



HISTORIC SPORTS CAR CLUB

Established 1966

Silverstone Circuit, Silverstone, TOWCESTER, Northamptonshire NN12 8TN

Telephone: +44 (0) 1327-858400

E-mail: office@hsc.org.uk : www.hsc.org.uk

Historic Sports Car Club Ltd - A company limited by guarantee - Registered in England - 04448259

Supplementary Regulations (SR's) 2026

1. **All HSCC race meetings** are organised by the HSCC Ltd. Meetings will be held under the General Regulations of Motorsport UK(MSUK), (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the Organising Club may issue for the event.
2. **Applicable dates and venues.** The following Standard Regulations are applicable to the following events: 25-26 April Snetterton 200, 30-31 May Donington Park, 30-31 May Silverstone GP, 13-14 June Cadwell Park, 11-12 July Brands Hatch GP, 24-26 July Silverstone GP, 29-31 August Oulton Park International, 10-11 October Silverstone National.
3. **Officials of the Meeting:** To be advised in the Final Instructions for each Race Meeting.
4. **Permit:** All events to be run under an Interclub permit, with the exception of 30-31 May Silverstone and 24-26 July Silverstone which will be dual permit events Interclub and National.
5. **Championships:** Championships incorporated in these meetings are as detailed in Championship or invited Series regulations for 2026. Vehicles must comply with the eligibility regulations as stated in the Championship or invited series regulations.
6. **Eligibility:** All HSCC race meetings are open to fully paid-up members of the HSCC and invited Clubs and drivers. Club or above status licence are required for all races unless otherwise notified on Championship/Series Regulations. Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent (FIA ISC Article 2.3 applies).
7. **Entries** Opening and Closing dates will be available to view to registered competitors via the online portal or on the associated Entry portals of the Invited clubs. Competitors entering HSCC Championships or Series are required to enter online and will receive an automatic acknowledgement upon completion of their entry. The below terms apply to all HSCC Competitors.
 - Entry fees for HSCC Competitors will not be taken until the closing date. The closing date being 3 days (7 for International Events) prior to the start of event i.e. the commencement of event Permit as per MSUK Regulation (NCR 3.5.10.1)
 - Upon payment an entry becomes confirmed.
 - Any refund prior to the closing date will be the full entry fee.
 - No refunds will be given after the closing date.
 - If the race is oversubscribed the following conditions apply.
 - i. If you are listed as a reserve. Reserves will be accepted in accordance with circuit grid capacity. Reserves who practice but are not allowed to race will receive a refund of entry fee less £50.00.
 - ii. Reserves who are not allowed to practice will receive a full refund of their entry fee.
 - iii. Qualifying will be the maximum number of cars allowed by the circuit licence plus 20%
 - iv. The maximum number of starters per race will be that allowed by the circuit licence.
 - v. The organisers in their absolute discretion reserve the right to change the format, timetable, race duration and amalgamate or cancel races or the event
 - For events where the HSCC are the permit holders, withdrawals must be notified in writing or by email to the HSCC office by the closing date of entries to the race meeting.

- On the date entries close any rebates against entry fees will be calculated and applied before payment is taken.
 - The HSCC shall not be required to run a race where there are fewer than five entries or refund entry fees.
 - The HSCC may merge grids if there are insufficient entries in any one series or championship.
 - With the exception of the Guards Championship, all HSCC Championships and Series shall be contested by a single driver per entry.
 - i. In exceptional circumstances, and only upon written application to the Secretary of the Meeting, permission may be granted for an entry to be shared by more than one driver.
 - ii. Any such dispensation shall apply to double-header races only and shall not extend beyond the relevant event without further approval. Where dispensation is granted, an additional fee shall be payable in respect of each additional driver. Such fee shall be equal to the prevailing per capita event permit fee applicable to the class of permit in force, namely: Interclub £39, National £43, and International £82. This fee is levied to cover Motorsport UK insurance requirements.
 - iii. Any additional driver authorised under this provision shall be required to start from the rear of the grid and shall not be eligible to score Championship points.
 - In accordance with **NCR Chapter 3, Appendix 5, Article 7.1**, a vehicle may not be entered more than once in the same competition unless two entries for the same vehicle are permitted in the official documents.
 - The Clerk of the Course may, Permit under **NCR Chapter 13 Appendix 11 Article 11.I** a change of Vehicle or Driver(s) from those nominated in the Official Programme of the Event on written application being made by the Entrant not less than half an hour before the start of Practice or Competition (where there is no Practice) and provided that:
 - i. A change of only one or the other and not both is permitted unless all the Entrants and Drivers agree in writing to such a change of both and
 - ii. No change of Vehicle is permitted which would prevent the participation in the Event of a reserve Entry.
8. **Force Majeure.** Where events or circumstances are beyond the control of the Organisers, the MSUK Steward or the HSCC reserve the right to postpone, abandon, amend, merge grids, or cancel a meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Organisers, MSUK and HSCC will not be liable for any loss or expense incurred by entrants or drivers. Further, the HSCC shall not be responsible to its Members, other entities, or competitors for any delay or cancellation of an event, part of an event, race duration or the performance of its obligations under any contract or agreement with a circuit or other entity as a result of any cause beyond its reasonable control.

