must be in accordance with section J5.14 of the *Motorsport UK General Regulations*.

5(10).3 **Generators/Alternators:** The type and make are free. Dynamos may be replaced by alternators, but must be in the original position. The dynamo or alternator must generate an electric output and be on load when the engine is running.

5(10).4 Starter motors are free.

5(11) **BRAKES**

5(11).1 Hydraulic braking systems may be converted to dual circuit operation which provides simultaneous operation on all four wheels via two distinct hydraulic circuits. Hydraulic lines may be replaced with metal braided type piping.

5(11).2 It is not permitted to fit grooved, cross-drilled, ventilated or otherwise modified discs, unless fitted as original. Discs and drums must be of the material and dimensions originally specified. Brake calipers must be original production items for the model car, made of original materials and to original dimensions.

5(11).3 It is permitted to fit brake cooling ducts but these must not protrude more than 2cm outside the bodywork **and** must blend with the surrounding bodywork. ~~and~~ No ducting hoses must be visible externally.

5(11).4 Adjustable brake devices are permitted but must not be accessible or adjustable by the driver when the car is in motion.

5(11).5 **Model Specific Regulations**

Imp based cars may use 9" maximum front discs with an iron two piston calliper and standard rear drums.

Mini based cars to use 7.5" maximum front discs and standard Mini rear drums if manufactured prior to 1974: post 1974 7.5" or 8.4" maximum front discs may be used.



5(12) **WHEELS/STEERING**

5(12).1 Wheels

Wheel diameter is free up to a maximum of 15". In addition, 16" original equipment may be changed for 15".

Rim width may be up to 5½" for classes C and F, and up to 6" for classes A, B and D and E unless a wider width was fitted as standard for that model by the manufacturer in period, in which case the original widths may not be exceeded.

The same size wheels must be used front and rear, unless varied in original manufacture.

The wheel and tyre must be capable of being used within standard bodywork and permitted suspension modifications. Rim widths may need to be decreased in order to accommodate available tyres.

Alloy wheels of period design are permitted subject to individual acceptance by the Eligibility Scrutineer.

5(12).2 Steering

The steering rack/box and column must be standard manufacturer specification. The steering lock must be rendered inoperative or removed, except in road driven vehicles

Steering wheel is free. Removable type is recommended.



5(13) **TYRES**

- 5(13).1 Only Yokohama tyres are permitted from the *Motorsport UK General Regulations* Section L tyres list 1A/1B/1C although the Yokohama AO52 is the preferred tyre. If a Yokohama tyre is not available in the size required for the vehicle, then another List 1A/1B/1C tyre is permitted subject to notification to the Eligibility Scrutineer.
- 5(13).2 The same size tyres must be used front and rear, unless varied in original manufacture. The same type and compound of tyres must be used front and rear.
- 5(13).3 Tyres must have a minimum of 50 profile.
- 5(13).4 **For 2024**, It is permitted for competitors to use existing stocks of non-Yokohama tyres that are in their possession.
- 5(13).5 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5(14) **WEIGHTS**

- 5(14).1 Vehicles must conform to the minimum weights as listed in the additional schedule, which forms part of these Championship Regulations
- 5(14).2 Ballasting is permitted, which if used must be securely affixed to the vehicle as per sections J5.15.2, J5.15.3, and J5.15.4 of the *Motorsport UK General Regulations*. Lightening cars then adding ballast to meet the minimum weight is not acceptable.
- 5(14).3 Weights of individual cars may be verified by the Eligibility Scrutineer at circuit weigh-bridges in accordance with the *Motorsport UK General Regulations*

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

- 5(15).1 **Types:** The fuel tank must be either the original production specification, or a safety tank. Any fuel tank must comply with FIA Appendix K Art. 5.5, and must not exceed the originally specified capacity.
- 5(15).2 **Locations:** Safety tanks may be relocated but must remain in the original forward or rear half of the vehicle and be fitted in accordance with *Motorsport UK General Regulations*. Manufacturer specification fuel tanks must be fitted in the original manufacturer location.
- 5(15).3 **Fuel:** Fuel must be in accordance with *Motorsport UK General Regulations* Section B Nomenclature & Definitions Pump Fuel parts (a) or (b).

5(16) **NUMBERS AND CHAMPIONSHIP DECALS**

- 5(16).1 Numbers must be displayed as per Section J4 and Appendix 1 Drawing 4 of the *Motorsport UK General Regulations*. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.
- 5(17).2 Advertising on vehicles must comply with sections H27 and H28 of the *Motorsport UK General Regulations*.
- 5(17).3 All competing cars must display two HSCC badges, two 70s logos and two Class letters (A-E), one on each side of the car, towards the front and near the top of the front door; alternatively, if insufficient space available, at the rear and near the top of the front wings on a near vertical surface.

The 70s logo and Class letter to be placed in line with and immediately below the HSCC badge. In addition two Yokohama logos must be displayed on a vertical surface each side of the car.

Failure to display the required stickers by an individual competitor may result in the withholding of championship points and corresponding awards.



6. APPENDICES

The following Commercial Undertakings are not subject to the judicial procedures of either the Championship Stewards and/or the Motorsport UK /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 Chairman
Registrar

James Nairn
Ted O'Day



APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.