Where incidents on or off track outside of the control of the Club cause delays to the published timetable, the HSCC and Clerks of the Course, in their absolute discretion, may vary the timetable order and race duration without financial penalty. Any race stopped after the leader has completed 75% of its duration may be considered to have finished. (NCR 12.6.9.1e).

Where a race is stopped and cannot be restarted either at the time or later during the same event (NCR 12.6.9.1.c), the result will be declared as the order of crossing the finish line at one lap less than the total number of laps completed.

9. **Refusal of Entries:** Entries may be refused where the HSCC, acting in its absolute discretion, decides otherwise. If the vehicle entered does not conform to the regulations of the race entered. If the competitor has not submitted a valid entry or made payment for the entry. If the competitor has currently been refused membership to the HSCC or is temporarily suspended following judicial process. A car presented at scrutineering which does not comply with the regulations and is refused entry will not be entitled to a refund.

Notwithstanding any other provision of these regulations the Club reserves the absolute right, at its sole discretion to:

1. Admit, refuse, or withdraw the entry of any vehicle into any event, series, or championship, regardless of whether the vehicle otherwise meets or fails to meet the stated eligibility criteria; and
2. Assign, amend, or reassign the classification, class placement, performance index, Balance of Performance (BoP) parameters, or any other competitive designation of any vehicle at any time, including prior to, during, or after an event, series round, or championship round; and
3. Take such actions without obligation to provide justification, precedent, or explanation, and without recourse or appeal by competitors, entrants, or teams.

By submitting an entry, all competitors acknowledge and accept that the Club retains these discretionary powers in the interest of maintaining fair, safe, and competitive motorsport, and agree to be bound by any such decisions.

10. **Races & Entry Fee:** Competitors must register and enter online. Any guest Competitor not registered to compete within an HSCC Championship or series should contact the HSCC Office. The opening and closing dates of entries will appear at the top of the Entry Form. Anyone not registered for the Championship/Series will be requested to submit evidence that their car is eligible for that event. If the race is oversubscribed at the time entries close, entries will be automatically placed on a reserve list where priority will be given to all registered drivers in the Championship/Series and in case of multiple registered competitors still exceed the maximum grid size, the order will be determined by the earliest date and time of entry.
11. **Drivers Briefings:** The time and place of drivers' briefings will be notified in the meeting Final Instructions. Failure to attend without prior permission may incur a penalty.
12. **Scrutineering and Sign On** will take place at the time and locations as specified in the meeting timetable. Driver sign on and self-declaration must be completed before attending the race meeting.
13. **Numbers:** All vehicles must display numbers and roundels in accordance with MSUK regulations NCR 7.13 Diagram 1 Competitions Numbers. Any driver who does not renew their current racing membership for 2 consecutive years, may have their allocated race numbers re-allocated.
14. **Decals:** Competitors are reminded that HSCC decals (one each side of the car) and, if supplied, approved by the club the race sponsor's decals must be prominently displayed on competing vehicles. Competitors may not display any decal without the express permission of the HSCC. Failure to display or remove decals may result in exclusion.
15. **Pits & Paddock:** Cars entering the pits during practice or racing must use the pit entry road. There is a 60KPH maximum speed limit in pit lane. A time penalty of 5 seconds plus 1 second per KPH over 60 KPH may be imposed by the Clerk of the Course. There is a maximum speed limit of 10 MPH in the Paddock and all other areas under the control of the organiser. Failure to observe Officials' instructions or speeding may lead to disqualification from the meeting.
16. The Clerk may impose **Stop/Go** or **Drive Through** penalties. These may be altered to a time penalty of not less than 30 seconds and not more than 60 seconds for operational reasons NCR 12.10.2.1

17. The Clerk of the Course may suspend a race under safety car conditions by bringing the race to a stop and stopping the race duration clock. The restart of the race will be under safety the car where the race duration clock will be restarted.
18. **Qualification Practice:** There will be a minimum of one practice session for each category of race. Drivers who have not previously raced in its current layout within the last 24 Months must complete at least 3 laps to qualify for a place on the grid NCR 12.6.3.2. Drivers who are allowed to qualify out of session will start from the back of the grid. The fastest time set by each car will determine grid position NCR12.6.5.4 will apply. The maximum number of starters for the circuit configuration used will be as per the MSUK Permit for the venue. For qualifying the maximum number of cars on the circuit may increase up to a maximum of 20%, subject to the conditions of the Track Licence, to allow notified reserves to qualify.

The Stewards of the meeting may waive the requirement to complete 3 laps where a driver can demonstrate sufficient experience and if allowed the driver will start at the back of the grid.
19. **Reserves:** Subject to qualification, reserves will be admitted to the races if spaces are available in the order published in the entry list. (see item 10)
20. **Starting Grids:** Competitors are reminded of the provisions of NCR 12.6.6.4c It is a requirement that competitors acquaint themselves with the markings and other features of the grid. If a competitor is deemed to have made a false start NCR 12..6.7.1 the Clerk of the Course may impose either a time penalty of a range between 5 or 10 seconds or a drive through penalty.
21. **Race Starting Procedure.** All HSCC races will be either standing start or rolling start. The type of start for each meeting will be declared in the Final Instructions. The Senior Clerk of the Course may in his absolute discretion change the start procedure if required. The following procedure will be used. Drivers in all races should proceed to the assembly area designated in the Final Instructions (for selected races this maybe the pit lane) 15 minutes before the scheduled start of their race or when called. Pre-gridding and the 1 minute and 30 second countdown will take place in the assembly area.
22. **Standing Start:** drivers will be released on to the circuit, do one complete lap and then proceed to the starting grid, this will constitute the 'green flag' lap. Upon arrival at the starting grid, drivers should take up their grid positions as quickly as possible and, as soon as the last car is in position, only the 5 second board will be displayed before the red lights are shown, followed between 3 and 5 seconds later by the red lights being extinguished denoting the start of the race.
23. **Rolling Start:** cars will be pre-gridded, and the 1 minute and 30 second countdown will take place in the assembly area The cars will then be led round for a minimum one lap behind a pace car and will form up into either their 2 x 2 or 1 x 1 grid positions.
 - The pace car will then turn into the pit lane and it will be the responsibility of the front row cars to hold their position and speed.
 - As the front row of the grid approaches the start line, the red lights will be extinguished, denoting the start of the race but there is **no overtaking or changing of direction for any cars prior to crossing the start line.** (n.b. should a competitor suffer a mechanical problem they should indicate this to other competitors by raising their arm and safely pulling off the circuit into the pit lane or adjacent to a Marshal post).
 - It's strictly forbidden for cars to back up or hold other competitors during the green flag laps in attempt to gain a competitive advantage. It is also strictly forbidden to excessively brake, weave and accelerate in an attempt to warm tyres.
 - Drivers who are judged to have performed practice starts or excessive weaving during the warmup/green flag laps will be reported to the Clerks of the Course.
 - Any car which in the opinion of the Clerks of the Course fails to maintain its position and speed set by the 'Pace Car' prior to crossing the start line or is guilty of any of the preceding instructions will be penalised and in addition to any offences outlined in the 'MSUK Yearbook any infringements of this race start procedure may result in a time penalty of up to 60 seconds or disqualification from the race.

- Should the red lights remain on, the start is aborted, and cars should complete the lap and return to the starting grid.
- Should any practice session or race be 'red flagged', it may be restarted, at the discretion of the Clerk of the Course and if time permits, for the remaining scheduled distance.
- The grid for the restarted race will be the order in which the cars passed the finish line at the end of the lap preceding the lap on which the red flag was shown, and the result of the race will be the order in which the cars cross the finish line when the chequered flag is shown at the conclusion of the restarted race.
- In the interval between stopping and restarting the race cars may return to the pits for repairs. Subject to approval from a scrutineer they may rejoin the race start from the Pit Lane. Equally if approved by the Scrutineer non-running cars at the time of the Red Flag can rejoin the race from the Pit Lane in order behind those previously mentioned. For clarity see section NCR 12.6.9. If there is any variation to the start procedure this will be announced at the drivers briefing. On some occasions pre gridding for some groups may take place in the pit lane, if this is the case it will be notified in the final instructions.

24. **Pit garage allocation.** Will be notified in the meeting Final Instructions.
25. **Pit Wall & Grid Safety.** Only two personnel per competing car are allowed onto the pit wall. All personnel must follow Officials instructions without argument. The pit wall must be clear of all personnel for all race starts. No personnel are allowed on grid without prior permission. No person under the age of 16 may be allowed in the pit lane, and additionally, any official under the age of 18 must be supervised at all times by an official of the meeting or a registered responsible adult. Officials under the age of 18 must report to the Safeguarding officer prior to commencing their duties. Competitors who wish to have children under the age of 16 in any pit garage are required to notify the Safeguarding Officer prior to any track activity. Note Local terms and conditions issued by the circuit will have precedence.
26. **Paddock Parking.** A plan showing the allocation of Paddock space will accompany the event's Final Instructions. The organisers reserve the right to ask a competitor to move if they are not parked in the allocated area or reallocate on safety grounds. Refusal may result in disqualification from the event.
27. **Judges,** Judges of fact, will be appointed to adjudicate on track limits, noise, false/jump starts, finishing order, crossing a penalty line and flag contraventions. A Driving Standards Observer may be appointed and notified in the event Final Instructions.
28. **Awards:** There will be an award for each overall race winner plus second and third overall. Subject to a minimum of three starters in there will be an award for each class winner. Race winners' awards will be presented on the podium or in accordance with the Championship/Series regulations. Class awards will be presented as detailed in Event Final Instruction. All those not collected at the meeting will be forfeited.
29. **Silencing.** Unless specified within the Series/Championship Regulations All cars must be fitted with a silencer and comply with their championship and NCR 7.13 Chart 1 Competitor Vehicles and Vehicle Safety Numbers. notwithstanding, unless stated otherwise within the event Final Instructions.
30. **Nominated drivers:** Driver nominations may be deferred but under no circumstances may a driver compete without signing the appropriate indemnity declaration. NCR 6.1.2.1
31. **Race results:** will be based on finishing order determined by the Chief Timekeeper and/or judges of fact. Competitors are reminded of NCR 3.6.1.4 'At all times throughout the event competing vehicles shall be fitted with a working Timing identification module (i.e., Transponder).'
32. **Results:** Provisional results will be posted via e-mail or SMS text to competitors as soon as practical after each practice or race. Protests must be made in accordance with NCR 2.9.1-4

33. **Cameras:** It is advisable to have both forward and rear-facing cameras. Any cameras installed must be approved as part of the scrutineering process. Note: Please consult the regulations of the championship you are entering to determine if cameras are required.
34. The Club may allocate specific areas other than the garages or pit lane for refuelling and the storage of fuel.
35. The Club may allow at specific events the storage of fuel in excess of the 5 gallons allowed. This will be highlighted in the Final Instructions.
36. The Club reserves the right to disqualify, in addition to any MSUK regulation, any competitor or entrant who allows any team member or invited guest to act in contravention of any law or statute in force or what in its absolute discretion it views as being anti-social behaviour. The Club may also require that such a team member or invited guest be asked to leave the venue immediately.
37. It is a condition of your membership of the HSCC that prior to any competition which shall include practice and qualification you agree to and sign a declaration as follows, this shall include any foreign ASN's declaration when racing abroad.
- To the best of my belief, the driver(s) possess the standard of competence necessary for the Event to which this entry relates, and that the vehicle entered conforms to the Regulations of the Event. Where applicable, the use of the vehicle hereby entered will be covered by insurance as required by law.
 - I agree that should I at the time of this Event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to Motorsport UK which has, following such declaration, issued a licence which permits me to do so. I undertake that at the time of the Event to which this entry relates, I shall have passed or am exempt from an ASN-specified medical examination within the specified period. (Ch.6 App.2 Art.6.)
 - If I am the Parent/Guardian/Guarantor of the driver I have countersigned the competitor licence application and understand that I shall have the right to be present during any procedure being carried out under the Event Supplementary Regulations and the NCR and that I have acquainted myself and the minor with them, agree to pay any appropriate charges and fees pursuant to those Regulations and agree to be bound by and submit myself without reserve to the consequences resulting from them (and any alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Ch.2 App.2. **Note:** Where the Parent/Guardian/Guarantor will not be present the Parent/Guardian/Guarantor must advise the organisers in advance, in writing, authorising their appointed representative to so act.
 - I hereby agree to abide by all applicable Motorsport UK Policies and Guidelines including but not exclusively Safeguarding and Anti Alcohol and Drugs policies and the ASN Code of Conduct.
 - I have read and fully understood the regulations for Control of Drugs and Alcohol as contained in the NCR Chapter 2 Art.2, Chapter 5 App.11 Art.1.6, Chapter 3 Art.17 and have also fully familiarised myself with the information on the website referred to (www.motorsportuk.org, www.ukad.org.uk and www.wada-ama.org) in particular the UK Anti-Doping Rules which have been adopted by the ASN. 'Further if I am counter-signing as the Parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor (UK Anti-Doping Rules in Chapter 6) I hereby confirm that I give such consent for the minor concerned to be so tested.

- I understand and agree that my personal data, and that of the persons connected to my entry are being processed solely for the purposes of running this and will be handled by the organisers in accordance with Motorsport UK data protection policy: www.motorsportuk.org/data-protection.
 - **Indemnity:** In consideration of the acceptance of this entry I agree that neither any one of or any combination of Motorsport UK and its associated clubs, the organisers, the track owners or other occupiers, the promoters and their respective officers, servants, representatives and agents (the “Parties”) shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the event including but not limited to damage to property, economic loss, consequential loss or financial loss howsoever caused. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any loss or damage whatsoever and howsoever arising from my participation in this event
38. Competitors are advised to make themselves aware of the rules regarding health insurance prior to competing abroad.
39. These regulations should be read in conjunction with the race meeting entry form. Final instructions will be issued approximately two weeks before a race meeting with race meeting and circuit specific instructions and information.

Disclaimer, Safeguarding Declaration, and Compliance Requirements (Vendors and Series Championship Catering Providers):

1. General Disclaimer and Limitation of Liability

All Vendors and Catering Providers (together, “Service Providers”) acknowledge that participation in events organised by the Historic Sports Car Club Ltd (“HSCC”) is at their own risk. The HSCC shall not be liable for any loss, damage, claim, cost or expense arising out of or in connection with the Service Provider’s activities at such events, except where such liability cannot lawfully be excluded under UK legislation.

2. Legal and Regulatory Compliance

All Service Providers must comply with all applicable UK laws and regulations, including but not limited to:

- Employment legislation;
- Health and safety at work;
- Safeguarding requirements concerning children and young persons;
- Food hygiene and food safety regulations (including compliance with the Food Safety Act 1990, Food Hygiene (England) Regulations 2006 or equivalent local legislation, and all applicable local authority requirements).

The HSCC does not undertake to verify Service Providers’ compliance and accepts no liability for any breach thereof.

3. Safeguarding Declaration (Use of Under-18 Labour)

Where any Service Provider engages or permits the involvement of individuals under the age of 18 in connection with their services at HSCC events, the following requirements apply:

- All under-18s must be employed or involved in full compliance with UK child employment legislation and licensing;
- Risk assessments covering the role and environment of under-18s must be completed and retained;
- Proper supervision by a responsible adult must be maintained at all times;
- Parental or guardian consent must be obtained and available for inspection if requested;
- Where applicable, supervising staff must have valid Disclosure and Barring Service (DBS) checks;
- Safeguarding practices must align with relevant national guidance, including *Working Together to Safeguard Children* and the safeguarding rules of Motorsport UK.

The HSCC reserves the right to request evidence of safeguarding compliance and may suspend or revoke event access for any Service Provider failing to demonstrate adequate safeguards.

4. Food Hygiene and Safety Compliance

All Service Providers involved in the preparation, handling, or sale of food and beverages (whether on a commercial basis or as part of Series Championship hospitality or official catering arrangements) must:

- Hold current and valid food hygiene certification appropriate to the nature of their food handling;
- Ensure all food operations comply with the Food Standards Agency's guidance and local authority Environmental Health requirements;
- Maintain high standards of cleanliness and temperature control for storage, preparation, and service areas;
- Operate with due care for the health and safety of event attendees, including allergy and allergen information obligations under the Food Information Regulations 2014 (FIR).

The HSCC accepts no responsibility or liability for foodborne illness, contamination, or failure to comply with food safety law by any Service Provider.

5. Indemnity

The Service Provider shall indemnify and hold harmless the HSCC, its officers, staff, and agents from and against any and all claims, proceedings, demands, losses, damages, liabilities, penalties, fines, or expenses (including legal fees) arising out of or in connection with:

- Any breach of applicable law or regulation by the Service Provider;
- Any failure to ensure the lawful and safe involvement of under-18s;
- Any failure to comply with food hygiene, food labelling, or consumer safety requirements;
- Any claim brought by or on behalf of a minor or member of the public as a result of the Service Provider's actions or omissions.